# SUPER-CORRIDORS

## Background Information

### What’s a Super Corridor?

The supercorridor is a massive corridor (1200 feet wide) connecting Mexico the US, and Canada. It travels from Mexico through Texas, Kansas, and Minnesota (and other states in between; see the map at the URL provided below) and into Canada. It contains freeways (separate lanes for passenger vehicles and trucks), rail (freight, commuter, and high-speed), and utilities (water, electricity, natural gas, petroleum, and telecommunication lines.)

### Selected Readings about the Super Corridor

To get a basic idea of what the aff does, visit: http://en.wikipedia.org/wiki/Supercorridors

To explore more, check out http://www.nascocorridor.com/ and http://www.inboundlogistics.com/digital/nasco\_digital06.pdf

To see where the corridor would be built, see this visual: http://www.americansov.org/images/naipn\_nasco\_corridor.jpg

### Selected Readings about the North American Union

Here’s a good set of articles to read if you want to learn about the North American Union idea and its history: http://www.citizenreviewonline.org/feb\_2007/11/na\_union2.html

While the site includes aff, neg, and objective articles, the list was put together by a neg author (Henry Lamb) so there is likely a negative bias in the *selection* of articles and their groupings.

### Selected Readings about the Inland Ports

If you want to learn what an inland port is: http://www.greatdreams.com/political/superhighway\_facts.htm

## Notes—Aff

### Can this aff even be read?

Maybe, but it would be tough. The aff itself is pretty good on advantage areas, but Obama just passed a fair bit of funding for it in MAP-21. Even before that, finding a federal funding key (against the private sector counterplan) warrant was difficult; now, it will be close to impossible (the 2008 Transportation Bill prevented federal funds from being used on the Super Corridor, but the MAP-21 largely resolved this.)

### What you should be able to defend

North American Union good. Whether it goes in the 1AC is up to the team, but the North American Union turn is likely to be read against this aff either way. Not reading it in the 1AC allows the affirmative to no link the turn, but the neg will likely still win a link, at which point the aff might as well start the impact debate in the 1AC. Even though there are a lot of neg cards about why the NAU would be bad, they’re mostly written by hacks and there’s excellent evidence out there that NAU would boost trade.

## Notes—Neg

### Strategy Suggestions

T—Extra Topicality

Transportation Rationality K for sure

Privatization CP (could include federal action but no federal investment) or Texas PIC or Advantage CP

Politics or Elections would be okay, but Politics (Obama Good) would be a better option than Elections on the link level

North American Community Bad and other case turns

Another incredibly solid strategy is inherency and politics. Loads of funding through P3s was allocated for Super Highways in MAP-21, but because the funding passed as a transportation package, the debates did not center around Super Highway. (Read only specific politics links.)

### Topicality

The T—in violation is okay, but isn’t a round winner. At best, it helps the neg win solvency take-outs because Mexico and Canada don’t do the plan (obviously evidence would be needed for that), which puts the negative in a good spot. However, reading the T violation as a separate 1NC off probably isn’t necessary; say that the Super Corridor isn’t built in Canada or Mexico and if they say plan solves, read the T definition then.

The better T violation is extra-T and this should be in just about every 1NC read against this aff. I envision the 1NC shell being rather long with a card on why several parts of the aff is not topical (for example, HSR isn’t topical because it’s not pre-existing, pipelines aren’t topical because they’re energy infrastructure, freight rail isn’t topical because it doesn’t transport people, communications isn’t topical because communication infrastructure is distinct from transportation infrastructure.) The pipelines and communications are must-reads; the others should be chosen so the combination of all your interpretations isn’t too limiting.

Here’s the utility of this: in the 2NC, extend just a few parts of the aff aren’t topical to take out their internal links; for example, if they read an HSR-based add-on or they spend time on a mega-regions scenario, extend HSR not topical; if they read an oil dependency scenario based on the pipeline, extend pipelines not topical. Ideally, this selection process should start in the 1NC; if they don’t have any cards about high-speed rail, don’t read HSR not topical. On the other hand, if they have a whole scenario about communications technology, focus on that.

The trick with this aff is that it’s really many different affs that are all done together. While most of it’s topical, there are parts that are probably untopical, making the plan extra-topical. If parts of the aff are taken out in this way, the case debate becomes much more manageable and T can check against their HSR- or pipeline-specific add-ons.

### Transportation Rationality K

The link cards are *amazing.* Against this aff, this K is a very solid 2NR option every time. Reading the 1NC Link / Alt Solves card and the 2NC Must Read card will provide a general gist of the argument and why this aff links so well.

### States CP and Privatization CP

States Counterplan will have a tough time solving the North American Community. Coordination is also vital for this aff and all of the “states target regions better” arguments are not responsive to this aff. In conclusion, the states counterplan is certainly still viable, but not at its best against this aff. However, it’s good to challenge the fed key warrant of the aff because it’s surprisingly weak. The best way to do this is through the Privatization CP which fiats NASCO acting to do the plan (with or without some federal action that doesn’t involve new investment but allows or endorses the construction.) Most of the Fed key warrants are solved by the federal action that allows NASCO to build the plan and there isn’t a great reason why federal *investment* is key.

### Texas PIC

Explanation of the counterplan provided in the counterplan section.

Net benefit #1: North American Community Bad. Excluding the Texas portion of the corridor prevents Mexico from being connected to the US, which solves all the North American Community Bad scenarios in this file (if scenarios about Canada are cut, the PIC wouldn’t solve those.) The PIC also solves the Freight Trucking DA, which could easily be read on the North American Community bad debate in the 2NC.

Net benefit #2: Elections (Obama Good) or Politics (Obama Good.) The plan is massively unpopular in Texas, but Obama is going to lose Texas no matter what he does. However, a link scenario based on national public perception of government size would allow the Texas PIC to solve elections. Essentially, the argument would be that the plan would be fought over in Texas, attracting national attention and there would be a perception that Obama is expanding the government and not heeding citizens’ voices.

As for politics (Obama Good), the counterplan wouldn’t be unpopular because it doesn’t create a North American Union.

Net benefit #3: Democracy. Most of the specific K links to the aff are about the Texas part of the project and the cards argue that doing the plan in Texas after the Texans rallied against it and succeeded would undermine democracy. If there’s a conceded extinction inevitable or similar K trick, the Texas PIC can function as a non-floating PIK.

### North American Community Adv. CP

Explanation provided in the counterplan section. This counterplan is mainly for a version of the aff that’s focused on the North American Community. The counterplan solves the Trade advantage well but doesn’t solve any transportation stimulus good scenarios or most add-ons. On the flip side, it solves just about any disad since the counterplan doesn’t increase transportation infrastructure investment.

### Politics

The trick to winning a link (or link turn, if you’re aff) to politics is to make the distinction between building Super Corridors (which is on-balance popular) and creating a North American Union with Mexico and Canada (which is massively unpopular, especially with Republicans.)

To win plan unpopular, it’s very helpful to argue the plan would be perceived or spun as an attempt to move towards a North American Community; there’s a lot of empirical backing for this since the Super Corridor has been proposed previously in the explicit context of the North American Community. To win plan popular, it helps to argue the opposite, i.e.: the plan would not be perceived as part of the NAU because the plan only constructs a Super Corridor.

In all honesty, the research up to this point suggests plan unpopular is more on the truth side of the link debate, so reading lots of link shields (like the provided investment bankers turn shield) is vital to winning plan is popular.

### Elections

The evidence is almost completely one-sided; the public has hated the plan in every empirical instance (lots of literature about Texan opposition, but also for other states.) It would be quite the uphill battle to win plan popular with the public.

### Link Turning the Econ Advantage

The North American Community Bad turns do a good job of explaining why the plan hurts the American economy, but the thrust of all those cards is that the Union or Community would allow Mexican competition with American industries, such as trucking or manufacturing, which would result in lay-offs and harm the economy. The fundamental question will be competitiveness and jobs vs. trade. If the former is more important, the negative is probably ahead; if the latter is, the affirmative is ahead.

### Corsi

The truth is the guy’s racist and a hack. But he really goes to town on this aff and there are pretty bad indicts to back him up.

## Future Research—Aff

### Robert Pastor

http://www1.american.edu/ia/cdem/pdfs/PastorTestimonyHIRC.pdf

http://www1.american.edu/ia/cnas/pdfs/pastor\_pyn\_10242006.pdf looks pretty good, but it’s in Spanish. I know there’s an English version of this out there.

### General Articles

http://www.road-scholar.org/nafta.html

http://www.wnd.com/2007/05/41734/ is an okay article, but finding the think tank it cites could be very useful.

### NAU is a conspiracy theory

http://www.newswithviews.com/Roth/laurie74.htm

http://www.factcheck.org/2008/02/wrong-paul/ answers the infowars.net card (in Future Research—Neg under More Cites) and all the Ron Paul stuff

### Other Aff authors to look into

Richard Armitage

Sam Nunn (and his think tank

John Hawkins and Michael Medved aren’t aff authors, but write a lot of responses to Corsi

## Future Research—Neg

### More Corsi cards

http://www.nvaction.com/nacorridors.html has many links to Corsi articles (and some others.)

http://conspiracywiki.com/documents/the-late-great-usa.pdf is an excellent article for the North American Union Turn under the Case Turns section. Parts of it that were released as separate articles may have already been cut.

### Politics Links

http://www.wnd.com/2007/09/43700/

### More Cites

http://www.citizenreviewonline.org/feb\_2007/11/na\_union2.html has links to a bunch of articles (including plenty of Corsi.)

http://www.greatdreams.com/political/superhighway\_facts.htm

http://www.chron.com/news/houston-texas/article/Perry-s-Trans-Texas-Corridor-plan-is-a-tough-sell-1675370.php has good solvency cards, such as the plan requiring “months of hearings” in Texas alone.

http://www.infowars.com/articles/nwo/nafta\_superhighway\_coming\_through.htm

http://infowars.net/articles/december2007/031207NAU.htm answers NAU is a conspiracy theory and it’s *not* written by Corsi

### Other Neg authors to look into

Lou Dobbs

Diane Alden

# \*\*\*\*\*\*\*\*\*\*\*\*\*\*AFF\*\*\*\*\*\*\*\*\*\*\*\*\*\*

# CASE

# Plan Texts

## 1AC Plan Text—Proposed

### Plan: The United States federal government should fully support implementation of the NASCO SuperCorridor.

### Plan: The United States federal government should substantially increase the use of federal funds for the creation of the NAFTA Super Highway.

# Inherency

## 1AC Inherency

### New multimodal transportation corridors are needed now because of population increases

In Bound Logistics ‘7 [NASCO: NorthAmerica's SuperCorridor Coalition” November

http://www.inboundlogistics.com/cms/article/nasco-northamericas-supercorridor-coalition/]

Coming Full Circle

Even as many U.S. consignees and shippers continue to chase Asia-inbound volumes with a parochial approach—a "U.S. West Coast, then all-water East Coast" myopia—the idea of a direct, south-north/north-south route between Mexico's ports, the American heartland, and Canada's rapidly developing hinterland is coming full circle and then some.

As U.S. companies increasingly rely on Asia to source raw materials and manufacture goods, West Coast ports are struggling to keep up with the volume of product and the growing demand of stateside consumers.

Currently, Los Angeles-Long Beach facilities handle roughly 40 percent of all cargo shipped into the United States and nearly 80 percent of all Asian-origin volume.

Further complicating this dilemma, increasing congestion in and around ports, a lack of available land to expand cargo warehousing and distribution facilities, aging infrastructure, and a dearth of available truck drivers and inland freight capacity are compelling U.S. consignees to consider alternative routings.

These swelling pain points position Mexican and Canadian ports on the Pacific Coast as enviable locations for transshipping North American-bound cargo, which only enhances the NASCO corridor's value proposition.

While stateside shippers and consignees are unlikely to entirely forego their bi-coastal focus—given geographical constraints, the sheer volume of product moving from Asia into these ports, and the investments that have been made in these areas—the utility of leveraging a multimodal transportation corridor to facilitate inland distribution is growing.

It's also forcing U.S. businesses to rethink their horizontal strategy and instead approach global trade initiatives from a new direction.

The transportation backbone of the NASCO corridor is Interstate 35, which stretches 1,568 miles from Laredo, Texas, through Oklahoma, Kansas, Missouri, and Iowa, to its terminus in Duluth, Minn.

Complementing this north-south artery are Interstate Highways 29 and 94, key east-west connectors to those highways, as well as railroads, airports, deepwater ports, and inland ports that feed and accommodate cargo volumes into and out of the region.

The fast-growing presence of inland ports, in particular, is augmenting the way economic development agencies and private industry are growing and marketing intermodal capabilities along the NASCO corridor to incentivize manufacturers and retailers.

If that isn't enticement enough, current estimates predict the population along the southern portion of the NASCO region to mushroom 40 percent, from 16 million people in 2005 to 22.4 million people by 2030.

Cities such as Dallas and Kansas City, in particular, stand out because "as trade flows, real estate grows where people go," says Jon Cross, Director of Marketing for The Allen Group, a San Diego, Calif.-based real estate developer.

"From a real estate perspective, we're feeling that population growth," continues Cross. Expectedly, U.S. manufacturers and retailers are feeding that "feeling" and inland port facilities and transportation carriers are key linkages within that supply/demand continuum.

As an example, Kansas City has emerged as a leading intermodal hub for Asian-origin cargo moving through Mexico's ports of Manzanillo and Lazaro Cardenas. The city's access to key east-west and north-south rail connections makes it an ideal complement to the I-35 over-the-road corridor.

### Plan allows federal funding for Super-highways—right now it’s prohibited

Corsi 7 (Jerome R. Corsi, Ph.D., WND senior staff reporter, author of multiple books, text taken from article titled, “North-of-Border Link Finishes NAFTA Superhighway Grid,” published December 18th, 2007. Text found at [http://www.wnd.com/2007/12/45125/] by Hirsh)

NAFTA Superhighways In a separate move, Hunter successfully offered an amendment to H.R. 3074, the Transportation Appropriations Act for Fiscal Year 2008, prohibiting the use of federal funds for participating in working groups under the Security and Prosperity Partnership, including the creation of NAFTA Superhighways. Hunter’s amendment passed 362 to 63, with strong bipartisan support. And the House later approved H.R. 3074 by 268-153, with the Hunter amendment included.

### We’re allowed oversight now

Corsi 7 (Jerome R. Corsi, Ph.D., WND senior staff reporter, author of multiple books, text taken from article titled, “North-of-Border Link Finishes NAFTA Superhighway Grid,” published December 18th, 2007. Text found at [http://www.wnd.com/2007/12/45125/] by Hirsh)

“Unfortunately, very little is known about the NAFTA Superhighway,” Hunter said. “This amendment will provide Congress the opportunity to exercise oversight of the highway, which remains a subject of question and uncertainty, and ensure that our safety and security will not be compromised in order to promote the business interests of our neighbors.”

# Trade Advantage

## 1AC Trade Advantage

### --Scenario 1 is North America

### Trade has grinded to a halt—current ports can’t meet demand

NASCO 6 – (NASCO, “NASCO – Special Advertising Supplement” November 2006 Inbound Logistics <http://www.inboundlogistics.com/digital/nasco_digital06.pdf>)

With U.S. manufacturers and retailers increasingly relying on Asian suppliers, the pace of international seaborne trade is exceeding the ability ofmajor California portssuch as Long Beach and Los Angeles to accommodate the flow of goods into the United States. As a result, NASCO has included the Mexico Pacific Coast ports in its initiatives. At present, Los Angeles-Long Beach facilities handle 40 percent of all cargo shipped into the United States, and about and rail infrastructures. NASCO members include departments of transportation from various states along the north-south trade corridor; business development groups; inland 80 percent of U.S. imports from Asia. Long lines of trucks waiting to haul cargo have created logistical troubles at the ports. Last year, in an attempt to reduce congestion at peak hours, port officials began unloading ships 24 hours a day while offering financial incentives to carriers willing to move cargo during evening and weekend hours. Nevertheless, problems remain. The ongoing frequency of cargo logjams, traffic congestion, and unloading delays at West Coast ports have positioned Lazaro Cardenas and other Mexican ports as attractive alternatives for businesses seeking shorter distribution times and lower costs. While Mexico’s deepwater ports are an integral aspect of the NASCO transportation corridor, there is no plan to compete with ports in the United States. “California ports dominate now and will continue to do so,” says Tiffany Melvin, executive director of NASCO. “NASCO has no control over the flow of trade from Asia to the United States or Mexico. But with projections for increased trade, particularly from Asia, it’s clear that California ports are running out of capacity. “We are being proactive and preparing our corridor to handle increased trade and transportation, whether it is moving to or from the east, west, north, or south. Ultimately, we’re trying to create job opportunities and enhance the quality of life for workers, residents, and consumers,” she says.

### That ensures permanent economic and competitiveness collapse

NASCO 6 – (NASCO, “NASCO – Special Advertising Supplement” November 2006 Inbound Logistics <http://www.inboundlogistics.com/digital/nasco_digital06.pdf>)

The United States’ overburdened transportation infrastructure desperately needs to be upgraded and augmented, Melvin cautions. “We are facing a crisis in this country that the general population is not aware of,” she says. “People outside the trade and transportation industries don’t always understand the importance of transportation, but it is truly the lifeblood of every country’s economy.” If people were to take a moment and look around their homes, says Melvin, they would realize that everything there was transported on a ship, train, truck, or plane. “And it’s likely that more than half of those items came from China or another foreign country,” she notes. “That’s how important transportation is in our everyday lives.” Even though congestion problems and bottlenecks are part of the U.S. transportation system, they have been manageable to date. “But if we don’t take definite measures, we will see increased traffic congestion and a subsequent rise in the cost of goods,” Melvin warns. “In the long run, our economy will suffer and we will lose our global competitiveness as a nation and as a continent. “Whether someone is an isolationist, or believes in free trade and partnering with our neighbors to the north and south, we cannot deny that we are players in a global market,” she says. “As such, we need to be prepared with efficient and secure transportation systems. That is what NASCO is doing.” NASCO’s goals are ambitious, but reachable, says Terry Bailey, director of business development for the Pottawattamie County Growth Alliance, which serves the Council Bluffs, Iowa, area. The success of the NASCO corridor, he says, is contingent on having all its stakeholders and participants focused on the common goal of opening new markets for products and/or services. “Part of NASCO’s challenge will be educating people on the need to work together to open new markets and cooperate with business owners in other countries,” Bailey notes.

### Only the plan solves—multiple internals

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

As U.S. companies increasingly rely on Asia to source raw materials and manufacture goods, West Coast ports are struggling to keep up with the volume of product and the growing demand of stateside consumers. Currently, Los Angeles-Long Beach facilities handle roughly 40 percent of all cargo shipped into the United States and nearly 80 percent of all Asian-origin volume. Further complicating this dilemma, increasing congestion in and around ports, a lack of available land to expand cargo warehousing and distribution facilities, aging infrastructure, and a dearth of available truck drivers and inland freight capacity are compelling U.S. consignees to consider alternative routings. These swelling pain points position Mexican and Canadian ports on the Pacific Coast as enviable locations for transshipping North American-bound cargo, which only enhances the NASCO corridor’s value proposition. While stateside shippers and consignees are unlikely to entirely forego their bi-coastal focus – given geographical constraints, the sheer volume of product moving from Asia into these ports, and the investments that have been made in these areas – the utility of leveraging a multimodal transportation corridor to facilitate inland distribution is growing. It’s also forcing U.S. businesses to rethink their horizontal strategy and instead approach global trade initiatives from a new direction. The transportation backbone of the NASCO corridor is Interstate 35, which stretches 1,568 miles from Laredo, Texas, through Oklahoma, Kansas, Missouri, and Iowa, to its terminus in Duluth, Minn. Complementing this north-south artery are Interstate Highways 29 and 94, key eastwest connectors to those highways, as well as railroads, airports, deepwater ports, and inland ports that feed and accommodate cargo volumes into and out of the region. The fast-growing presence of inland ports, in particular, is augmenting the way economic development agencies and private industry are growing and marketing intermodal capabilities along the NASCO corridor to incentivize manufacturers and retailers. If that isn’t enticement enough, current estimates predict the population along the southern portion of the NASCO region to mushroom 40 percent, from 16 million people in 2005 to 22.4 million people by 2030. Cities such as Dallas and Kansas City, in particular, stand out because “as trade flows, real estate grows where people go,” says Jon Cross, Director of Marketing for The Allen Group, a San Diego, Calif.based real estate developer. “From a real estate perspective, we’re feeling that population growth,” continues Cross. Expectedly, U.S. manufacturers and retailers are feeding that “feeling” and inland port facilities and transportation carriers are key linkages within that supply/demand continuum. As an example, Kansas City has emerged as a leading intermodal hub for Asian-origin cargo moving through Mexico’s ports of Manzanillo and Lazaro Cardenas. The city’s access to key east-west and north-south rail connections makes it an ideal complement to the I-35 over-the road corridor.

### That’s key to global security, trade and the economy—congestion is hampering them now

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

\*\*NAIPN—North American Inland Port Network

NAIPN is a tri-national subcommittee of NASCO that has been tasked with developing an active inland port network along the NASCO corridor to specifically alleviate congestion at maritime ports and U.S. borders. The main guiding principle of the NAIPN is to develop logistics systems that enhance global security, but at the same time do not impede the cost effective and efficient flow of goods. The NAIPN envisions an integrated, efficient and secure network of inland ports specializing in the transportation of containerized cargo in North America. Railroads such as Kansas City Southern Railway (KCS) have been proactive at adapting their strategic development plans to match shifting global trade winds with the emergence of these inland ports. The creation of a regional network of inland ports, gateway terminals, and intermodal facilities helps channel cargo and business into the NASCO corridor from both east and west, says David Eaton, Director of Corporate Affairs for Kansas City Southern de Mexico (KCSM). “The reality of intermodal cargo is that it is high volume and low margin. So it is important to have big inland ports that can properly consolidate and transload cargo and manage the flow of trade to maximize economy and efficiency,” he notes.

### Specifically, inland ports are key to intermodal expansion, trade, a strong labor pool, and the economy

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

For NASCO trade, the development of inland ports is increasing throughput along the corridor, which is a major selling point for shippers. Savvy businesses are targeting areas with intermodal connectivity as places to locate distribution, warehousing, and manufacturing facilities. “Large ‘big box’ retailers recognize the value and importance of locating DCs near intermodal ramps. It’s no longer simply a matter of finding the lowest-cost lease option,” says Cross. Real estate development companies such as The Allen Group and Chicago, Ill.-headquartered CenterPoint Properties in the United States and Intramerica in Mexico, are keen observers of where the market is shifting as well as the types of properties that are ideal for intermodal expansion. Cross, in particular, values the “real” inland port scenario–1,000-plus acres, intermodal, rail, and highway access, a foreign trade zone, and a strong labor pool. “We want to offer ‘big box’ users total cost savings by providing land sites or building space next to these intermodal facilities – places where they can save millions of dollars in drayage costs. This reduces supply chain costs compared to other site locations farther away from intermodal connections,” observes Cross. Matthew Tramel, Manager, Corporate Affairs and Marketing for CenterPoint Properties, echoes this sentiment, while further acknowledging the potential value these intermodal locations can offer in luring manufacturing operations to the NASCO region. “While manufacturin central locations with a strong labor pool and quick access to rail and road transportation, manufacturing should be well positioned for growthing in the heartland has slowed somewhat, it is still a significant driver of the North American economy. Particularly ,” he says.

### Also solves trade with Canada

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

“The NASCO trade corridor can potentially have a tremendous impact on the port’s operation. There are more than 40 million consumers within easy reach of the corridor and it is a natural trade route between Murmansk, Russia and North America,” says Michael Ogborn, managing director of OmniTRAX, a privately held operator and manager of regional railroads operating between the Port of Churchill and Winnipeg. The transportation company has been working with the Province of Manitoba to market the port to increase volume, diversify commodities, and attract import traffic. Those efforts have thus far resulted in the first domestic shipment of wheat from the port to Halifax; the first inbound shipment of nitrogen fertilizer from Russia; and a record level of Canadian Wheat Board tonnage for export. In addition, Ogborn and other officials have traveled extensively overseas to educate shippers and consignees about the port and its benefits. Elsewhere within Winnipeg and Canada, government-led initiatives such as the Manitoba International Gateway Strategy and Asia Pacific Gateway and Corridor Initiative are helping shippers, consignees, and transportation businesses identify new ways to handle the growing volume of containers coming into the West Coast through Canada. This entails figuring out how to better streamline the inland redistribution of containers from Vancouver; or perhaps rerouting movements through smaller ports such as Prince Rupert. The Canadian railroads will be a critical link in this initiative, offers Dandewich, and given the fact that Winnipeg is the convergence point for Canadian Pacific and Canadian National, that positions both Manitoba and Winnipeg as major pieces in this emerging supply chain puzzle. For Lemieux, the implications and incentives are clear: “We have always used transportation infrastructure as a trade enabler within Canada,” he says. “Now we are further developing Manitoba into a safe, secure, and efficient place for global trade.”

### Insert Canada trade impact / scenario

### SmartPorts are key to US growth and trade—current port congestion limits both

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

Thanks to the evolving trade corridor between Lazaro Cardenas in the State of Michoacan, Mexico and Kansas City, Missouri, USA, cities and towns from the Mexican coast through the middle of America will soon benefit from greater participation in Asian-North American trade. Lazaro Cardenas-Kansas City Corridor Offers Faster Asian-North American Trade The Lazaro Cardenas-Kansas City Corridor refers to a trade route linking Kansas City to key Asia-Pacific markets via a ships-to-rail terminal at the port of Lazaro Cardenas in the State of Michoacan, Mexico. Thanks to an innovative series of international agreements, infrastructure improvements and new technologies, this corridor is a reality. As the American economy expands and the economies of the Far East ramp up production to meet our demand for goods, the pace of international trade will exceed the ability of major West Coast ports such as Long Beach and Los Angeles to accommodate the flow of goods into the United States. Additionally, congestion in these highly populated areas will prevent expansion of intermodal transportation facilities, straining the already overburdened rails and roads linking California to Chicago and the rest of the nation. The United States imported more than $941 billion from APEC countries in 2004, and that number is only expected to accelerate as the American economy grows and demand for high- quality, low-cost goods increases. In 2004, nearly $220 billion in cargo passed through the ports of Long Beach and Los Angeles alone. The Port Authority of Long Beach estimates that if aggressive trade projections hold, by the year 2020, the port will have to develop additional freight handling facilities, requiring more than 450 acres of landfill, a move that could prove to be cost-prohibitive and face serious opposition from environmental groups and other stakeholders.

### SmartPorts create trade redundancy—limits the economic shock from terrorist attacks and natural disasters

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

The threat of future terror attacks, natural disasters or labor strife spotlights the need for redundancies in the system to ensure alternate routes for cargo traffic in the event of unforeseen emergencies. The Lazaro Cardenas-Kansas City corridor will offer much-needed capacity to meet forecasted growth and enhance the overall security of international trade in the years to come.

### Smart-ports are being built now, but fail absent the plan—plan also solves their Mexican transportation and security claims

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

In April 2005, Kansas City Southern completed purchase of a controlling interest in Transportacion Ferroviaria Mexicana (TFM), enabling TFM, The Kansas City Southern Railway and The Texas Mexican Railway Company to operate under common leadership, creating a seamless transportation system spanning the heart of North America known as “The Nafta Railway.” The acquisition created a single 1,300-mile railroad connecting the Midwestern United States, central Mexico and Mexico’s Pacific seaports. The union of the three railroads will spur even greater investment in cross-border transportation infrastructure, implementation of advanced cargo tracing and tracking systems, and improved security.

### Solves US-Mexico trade

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

Kansas City Southern is installing Spanish language versions of its computer operating system (MCS) in an effort to increase train speeds, reduce waiting times at terminals and enable the free flow of locomotives and rail cars between the United States and Mexico via Kansas City Southern’s railroad bridge at Laredo, Texas. The Lazaro Cardenas-Kansas City Corridor Offers Prosperity All Along the Way The rail corridor also connects the major industrial centers of San Luis Potosi and Monterrey to the rest of the world. San Luis Potosi is located in the geographical center of Mexico and is equidistant from Lazaro Cardenas and the Gulf of Mexico port of Veracruz, making it a strategic rail center for cargo traveling east-to-west or west-to-east. Monterrey, a city of 4.5 million people, is the industrial capital of Mexico, operational home to TFM and serves as a main distribution hub for manufactured goods throughout Mexico. Expanding U.S.-Mexican Trade The Lazaro Cardenas-Kansas City Corridor will also spur greater trade between Mexico and the United States. Since 1997, American exports to Mexico have increased by 55.2 percent to $110.8 billion, while imports have grown 44.8 percent to $155.8 billion. This trading partnership will only benefit and grow as a result of the new trade route, benefiting the economies of cities and towns along the way.

### Insert Impact (to Mexican econ or US-Mexican trade probably)

### --Scenario 2 is Asia

## A2 Mexican Infrastructure Fails

### Mexico infrastructure is solid—new legislation attracts foreign investment

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

Decade of New Developments Leads to Creation of Lazaro Cardenas-Kansas City Corridor

In the past decade, a number of new developments have contributed to making the Lazaro Cardenas-Kansas City Corridor a reality. Most notably, the Mexican government has taken aggressive steps toward privatizing its infrastructure and promoting business-friendly partnerships to enhance international trade. In 1995, the decision was made to decentralize and partially privatize the nation’s seaport operations, creating the possibility for 100- percent foreign investment in terminal ownership and up to 49-percent foreign investment in each port’s Administracion Portuaria Integral (API or Integrated Port Authority). This new ruling has attracted billions of dollars in new infrastructure investment, including development at Lazaro Cardenas, in Michoacan, where Hong Kong-based Hutchison Port Holdings, Ltd., the world’s largest developer and operator of deepwater ports, is in the midst of a 20-year, US$290 million program that will expand the existing terminal to include a 1,481- meter (4,887-foot) berth, and a channel 18 meters (59 feet) deep capable of accommodating four ultra large container vessels (ULCVs) simultaneously.

## A2 Terror

### No risk of terror—multiple screenings and programs

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

This partnership paved the way for a ships-to-rail transportation system connecting the North American interior to the Pacific Rim, establishing an alternative trade route for shippers seeking to avoid the West Coast bottleneck. In 2002, Mexico hosted the APEC Summit and subsequently launched a new program, the Trans- Pacific Multimodal Security System (TPMSS). This program has created greater transportation infrastructure capacity, more cooperative customs processes and greater security along the entire supply chain, thus facilitating greater economic growth along what has become the Lazaro Cardenas-Kansas City Corridor. Security is a primary component in the TPMSS, which includes four major security programs: the Business Anti-Smuggling and Security Coalition (BASC), Container Security Initiative (CSI), the U.S.-Mexico Smart Border plan and the U.S. Customs Trade Partnership Against Terror. While all four programs are focused on reducing the threat of terror and smuggling of contraband into North America, all have been designed to Intelligent Transportation Systems (ITS) and best practices to ensure that security does not unduly slow the transport of goods to their destinations. Security Screening a Primary Concern for Intermodal Shipments Shipments will be pre-screened in Southeast Asia and the shipper will send advance notification to Mexican and American Customs with the corresponding “pre-clearance” information on the cargo. Upon arrival in Mexico, containers will pass through multiple X-ray and gamma ray screenings, allowing any containers with anomalies to quickly be removed for further inspection. Container shipments will be tracked using intelligent transportation systems (ITS) that could include global positioning systems (GPS) or radio frequency identification systems (RFID) and monitored by the ITS on their way to inland trade-processing centers in Kansas City and elsewhere in the United States.

## A2 Mexico Not Competitive with US Ports

### Mexico is competitive—new customs make it cheaper than West Coast ports

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

The Kansas City Connection

In March 2005, Kansas City signed a cooperative pact with representatives from the Mexican State of Michoacan and representatives from Lazaro Cardenas to increase cargo volume between the two cities. Until recently, moving containers through Mexico wasn’t a competitive option for shippers, as Mexican customs charged a “through bond” of up to $100,000 per-container for shipments passing through Mexican territory. The new rules allow shippers to move as many containers as they like for a single $55,000 bond. These savings could make shipping containers through Lazaro Cardenas up to 15 percent less expensive than through Long Beach or Los Angeles. Kansas City offers the opportunity for sealed cargo containers to travel to Mexican port cities such as Lazaro Cardenas with virtually no border delays. It will streamline shipments from Asia and cut the time and labor costs associated with shipping through the congested ports on the West Coast.

# Environment Advantage

## 1AC Environment Advantage

### Plan decreases emissions

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

NASCO is also expanding its value proposition by taking an innovative approach to security, environmental, and risk assessment initiatives –areas where government and the private sector are looking for leadership. The trade partnership’s North American Facilitation of Transportation, Trade, Reduced Congestion, and Security system– or NAFTRACS – is a project to develop and deploy cargo tracking and management technologies across the heartland. NASCO has teamed with several IT developers including Lockheed Martin Corp., Cadre Technologies, and Savi Networks to spearhead the effort. “The program combines RFID reader/ scanners with software and information networks that will allow shippers and authorities to track the flow of containerized cargo along the NASCO corridor,” says Melvin. The pilot phase will begin in 10 high-traffic locations and includes the development of an integrated system that will link local city, county, state, regional, and national trade corridor management systems for improved freight management coordination, safety, and security. Given U.S. industry and government’s slow progression toward piloting and implementing RFID, and the lack of standards that exist for executing and integrating such technology for mainstream use, NASCO’s ambition to eventually create its own corridor tracking system is both unique and visionary. “NAFTRACS is defining the use of technology for secure cargo movement and is creating a standard for U.S. trade,” says Lemieux. “This approach provides smaller players in particular with the leverage and incentive to invest in RFID technology–in this way NASCO is becoming a technology change agent as well.” In addition to driving visibility across the entire supply chain and creating a more secure network, NAFTRACS’ customer businesses will be capable of identifying and eliminating waste and creating more efficient routing options that reduce fuel usage–which dovetails with ongoing initiatives to green the supply chain. To this end, NASCO and its member organizations have been actively engaged with the Environmental Protection Agency’s Blue Skyways Collaborative, a public/private effort to encourage voluntary air emissions reduction in North America’s heartland. Through its myriad constituents, NASCO is stewarding trade partners to plan and implement projects that use innovations in diesel engines, alternative fuels, and renewable energy technologies while outlining other areas for improvement. Aside from technology innovation, NASCO’s members are also helping steer businesses toward best practices in evaluating risk assessment, which can often be a daunting task when engaging in cross-border trade. Aside from the sheer volume of cargo moving within the corridor and the necessary shipment manifests and customs documentation required, NASCO shippers also have to bear in mind how different insurance coverages integrate across the three countries.

# Add-On—China Trade

## 2AC China Trade Add-on

NOTE: Corsi is a neg author traditionally. In the article this scenario is cut from, Corsi does argue the Super Corridor increases Chinese trade to US and boosts the Chinese economy, but Corsi also says this results in China catching up to the US and hurts the US middle class.

### China is investing in Mexican ports now—SuperCorridor makes them useful

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Red China is investing heavily in developing deep-water ports in Mexico to bring an unprecedented volume of containers into the U.S. along the emerging NAFTA SuperHighway. This move signals China’s emergence as the unexpected economic winner in the North American Union free market. Hutchinson Ports, a wholly owned subsidiary of China’s giant Hutchinson Whampoa Limited (HWL) is investing millions to expand the deep water ports the company manages at Lazaro Cardenas and Manzanillo on Mexico’s Pacific coast. Now Hutchinson Ports is pledging millions more to develop Punta Colonet, today a desolate Mexican bay in Baja California. Mexico plans over the next seven years to dredge and convert Punta Colonet into a 10 to 20 berth deep-water port facility capable of processing some 6 million standard 20-foot-long TEUs (industry terminology for the “Twenty Foot Equivalent Unit” that describes a single standard container).

### That’s key to Chinese imports to the US

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Still, HWL has established a North American beachhead, despite the continuing security concerns. The Standard in China reports that today COSCO has established a little-known presence in U.S. ports, co-managing a terminal with Seattle-based SSA Marine at the mouth of Long Beach’s port. Remarkably, in the aftermath of the Dubai Ports World blow-up in Congress, the Bush administration hired HWL to operate in the Bahamas sophisticated equipment designed to detect nuclear material inside TEUs headed for the U.S., without requiring U.S. customs agents to be present. Now, investing millions to deepen Mexico’s ports in a plan to access the developing NAFTA corridors, HWL has found perhaps the most effective backdoor of all for gaining access to the continental U.S. market. A set of China-promoting business projections are driving the frenzy to open Mexican ports to NAFTA corridors. Container traffic from China and the Far East has exploded, with industry experts expecting the cargo traffic from China to double by 2020. Today jumbo cargo ships containing 8,000 TEUs routinely cruise Pacific Trade routes. Unloading 8,000 containers from a single ship can take up to 3 days, even with experienced dock workers and state-of-the-art cranes. West coast ports such as Los Angeles and Long Beach are regularly described as overwhelmed with containers arriving from China and the Far East, resulting in a virtual gridlock that causes expensive delays. As a result, “inland ports” such as the Free Trade Alliance of San Antonio and Kansas City Smartport, both members of the North America’s SuperCorridor Coalition Inc. (NASCO), are exploring with enthusiasm opening NAFTA corridors to facilitate the movement from Mexican ports 50% to 60% of all containers entering the U.S. from China that are destined for delivery in the heart of the U.S.

### Insert impact

# CASE TURNS

# North American Union Turn

## \*\*\*LINKS AND INTERNALS\*\*\*

## 2AC No Link

### No link—plan is a road, not part of larger conspiracy

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

Claim #2: “Quietly but systematically, the Bush Administration is advancing the plan to build a huge NAFTA Super Highway, four football-fields-wide, through the heart of the U.S…” — Jerome Corsi To be honest, this one has always been a little hard to figure out. After all, Canada and Mexico are our two biggest trading partners. Therefore, it’s difficult to understand why some people are so adamantly opposed to improving the highways running between those nations, and into the US, or why they believe a road is part of some monstrous conspiracy. But nevertheless, since this issue has been widely discussed, I took the time to dig into this claim. First of all, the group behind the “NAFTA Super Highway” is called NASCO. They’re not a government entity and they’re not advocating building “four football field-wide” roads or even new roads at all. They just support the expansion of existing roads to better serve business interests in the U.S., Mexico, and Canada. Yesterday, Tiffany Melvin, the Executive director of NASCO was kind enough to take the time to discuss the North American Union conspiracy theory with me. Here’s what she had to say: “NASCO is a non-profit organization that has been around for 12 years. We have no secret meetings with the Bush administration and we’re not part of a conspiracy. We’re a business organization trying to promote the NASCO Corridor and the connecting highways in Canada and Mexico as an efficient, secure transportation system that will attract companies to use our corridor for their business.” NASCO has gotten so tired of the conspiracy theories swirling around them that they’ve actually put up a “NASCO Myths Debunked (.PDF File)” section on their website to try to kill some of these rumors. People who believe they’re involved in creating some sort of “North American Union” should take a look at that article. It’ll quickly ease their concerns.

## 2AC No NAU

### No plans for NAU—even the report they cite doesn’t say so

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

Judging by the three hysterical quotes you’ve just read, you’d think that the United States was about to be dragged, kicking and screaming, into some sort of merger with Canada and Mexico. However, that’s not exactly true. As a matter of fact, to be completely accurate, it’s not true at all. But, since claims of this sort are spreading like wildfire on the right, it seemed like a good idea to take the time to tear out the underpinnings of this conspiracy theory. So, let’s explore some of the pieces of “evidence” that support the North American Union conspiracy theory and see how well they bear up under scrutiny. Claim #1: There a Council of Foreign Relations report called, “Building A North American Community,” that’s being used as the “blueprint” for a merger of the U.S., Mexico, and Canada. Back in 2005, a task force sponsored by the Council of Foreign Relations put out a report called, “Building A North American Community.” I recently spoke to Lee Feinstein, Executive Director of the Task Force Program at the Council of Foreign Relations — and he told me the report calls for improving security between the borders, steps to grow the American economy, and improving trade. When I asked him if the report favors merging the United States, Canada, and Mexico, his reply was, “It doesn’t favor anything of the kind.” Indeed, if you read through the report (.pdf file), you will find that it doesn’t call for the creation of a superstate. Moreover, Mr. Feinstein said he would be flattered if people in the Bush Administration were reading and paying attention to the report, but he denied that it was being used as any sort of “blueprint” and said, “Realistically, anyone outside the government has to be modest about the impact that they have on government policy because the government has its own ideas of what it wants to do.”

### The SPP isn’t doing it either

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

Claim #5: The Security and Prosperity Partnership of North America is the government entity that’s working on merging the United States, Canada, and Mexico! The Security and Prosperity Partnership of North America is a group that was launched in 2005 and it works under the aegis of the Commerce Department. The SPP was created to help increase cooperation between the U.S. and its neighbors to the North and South. As I mentioned earlier, yesterday I spoke to David Bohigian over at the Commerce Department about the SPP. He confirmed that the SPP is not using the, “Building A North American Community,” report from the CFR task force as any sort of a “blueprint” and he added the following: “This is not a treaty and not an agreement. It’s like a discussion you’d have with your neighbors. Nobody is looking to merge our currency, or our borders, or do any sort of union like the EU. The United States is working cooperatively with its neighbors to enhance security and prosperity of our countries.”

## A2 Smart Port Owned by Mexico

### KC Smart Port won’t be owned or leased by Mexico

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

Claim #3: A customs facility in Kansas City is going to become Mexican territory!

What this refers to is the KC Smartport, which is, at least in my humble opinion, a brilliant idea. The idea is to set up an area in Kansas City, with Mexican and American customs officials there who can examine outgoing vehicles away from the long lines generated at the borders. You heard that right by the way; this facility will only handle outbound freight headed to Mexico, not Mexican vehicles headed into the United States. So, is the area the KC Smartport sits on going to be leased or owned by Mexico? No. So, where did the idea come from? I asked Tasha Hammes, the Media Relations & Marketing Manager for the KC Smartport project, about that and she said it was an idea that was kicked around via email in something akin to an online brainstorming session at one point. However, as she confirmed to me in a follow-up email, the idea was not something that the KC SmartPort project chose to pursue: “Kansas City, Mo., is leasing the facility to KC SmartPort. It will NOT be leased to any Mexican government agency or be sovereign territory of Mexico.”

## A2 Amero

### False.

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

Claim #4: The United States, Mexico, and Canada are going to merge their currencies into something called an Amero. It’s always difficult to reason people out of something that they weren’t reasoned into in the first place and therefore, it’ll be very difficult to convince people who believe in this claim that it’s not going to happen. That being said, George Bush has never advocated merging our currency with that of another country and neither has anyone in his cabinet. Furthermore, no one has presented any proof whatsoever that anyone in the United States government is working on this idea. At least one of the North American Union conspiracy theorists has speculated that the Security and Prosperity Partnership Of North America may be working on such a proposal. However, I spoke with David Bohigian over at the Commerce Department yesterday and he issued a flat denial that the SPP was working on merging America currency with that of our neighbors. So, if people want to insist that we’re creating some sort of unified currency based on the fact that a few professors think it’s a good idea, that’s fine — but as of yet, there has not been one, single, solitary shred of evidence presented that the Bush administration supports, advocates, or is working on this idea.

### No link—plan is a road, not part of larger conspiracy

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

Summary: Folks, as you can see from reading this column, there is no “North American Union” in the works. If you don’t believe me when I tell you that, then maybe you’ll believe Tony Snow who had this to say when he was, “asked if the president would categorically deny any interest in building a European Union-style superstate in North America,” “Of course, no. We’re not interested. There is not going to be an EU in the U.S.”

If you don’t believe me and you don’t believe Tony Snow, then believe your own knowledge of how the U.S. Government works. To merge the United States into a North American Union would obviously require a whole host of Constitutional Amendments. In fact, so many would be necessary that the only possible way to accomplish it would be through a Constitutional Convention, an event that hasn’t occurred in over 200 years and that would require the support of 34 state legislatures to be possible. So, even if George Bush or any other U.S. President were so inclined to create a North American superstate, he would be powerless to do so unless he were able to rally 2/3 of America’s state legislatures to his side. Since that is the case, there’s simply no need for people to try to turn run-of-the-mill attempts to improve cooperation with Canada and Mexico into some sort of vast conspiracy to create a North American Union. The reality is that since Mexico and Canada are our neighbors and our biggest trading partners, there are plenty of reasons for the government and private industry to try to streamline and improve our relationship with them on security, trade, and other issues. So, let’s worry about real problems instead of non-existent conspiracy theories that melt like snow in the middle of a Texas summer the moment you take a hard look at them.

## A2 Corsi

### Corsi’s religious and racist biases are why he opposes the plan—don’t evaluate him

Blumenthal 8 (Max Blumenthal, a Puffin Foundation writing fellow at the Nation Institute, has written for Salon, The American Prospect, and Washington Monthly, and is a research fellow for Media Matters for America. Text taken from article titled, “Obama Nation Author Jerome Corsi’s Racist History Exposed,” published September 1st, 2008 by The Nation. Text found at [http://www.thenation.com/article/obama-nation-author-jerome-corsis-racist-history-exposed#] by Hirsh)

Corsi's success represents the apotheosis of a long, strange trip from the furthest shores of the right into the national spotlight. During George W. Bush's first term, Corsi was a little-known financial services marketing specialist. In 1995, according to the Boston Globe, he coaxed twenty people into a shadowy investment venture in Poland that ultimately lost them a total of $1.2 million. "It ruined my career in the brokerage business, and it was a sad story for a lot of people," said Bradley Amundson, one of those enlisted into Corsi's bungled scheme. The FBI opened an investigation but never filed any charges. Corsi had dabbled off-and-on the fringes of conservative backlash politics for nearly three decades. In his spare time, which he appeared to have lots of, Corsi busied himself at his computer, firing off opinions on the far-right website Free Republic, marked by their sexual and racial obsessions. In a comment typical of the dozens he posted under the handle "jrlc," Corsi wrote, "Anybody ask why HELLary couldn't keep BJ Bill satisfied? Not lesbo or anything, is she?" In another, he ranted, "Isn't the Democratic Party the official SODOMIZER PROTECTION ASSOCIATION of AMERICA--oh, I forgot, it was just an accident that Clintoon's [sic] first act in office was to promote 'gays in the military.' RAGHEADS are Boy-Bumpers as clearly as they are Women-Haters--it all goes together." Then he composed Unfit For Command, suddenly vaulting into best-sellerdom. Surrounded by the media buzz of talk radio and Fox News, Corsi no longer plied the seamy troll-zones of the right-wing blogosphere. Overnight, he had become a conservative folk hero. But as Bush's popularity waned during his second term, Corsi's star dimmed. He tried to reignite it by co-authoring a book with "prophecy expert" Michael Evans, Showdown with Nuclear Iran, calling on the United States and Israel to attack Iran "before it's too late," and another, Black Gold Stranglehold, claiming to expose the Big Lie that will "enslave" Americans: "the belief that oil is a fossil fuel and a finite resource." Corsi's conspiracy theories consolidated his cult status, but he did not revive the brightness of his Swiftboating campaign. As another presidential election approached, however, Corsi followed his well-trod path back to renown. In early 2007, Corsi huddled with an old friend, Howard Phillips, a veteran conservative operative who had attempted to organize the anti-government militia movement into a cohesive political bloc during the 1990s. Corsi emerged from their discussion convinced of his destiny. He would declare his campaign for the presidential nomination of the ultra-right Constitution Party, enthusiastically embrace the party's call for a complete halt on immigration, banning abortion even in cases of rape and incest, and upholding its official platform that the "US Constitution established a Republic under God, rather than a democracy." With this momentous announcement, Corsi hoped to cast himself as the last, best hope to save America from the godless, globalist duocracy conspiring to merge the United States, Mexico and Canada into a "North American Union." (His latest flop, published in 2007, was a screed entitled, The Late Great USA: The Coming Merger with Mexico and Canada.) In July 2007, Corsi spoke before the Texas Constitution Party. At the time, he remained focused on foiling the ambitions of Hillary and Bill Clinton. "I don't want Bill Clinton anywhere near the White House," Corsi proclaimed. "We had enough serial rape going on when he was President." But Corsi didn't want a Republican in the White House either, especially not Senator John McCain. The war-scarred McCain, Corsi wrote in a column for the far-right webzine WorldNetDaily, is a possible jihadist dupe who "has enjoyed strong support from a lobbying group that backs...a Muslim terrorist group with ties to criminal drug networks and Al Qaeda." Even George W. Bush was now treasonous. "Bush," he told the Texas Constitution Party, "is post-America and post-God," a figure so indebted to foreign interests that he had allowed "communist China" to "run its gunboats up the Mississippi." In Corsi's mind, both parties were fronts for the money-masters, the Trilateralists, the plotters of Bohemian Grove--the "elitists who want to destroy the nation-state." "They don't want to offend anybody. They don't want to offend Mexico. They don't want to offend God," he railed, accidentally inverting what he meant to say. "They take God out of my money. I think we ought to offend Mexico! I think we ought to offend the sexual abusers! I think we ought to respect God." Corsi's audience went wild with applause, cheering almost as loudly as they did when he recounted a self-congratulatory tale of hanging up on a telemarketer because he was from India. Despite the mounting enthusiasm for his candidacy, Corsi unaccountably withdrew from the race just days after his Texas address. He promptly endorsed Chuck Baldwin, a theocratic Baptist pastor who had left the Republican Party in 2000 to protest what he viewed as Bush's extreme liberalism. Bush, according to Baldwin, was "in bed with homosexuals" (or "sodomites" as he likes to call them) and had gone soft on abortion providers, whom Baldwin believed should be marched en masse to the gallows. "Chuck [Baldwin], I know personally. He's a man of God," Corsi told the Constitution Party's national convention in May. "He believes in the Constitution and he believes in the United States of America." Baldwin also believes that "moneychangers" of a certain Chosen People are "Destroying America--and Christians Don't See It." That is the title of a commentary he wrote in February of 2008. In it, he wrote: "The moneychangers of Jesus' day were the equivalent of the international bankers of our day. With the consent and approbation of the Jewish leaders, these bankers set up shop in the Temple. Their purpose was to exchange whatever currency the Jewish worshipper brought with him or her into Jewish currency, which would then be used to purchase whatever sacrifice the worshipper required." For proof, Baldwin cited the investigations of his associate, "Dr. Jerry Corsi," who had bravely "exposed the moneychangers who are the driving force behind the burgeoning North American Union." Backed by Corsi, Baldwin seized the Constitution Party's nomination this May. Then he unfurled a bold new agenda, calling for "an independent investigative committee to analyze" whether the attacks of 9/11 were an inside government job. Corsi, for his part, shared Baldwin's skepticism. "The government's explanation of the jet fuel fire is not a sufficient explanation," Corsi said in January on the radio show hosted by Alex Jones, a fellow Baldwin supporter who promotes himself as "the grandfather of what has come to be known as the 9/11 Truth Movement." "With people like you starting to question 9/11 with the science," Jones marveled, "boy that's really gonna..." "That's what rattles the cage," said Corsi in a self-satisfied tone. In late 2007, with Obama in the race for the Democratic presidential nomination, Corsi gleaned a new opportunity to "rattle the cage." He punched out a proposal for an anti-Obama attack book, Obama Nation, and floated it to right-wing publishers. Mary Matalin, the longtime Republican consultant and former senior adviser to Vice President Dick Cheney, was hunting for titles for her two-year-old publishing imprint, Threshold, a conservative division of Simon and Schuster. When Corsi's proposal landed on her desk, she was thrilled. Matalin promptly signed Corsi to a lucrative deal, positioning Obama Nation as Threshold's premier release of the summer season. In anticipation of heavy sales, Matalin ordered the printing of 475,000 copies. When the book was released in early August, conservative foundations and think tanks ensured its early success with a massive bulk buy, propelling it to number one on the New York Times bestseller list. Like Unfit For Command, which wrongly claimed that Kerry had falsified combat reports in order to earn medals in Vietnam, Obama Nation was larded with crackpot smears cobbled together from assorted right-wing blog posts. Corsi asserted, for example, that Obama had "extensive connections to Islam," that he may have snorted cocaine in the Senate, and that he has staffed his campaign with card-carrying communists (including the former youth politics reporter at The Nation, Sam Graham-Felsen, an official Obama blogger and self-described progressive Democrat). But even as Media Matters for America documented an extensive litany of falsehoods and misrepresentations in Obama Nation, and a nearly unanimous chorus of reviewers panned the book--"poisonous crap," according to Time columnist Joe Klein--the Obama campaign could not afford to repeat Kerry's fatal mistake of ignoring Corsi and leaving the debunking to the press. On August 14, the Obama campaign released a forty-one-page "investigative report on the lies in Jerome Corsi's Obama Nation, entitled, Unfit For Publication. While the booklet systematically undermined the credibility of Corsi's writing, it also underlined the pivotal role Corsi played in the Republican attack machine. Thrown on the defensive by the revelation of Corsi's myriad factual errors, Matalin rushed to her author's defense. Obama Nation, she told the New York Times, "was not designed to be, and does not set out to be a political book. Instead, it is "a piece of scholarship, and a good one at that." Following Matalin's lead, the conservative movement rallied to Corsi's side. Rush Limbaugh hailed Obama Nation as a "pretty damn good" book; Fox News host Sean Hannity hosted Corsi twice on his top-rated Hannity and Colmes, asking him during his second appearance whether Obama was ever a drug dealer. Meanwhile, the National Review's Mark Levin assailed the media for "wanting to know about anything [Corsi] has ever said or written and his associations." Even John McCain refused to condemn Corsi's work. When asked by a reporter about Obama Nation, McCain responded simply, "Gotta keep your sense of humor." Though the conservative movement's most influential media personalities are clamoring for interviews, Corsi still found time to visit the fringe figures that had promoted his conspiratorial tracts during his lean years between campaigns. On August 4, Corsi reunited with Alex Jones, the 9/11 "Truther," to claim that Obama "really" was a Muslim. "We should not have anybody as President who--both their parents aren't Americans," Jones barked. "Bottom line, that's always been the way it is." Two weeks later, Corsi scheduled a spot on something called "James Edwards' Political Cesspool," a show he had already appeared on in July.

### For more, see the Indicts section under the Miscellaneous header.

## \*\*\*IMPACTS\*\*\*

## 2AC Impact Turns

## A2 National Security (Terrorism)

### No risk of terror—multiple screenings and programs

KC SmartPort 5 (Kansas City SmartPort Inc., a non-profit organization, supported by dozens of Kansas City companies, communities, and trade-related organization, the authority on logistics for the bi-state Kansas City region. Text taken from article titled, “Lazaro Cardenas-Kansas City Transportation Corridor Offers Opportunities for International Shippers; Greater Economic Prosperity for North America,” published at some point after April 2005 (based on data in the article.) Text found at [http://www.kcsmartport.com/pdf/SmtPrtOneRoute.pdf] by Hirsh)

This partnership paved the way for a ships-to-rail transportation system connecting the North American interior to the Pacific Rim, establishing an alternative trade route for shippers seeking to avoid the West Coast bottleneck. In 2002, Mexico hosted the APEC Summit and subsequently launched a new program, the Trans- Pacific Multimodal Security System (TPMSS). This program has created greater transportation infrastructure capacity, more cooperative customs processes and greater security along the entire supply chain, thus facilitating greater economic growth along what has become the Lazaro Cardenas-Kansas City Corridor. Security is a primary component in the TPMSS, which includes four major security programs: the Business Anti-Smuggling and Security Coalition (BASC), Container Security Initiative (CSI), the U.S.-Mexico Smart Border plan and the U.S. Customs Trade Partnership Against Terror. While all four programs are focused on reducing the threat of terror and smuggling of contraband into North America, all have been designed to Intelligent Transportation Systems (ITS) and best practices to ensure that security does not unduly slow the transport of goods to their destinations. Security Screening a Primary Concern for Intermodal Shipments Shipments will be pre-screened in Southeast Asia and the shipper will send advance notification to Mexican and American Customs with the corresponding “pre-clearance” information on the cargo. Upon arrival in Mexico, containers will pass through multiple X-ray and gamma ray screenings, allowing any containers with anomalies to quickly be removed for further inspection. Container shipments will be tracked using intelligent transportation systems (ITS) that could include global positioning systems (GPS) or radio frequency identification systems (RFID) and monitored by the ITS on their way to inland trade-processing centers in Kansas City and elsewhere in the United States.

### KC SmartPort freight goes out, not into, the US

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

What this refers to is the KC Smartport, which is, at least in my humble opinion, a brilliant idea. The idea is to set up an area in Kansas City, with Mexican and American customs officials there who can examine outgoing vehicles away from the long lines generated at the borders. You heard that right by the way; this facility will only handle outbound freight headed to Mexico, not Mexican vehicles headed into the United States.

## A2 Leadership / Innovation

## A2 Middle Class

## A2 Feudalism

## A2 Constitution

## A2 Civil Unrest

## A2 Independence

# OFF-CASE

# Topicality

## TI—People and Goods

### Plans move people and goods

P3 Planet 9 (P3 Planet, a website about Public-Private Partnerships, text taken from entry titled, “Texas Cedes Leadership After Moratorium Puts Toll Road PPPs on Ice,” posted November 27th, 2009. Text found at [http://p3planet.com/blog/texas-cedes-leadership-after-moratorium-puts-toll-road-ppps-on-ice.html] by Hirsh)

So when the idea of building a new 4,000-mile network of giant multi-modal super-corridors took shape to supply modern transportation infrastructure, move people and goods from the Gulf Coast and Mexican border through to the major population centers and on to the Oklahoma border, it was bound to be big.

## TI—Future of Transportation / Their definition is outdated

### Plan reconfigures TI

Corsi 7 (Jerome R. Corsi, Ph.D., WND senior staff reporter, author of multiple books, text taken from article titled, “North-of-Border Link Finishes NAFTA Superhighway Grid,” published December 18th, 2007. Text found at [http://www.wnd.com/2007/12/45125/] by Hirsh)

Reconfiguring the transportation infrastructure of North America into NAFTA Superhighways or Super Corridors drastically reduces the cost of transporting the containers from China.

### Plan is the future of transportation

Rispin 9 (Paul Rispin, Program Manager of Strategic Mobility 21, writing for the Office of Naval Research, text taken from article titled, “Smart and Secure E Corridor Stakeholder Evauation—Savannah Workshop Report,” published December 7th, 2009. Text found at [http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA526511] by Hirsh)

Proper capture, collection, accessing, storage and use of data yields real time and future benefits. Efficiencies, management, modal interaction, security and enhanced dispatch are only a few of the areas impacted by robust data collection and usage. The concept of combined transportation and communications 'super corridors' as well as a global maritime tracking grid are keys to the future of enhanced transportation across all modes.

## TI—Generic

### Super corridor is transportation infrastructure

Howie, 06 (Craig Howie is a senior web editor at POLITICO and has been published on CNN and the LAT. He has a Masters degree in Economics and Politics from the University of Edinburgh, “US divided by superhighway plan” on June 16, 2006 from <http://www.scotsman.com/news/international/us-divided-by-superhighway-plan-1-1122101>)

Following the release of a 4,000-page environmental study, construction of the first leg of the Trans-Texas Corridor is reportedly due to begin next year, backed by US state and governmental agencies and a Spanish private sector company, Concessions de Infraestructuras de Transporte. Tiffany Melvin, the executive director of Nasco, a non-profit organisation which has received 1.4 million from the US Department of Transport to study the proposal, said: "We're working on developing the existing system; these highways were developed in the 1950s and we have number of different programmes we're working on to provide alternative fuels and improve safety and security issues. "We get comments that we are working to bring in terrorists and drug dealers, but this is simply not true. "This is a bi-partisan effort that will ultimately improve our transportation infrastructure.

### Plan is transportation infrastructure

NASCO, no date (North America's Corridor Coalition, "About NASCO", no date from www.nascocorridor.com/index.php?option=com\_content&view=article&id=73&Itemid=101)

NASCO members include cities, counties, states, provinces and private sector representatives along the Corridor in the United States, Canada and Mexico dedicated to maximizing the efficiency and security of existing trade and transportation infrastructure, creating jobs and improving the environment. The impressive, tri-national NASCO membership reflects the international scope of the Corridor and the regions it impacts. Our goal is to distinguish ourselves by leading far-reaching, aggressive actions & solutions along the entire NASCO Corridor.

### Supercorridor is transportation infrastructure

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

“The NASCO trade corridor can potentially have a tremendous impact on the port’s operation. There are more than 40 million consumers within easy reach of the corridor and it is a natural trade route between Murmansk, Russia and North America,” says Michael Ogborn, managing director of OmniTRAX, a privately held operator and manager of regional railroads operating between the Port of Churchill and Winnipeg. The transportation company has been working with the Province of Manitoba to market the port to increase volume, diversify commodities, and attract import traffic. Those efforts have thus far resulted in the first domestic shipment of wheat from the port to Halifax; the first inbound shipment of nitrogen fertilizer from Russia; and a record level of Canadian Wheat Board tonnage for export. In addition, Ogborn and other officials have traveled extensively overseas to educate shippers and consignees about the port and its benefits. Elsewhere within Winnipeg and Canada, government-led initiatives such as the Manitoba International Gateway Strategy and Asia Pacific Gateway and Corridor Initiative are helping shippers, consignees, and transportation businesses identify new ways to handle the growing volume of containers coming into the West Coast through Canada. This entails figuring out how to better streamline the inland redistribution of containers from Vancouver; or perhaps rerouting movements through smaller ports such as Prince Rupert. The Canadian railroads will be a critical link in this initiative, offers Dandewich, and given the fact that Winnipeg is the convergence point for Canadian Pacific and Canadian National, that positions both Manitoba and Winnipeg as major pieces in this emerging supply chain puzzle. For Lemieux, the implications and incentives are clear: “We have always used transportation infrastructure as a trade enabler within Canada,” he says. “Now we are further developing Manitoba into a safe, secure, and efficient place for global trade.”

## TI—Government Definitions

### Super corridors are infrastructure

Government Source: USAid.gov

Douglass and Ling 99 (Mike Douglass, Ph. D. in Urban Planning, works at the University of Hawaii, Director of the Globalization Research Center and Professor and former Chair of the Department of Urban and Regional Planning, has won multiple awards including the Excellince in Research Award, the Fullright Senior Specialist, and the Meyer Fellowship, has his own Wikipedia page, and Ooi Ling, Institute of Policy Studies (Singapore.) Text taken from article titled, “Industrializing Cities and the Environment in Pacific Asia: Toward a Policy Framework and Agenda for Action,” published June 1999. Text found at [http://pdf.usaid.gov/pdf\_docs/PNACJ257.pdf] by Hirsh)

There are, however, more varied and far-reaching impacts that are indirectly related to industrialization that are imbedded in urbanization and often neither have easily identifiable individual point sources nor respond to market incentives to improve the environment. These include: • poor environmental conditions of worker housing and their communities, including slum formation and intensive environmental degradation associated with it; • air pollution from increased traffic between residence and workplaces, schools, shopping; • appropriation and depletion of environmental resources for urban use, such as rural reservoirs for urban water supplies; • water and land pollution from multiple proximal sources, including household sewerage and solid waste disposal; • noise from traffic and construction; loss of prime agricultural land, coastal ecologies, regional forests and upland vegetation around (larger) cities targeted for resource extraction, industrial location, infrastructure (such as airports and multi-media super corridors) and housing development;

## What is the super-corridor

### NOTE: This card is probably better for the neg as an extra-T card.

Lamb 6 (Henry Lamb, writing for WND Commentary, text taken from article titled, “Super-Corridor to Oblivion,” published July 29th, 2006. Text found at [http://www.wnd.com/2006/07/37237/] by Hirsh)

The goal is to build and operate a privately funded toll corridor that includes up to 10 lanes of car and truck traffic, rail lines, pipelines and utilities, including communications systems. The current agreement is limited to Texas, but fits nicely into the master plan being advanced by NASCO.

http://en.wikipedia.org/wiki/Supercorridors

### I think one good approach on T might be to read a card like Lamb 6 and then read three additional (short) cards on why the following are topical: A) highways, B) rail, C) pipelines/communications, because I think the neg is more likely to go for one part (e.g.: pipelines) being extra-T in order to get out of the heg or oil dependency advantage and less likely to just go for super-corridors aren’t T.

## A2 Must Be Pre-Existing

### We meet

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

First of all, the group behind the “NAFTA Super Highway” is called NASCO. They’re not a government entity and they’re not advocating building “four football field-wide” roads or even new roads at all. They just support the expansion of existing roads to better serve business interests in the U.S., Mexico, and Canada. Yesterday, Tiffany Melvin, the Executive director of NASCO was kind enough to take the time to discuss the North American Union conspiracy theory with me. Here’s what she had to say: “NASCO is a non-profit organization that has been around for 12 years. We have no secret meetings with the Bush administration and we’re not part of a conspiracy. We’re a business organization trying to promote the NASCO Corridor and the connecting highways in Canada and Mexico as an efficient, secure transportation system that will attract companies to use our corridor for their business.”

# Kritiks

## A2 Communicative Rationality (1AR A2 Floating PIK)

### No floating PIK—public hates the plan

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

Why are the Bush administration and policy elite doing this in such an underhanded way, without informing or debating this huge step in public? The answer, of course, is that the American people would scream bloody murder. Corsi also thinks that Bush and company are convinced the U.S. will be top dog in any hemispheric or regional arrangement.

# Counterplans

## A2 States CP

### States don’t have close to the money needed—ensures mass budget tradeoffs

Ellison 6 (Mark Stuart Ellison, has worked as a lawyer, reporter, and freelance writer, author of award-winning novel *Dear Mom, Dad and Ethel: World War II Through the Eyes of a Radio Man*, text taken from article titled, “NAFTA Superhighway: Another Nail in the Coffin for U.S. Border Security,” published September 7th, 2006. Text found at [http://www.greatdreams.com/political/superhighway\_facts.htm] by Hirsh)

Another major problem is expense. An article in the August 3, 2006 online edition of the Duluth News Tribune notes that the Superhighway will cost Texas alone $ 145 billion to $ 183 billion. The Minnesota DOT, which, according to the News Tribune, is in “preservation-only mode”, has budgeted $ 800 million in new road construction over the past decade. The DOT is considering whether to join NASCO, but has no idea of how it would raise the required funds.

### Federal funding is key to intermodal transportation systems

GAO ‘7 (“Intermodal Transportation DOT Could Take Further Actions to Address Intermodal Barriers” June, Report to the Chairman, Committee on Transportation and Infrastructure, House of Representatives, Text found at [http://www.gao.gov/new.items/d07718.pdf] by Hirsh)

Three key barriers inhibit intermodal transportation, according to federal, state, and local officials and published studies: limited federal funding targeted to such projects, in part due to statutory requirements; limited collaboration among the many entities and jurisdictions involved; and limited ability to evaluate the benefits of such projects. For example, officials in one state reported difficulty in securing funds to repair roads connecting port and rail facilities to nearby highways, because the nationwide benefits from increasing freight mobility were both difficult to quantify and not considered in the local transportation planning process. These three barriers impede state and local agencies’ ability to carry out intermodal projects and limit DOT’s ability to implement Congress’ goal of a national intermodal transportation system.

### Plan is key to effective trade but federal oversight is necessary

NASCO, no date (North America's Corridor Coalition, "About NASCO", no date from www.nascocorridor.com/index.php?option=com\_content&view=article&id=73&Itemid=101)

Since 1994, North America’s Corridor Coalition members have been leaders at the forefront of uniting public and private sectors to address critical national and international trade, transportation, security and environmental issues. Spanning almost 2,500 hundred miles through the central United States, eastern and central Canada, and deep into Mexico, the NASCO trade corridor is a multi-modal transportation network that connects 71 million people and supports a large part of $1 trillion dollars in total commerce between the three nations. NASCO members include cities, counties, states, provinces and private sector representatives along the Corridor in the United States, Canada and Mexico dedicated to maximizing the efficiency and security of existing trade and transportation infrastructure, creating jobs and improving the environment. The impressive, tri-national NASCO membership reflects the international scope of the Corridor and the regions it impacts. Our goal is to distinguish ourselves by leading far-reaching, aggressive actions & solutions along the entire NASCO Corridor. NASCO’s initiatives have profound potential to transform the entirety of the Corridor into the single most attractive location to retain, expand and attract new business for the international trade, manufacturing and transportation industries, especially global supply chain and logistics and shipping industry activities requiring the highest-efficiency, lowest-cost operating environments. As such, we have developed a network of contacts with public and private sector individuals, organizations, companies and public entities, institutes and centers of knowledge, as well as with regulatory and governmental entities from the local, state, provincial and Federal governments of the United States, Canada, and Mexico. Through interaction and exchange of ideas and challenges, NASCO and its members are able to drive projects forward that the private and public sector players find difficult to achieve on their own. NASCO has a highly credible, 17-year track record of successful advances in policies, projects and accomplishments. An organization like NASCO does not form overnight. To ensure it is addressing critical needs and not duplicating efforts, NASCO must constantly reevaluate and evolve as an organization without losing sight of its original purpose and foundation. NASCO has accomplished just that and our effectiveness as an organization has never been greater.

### Perm solves

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

“The internal culture of NASCO supports an attitude of respect for the care and nurture of valuable, unique, and innovative ideas. These bubble up easier in the NASCO environment, as opposed to public bureaucracies or tough private sector environments where such ideas can get short shrift,” says Melvin. NASCO’s ideology is also one of inclusion, encouraging trade partnerships across the continent to interact with each other. “Our vision is corridor-based, yes, but not corridor-defined. NASCO hopes to serve as a model for all other corridors. Goods will come from every direction and move all across North America, which makes it important to work with others outside the NASCO corridor,” adds Melvin.

### States won’t do it—hate the plan—durable fiat isn’t enough

Lendman, 08 (Stephen Lendman is a marketing research analyst and expert in corporate dominance, economic and political issues. He has a BA from Harvard and an MBA from Wharton, "SuperCorridor Defeat? Don’t Bet On It" on June 20, 2008 from dissidentvoice.org/2008/06/supercorridor-defeat-dont-bet-on-it/)

At the federal level, there’s also congressional opposition (but not enough to matter) in spite of Rep. Virgil Goode and six co-sponsors introducing House Concurrent Resolution 40 in January 2007. It expressed “the sense of (some but not enough in) Congress that the United States should not engage in (building a NAFTA) Superhighway System or enter into a North American Union with Mexico and Canada.” State legislatures as well are against it (in contrast to others in support) – thus far a dozen or more passing resolutions in 2008 and another 20 in 2007. Well and good but remember Adlai Stevenson’s response to an enthusiastic supporter during his first presidential campaign. He thanked the woman and replied: “That’s not enough madam. I need a majority.”

### States don’t use environmental or safety reviews—and they’re worse for freedom

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

Adding tolls galore without a public hearing SECTION 1316, gives the states the ability to add toll ‘managed lanes’ within the existing right of way of a road without ANY environmental review, which also happens to be the mechanism that triggers a public hearing. So a highway department can literally come in and impose unlimited miles of toll lanes, HOV or HOT lanes, dedicated bus lanes, truck lanes, even privatizing the toll lanes using a P3, you name it, without ANY study of the economic, travel, or safety impacts and without a public hearing. Since virtually all toll projects, whether public or private, now require non-compete agreements that prohibit or limit expansion of free routes surrounding toll projects, virtually every American will be subjected to constant impediments to our freedom to travel either by being forced to pay or be permanently relegated to hampered mobility and congestion. This section alone is one of the most damaging provisions in MAP-21. Coby Chase, Governmental Affairs Division at TxDOT, was sent up to Washington expressly to secure this change. He received a handsome 16% raise over the last year, coincidence? Likely not. This section completely strips out ANY accountability to the public and allows un-elected, totalitarian state highway departments, like TxDOT, to impose unlimited toll taxes at will. Your freedom to travel has just been taken prisoner.

## A2 Privatization CP

### Plan makes trade and moving goods more efficient- federal oversight over the private sector is necessary

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

To ensure the continued success and growth of the network, North America’s SuperCorridor Coalition (NASCO) is creating a sustainable plan to fund further investments in transportation and distribution infrastructure and drive economic growth on the national, regional, and local levels. The tri-national non-profit organization, which was founded in 1994, includes departments of transportation from various states and provincial authorities along the northsouth trade corridor; business development groups; inland port developers; and other public and private sector entities related to transportation and trade. Its collective goal is to maximize the efficient and secure movement of goods along existing highway and rail infrastructures, while outlining strategies for investment and improvement, addressing technological/security innovations and environmental initiatives, and interfacing with various government interests to ensure its constituents’ voices are heard. “NASCO’s strength has been in unifying the public and private sector to take action on the many transportation and trade challenges facing the corridor – principally, to focus on how to advance economic development and security through the U.S. heartland,” says Tiffany Melvin, Executive Director of the trade partnership. The changing context of world trade, and specifically the role North American companies play in managing the global supply chain, is similarly breathing new life into NASCO’s 21st-century mission.

### Govt is key to inspire private sector investment which is key to sustainability

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

While much attention has been duly paid to transportation and logistics activities south of the border, given the influx of Asian-origin container volume, Canada too has been progressively growing its presence along the NASCO corridor. Nowhere has this been more apparent than in the Province of Manitoba. Long a transportation crossroads within Canada, serving as a pipeline between strong agricultural centers in the Western Plains and growing consumer areas in Ontario and Quebec, Manitoba has been polishing its reputation for more than a decade. More recently its capabilities and trade potential have begun reflecting out beyond the continent–and North American trade partners like what they see. As in the United States and Mexico, NASCO has provided the organization and incentive to bring myriad public and private sector interests together within Canada. Darryl Gershman, Vice President/Owner of G2 Logistics, a Winnipeg-based 3PL with a pedigree in the trucking industry, is beginning to see strong government support for a unified transportation strategy. “I have never seen as much momentum on all different levels of government and the private sector as I have seen with NASCO,” he says. “We need the government to push for and support trade, create incentives, then inspire private sector investment. NASCO supports what NAFTA is supposed to be–free and secure trade between Mexico, the United States, and Canada,” he observes. Ron Lemieux, Minister of Transportation and Infrastructure for the Province of Manitoba, shares a similar perspective from the public sector side. “With NASCO, we believe we are stronger together than apart. When you consider that many members are direct competitors, that means something. We are a diverse group and we have our own agendas. But I like to think we’re not in competition with each other–instead we are competing against Europe and Asia. NASCO has enabled us to pull it all together and focus on how we can collectively make North America stronger.”

### PPP key

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

“Historically, each country has its own group of long-term insurance providers, which is fine if business begins and ends in that country,” says Steve McElhiney, President of EWI Risk Services, a Dallas, Texas-based risk solutions provider. “However, when you start transiting borders, insurance coverages tend to be different–and this can present an obstacle.” By enabling businesses to set up their own captive insurance companies, where they essentially fund the policy and insure themselves, EWI provides a standard through which businesses can assess and evaluate risk liability across all borders. What NASCO does for regional and national trade growth only scratches the surface of its real value. Smaller economic development agencies and communities are reveling in the trickle-down stimulus of increasing trade in their local economies; and their voice lends credence to the power and promise of the NASCO partnership. “Communities and companies greatly benefit by having a group such as NASCO focused on the multi-state corridor for improvements and development. Such coordination is key to improving the situation and heading off problems down the road,” says Scott Connell, Vice President of Economic Development for the Waco Chamber of Commerce.

# \*\*\*\*\*\*\*\*\*\*\*\*\*\*NEG\*\*\*\*\*\*\*\*\*\*\*\*\*\*

# TOPICALITY

# T—In the United States

## 1NC Shell

### Corridor wouldn’t be just in the US—normal means includes Manitoba

Galloway 9 (Gloria Galloway, writing for The Globe and Mail, text taken from article titled, “A North American road to nowhere,” published August 21st, 2007, updated April 3rd, 2009. Text found at [http://www.theglobeandmail.com/news/national/a-north-american-road-to-nowhere/article1080580/] by Hirsh)

They warned that a Trans Texas Corridor being built in Mr. Bush's home state that "will be four football fields wide and include lanes for cars, trains and trucks headed from the Mexican coast" will not end in the United States. "Through public-private consortia like the North American Super Corridor Coalition, which counts the province of Manitoba as a proud participant, plans are under way to extend the Texas pet project right up past the Canadian border to an expanded port in Churchill," warns a Council of Canadians pamphlet entitled Behind Closed Doors that features pictures of the three leaders on its cover.

### Perhaps include a card saying the plan extends into Mexico as well.

### Also include a card about why the *target* of the plan’s investment is the North American Union/Community (perhaps use link cards from the North American Community Bad section) and that’s not topical because the investment must be directed at the United States

# T—Extra Topical

## 1NC Shell

### Plan includes communications lines, pipelines, etc. that are individual non-topical, making the plan extra-topical. In the 1NC that’s a voter, in the 2NC that’s a reason to reject the extra-topical planks of the aff.

# T—Its

## 1NC Shell

### Plan belongs to NASCO not the USfg

# T—Can’t Be Pre-Existing

## 1NC Shell

### Plan only improves pre-existing infrastructure

Hawkins 6 (John Hawkins, a professional writer, runs Right Wing News and Linkiest, co-owner of the Looking Spoon does weekly appearances on the Jaz McKay show, writes weekly for Townhall, has been published by the Washington Examiner and The Hill, founded and led the Rightsroots group. Text taken from article titled, “Killing the North American Union Conspiracy,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/killing-the-north-american-union-conspiracy/] by Hirsh)

First of all, the group behind the “NAFTA Super Highway” is called NASCO. They’re not a government entity and they’re not advocating building “four football field-wide” roads or even new roads at all. They just support the expansion of existing roads to better serve business interests in the U.S., Mexico, and Canada. Yesterday, Tiffany Melvin, the Executive director of NASCO was kind enough to take the time to discuss the North American Union conspiracy theory with me. Here’s what she had to say: “NASCO is a non-profit organization that has been around for 12 years. We have no secret meetings with the Bush administration and we’re not part of a conspiracy. We’re a business organization trying to promote the NASCO Corridor and the connecting highways in Canada and Mexico as an efficient, secure transportation system that will attract companies to use our corridor for their business.”

# KRITIK LINKS

# Transportation Rationality K

## 1NC Link / Alt Solves

### Super-corridor construction ignores the public—this issue specifically key and alt solves

Lamb 6 (Henry Lamb, founding Chairman of Sovereignty International, founding CEO of the Environmental Conservation Organization, has testified before the US Congress and State Legislatures several times, was a CEO of a national trade association, publisher of eco-logic Powerhouse, author of *The Rise of Global Governance,* writing for WND Commentary, text taken from article titled, “Super-Corridor to Oblivion,” published July 29th, 2006. Text found at [http://www.wnd.com/2006/07/37237/] by Hirsh)

This massive transformation of the United States of America into the North American Union is well under way. It is being implemented with the blessings of the last three presidents, key congressmen, and the most powerful business and professional government leaders. There’s one small problem: No one asked the American people if they want this transformation. The entire concept has never been presented to Congress, nor to the American people for reflection, discussion, debate and approval. Instead, powerful lobbying groups, such as NASCO and others, present small segments of the concept wrapped up in a package of financial benefits, and then “sell” the idea in installments. Each installment is a baby step toward the North American Union, which is similar to the European Union – both key elements in the structure of global governance. The fundamental transformation is to our system of governance; we are moving from the system of representative government set forth in the U.S. Constitution to a system of collaborative policymaking by professional bureaucrats and business leaders. This outcome is precisely what the President’s Council on Sustainable Development called for in its 1993 We Believe Statements: “We need a new collaborative decision process that leads to better decisions; more rapid change; and more sensible use of human, natural and financial resources in achieving our goals.” (Statement No. 8) What we really need are elected officials who listen to their constituents and refuse to be steamrolled or bought by professional bureaucrats and business leaders. The Texas Transportation Commission can withdraw from its agreement with Cintra-Zachry at any time. Perhaps the voters in Texas can call for a referendum to see if the people really want this Super-Corridor. The people of Texas could, once again, play a vital role in saving the United States.

## 2NC Must Read

### The plan is King Obama imposing his will upon the silenced People—the aff is passed without their approval or knowledge

Taylor 7 (Kelly Taylor, writer and filmmaker, producer of a politics TV talk show, writing for CBS Money Library, text taken from article titled, “Taking the high road: in Texas and Oklahoma, citizens are showing that the NAFTA Superhighway Goliath can be taken on and stopped by fearless Davids,” published June 11th, 2007. Text found at

[http://findarticles.com/p/articles/mi\_m0JZS/is\_12\_23/ai\_n25007746/] by Hirsh)

High-priority highway corridors--collectively dubbed the "NAFTA Superhighway" by critics--are planned coast to coast and, in Texas, are already under construction. That's unsettling. But the mischief doesn't stop there. And this time, the road enjoys better than a king's protection because it's being implemented with the active participation and direction of a U.S. president--George W. Bush. But, precisely because President Bush is acting like a king in this matter, trying to impose his will without approval of the people or oversight by Congress, citizen-activists are assembling above and below Texas' northern border, the legendary Red River, to oppose his plans. The Trans Texas Corridor-35 (TTC-35), a segment of the NAFTA Superhighway, runs parallel to (and sometimes coexistent with) the current Interstate 35. Though massive in scale, it's only a part of the bigger road system planned from Mexico's west coast all the way through Canada. Its geographical and political positions make it ground zero of a watershed conflict for American independence, which would no longer exist should America become a province of the NAU. The TTC-35, much of which would be a 12-lane-wide monster of concrete, cabling, pipelines, toll roads, electronic surveillance capabilities, rails, depots, and an appetite for property rivaling the British Empire, has taken on a life of its own and is literally steamrolling over Texans, heading north. Designed for, among other things, the transport of cheap goods from China through Mexico into America's heartland, it will facilitate border crossings at the Rio Grande virtually free of security checks. Grass-roots Reaction New readers should know that NASCO (North America's SuperCorridor Coalition) claims that the Super-Corridor is the largest engineering project ever undertaken in U.S. history--ever. You'd think that would attract attention. Yet the measure authorizing the Texas segment was passed by the Texas Legislature with virtually no knowledge by the voters, though it represented the largest spending bill in Texas history (H.B. 3588).

### Cross-ex note: There will likely be a team that says Taylor 7 is about Bush and what he did previously so it doesn’t apply to Obama or the plan.

### The answer you should make: Taylor says that in 2006, President Bush tried to do the plan by imposing his will on the Texan people and building a super-highway even though they advocated against it. In the end, the Texan opposition overcame King Bush and the super-corridor didn’t occur (which was a huge win for democracy.) The plan would be the exact same, but fiat would ensure the plan succeeds despite Texan opposition, so Obama would be acting as a King and the plan would link.

## 2NC Link—China

### Opening to Chinese goods hurts already poor nations and only helps wealthy executives

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Why the sudden enthusiasm for cheap goods from China? The Bush Administration continues to give the green light to mass-marketing retailers such as Wal-Mart, Kmart, and Home Depot, to name just a few, to import Chinese and Far Eastern goods without restraint, despite their under-market nature. Evidently the Bush Administration has decided to follow the path set by the Clinton Administration in the decision to turn a blind eye to the repeated accusations that many of the goods from China and the Far East are produced in slave labor prison camps where abuses of human rights are everyday occurrences. Opponents of Bush Administration free-trade policies, such as Global Policy Forum, have argued for enforcing “anti-dumping” provisions commonly designed in traditional international trade agreements to prevent the import of under-market goods produced by countries exploiting near-zero labor costs. The argument is that in opening the U.S. to cheap Chinese goods, we are leading a worldwide “race to the bottom,” in which “the only priority is cost effective production, at the expense of workers, resources and sustainability.” The result is that the international capitalists owning companies such as Wal-Mart earn additional billions, while U.S. manufacturing continues to out-source an increasing number of jobs and poor countries such as Mexico are only pulled deeper into poverty.

## 2NC Link—North American Union

### Even if transportation infrastructure doesn’t justify public debate, a North American Union does

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “Bush Administration Quietly Plans NAFTA Super Highway,” published June 12th, 2006. Text found at [http://www.humanevents.com/2006/06/12/bush-administration-quietly-plans-nafta-super-highway/] by Hirsh)

The details of the NAFTA Super Highway are hidden in plan view. Still, Bush has not given speeches to bring the NAFTA Super Highway plans to the full attention of the American public. Missing in the move toward creating a North American Union is the robust public debate that preceded the decision to form the European Union. All this may be for calculated political reasons on the part of the Bush Administration.

### The true motivation of the plan—the North American Union—is being hidden from the people and Congress

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “Bush Administration Quietly Plans NAFTA Super Highway,” published June 12th, 2006. Text found at [http://www.humanevents.com/2006/06/12/bush-administration-quietly-plans-nafta-super-highway/] by Hirsh)

As incredible as this plan may seem to some readers, the first Trans-Texas Corridor segment of the NAFTA Super Highway is ready to begin construction next year. Various U.S. government agencies, dozens of state agencies, and scores of private NGOs (non-governmental organizations) have been working behind the scenes to create the NAFTA Super Highway, despite the lack of comment on the plan by President Bush. The American public is largely asleep to this key piece of the coming “North American Union” that government planners in the new trilateral region of United States, Canada and Mexico are about to drive into reality. Just examine the following websites to get a feel for the magnitude of NAFTA Super Highway planning that has been going on without any new congressional legislation directly authorizing the construction of the planned international corridor through the center of the country.

### Resulting super-national bodies end democratic input

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

As has happened in the past with so-called "trade agreements" or "security pacts," the on-track North American Union will create supranational bodies which will make decisions negating the will of the American people, thereby doing an end run around our sovereignty and the U.S. Constitution. Forget the Congress – they let this happen.

## 2NC Link—Econ

### Tag

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Deconstructing the U.S.” published June 16th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/15/132429.shtml] by Hirsh)

Corsi related to me that the most recent coup attempt against our nation, system and sovereignty is not being conducted by the U.S. military. Rather, it is being achieved through men who place commerce and commercial interests at the top of what mankind is about. It is very Hegelian and Marxist, at its center encompassing a belief that people are primarily motivated by economics and materialism, that trade and commerce and having material goods are the primary factors in creating a peaceful world. The policymakers who hold those attitudes have had immense influence on George W. Bush. Immigration, open borders, trade deals, all of it is part and parcel of an attempt to create a North American Union. In its present form it is known as The Security and Prosperity Partnership signed by the "three amigos," Bush, Fox and Canada's Paul Martin at Waco, Texas, in 2005.

## 2NC Impact—Bureaucracy

### The plan uses the bureaucratic elite to keep the public out

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

By 2010, the integration of Mexico, Canada and the U.S. will be almost complete. Congress and the media will not know what happened. Americans will be as clueless as ever; thanks to the complicity of the brain-dead media, the triumph of a bloodless bureaucratic elitist coup will become a reality, or close to it. Jerome Corsi writes in Human Events: "Without announcing his intentions to do so, President Bush has decided to support the creation of a North American Union through a process of governmental regulations, never having to bring the issue before the American people for a clear referendum or vote." "The Bush Administration has decided to ‘back-door' the creation of a North American Union political entity that would effectively erase our borders with Mexico and Canada and create several super-regional governing bodies that would have jurisdiction over the U.S. Congress and the U.S. Supreme Court." He continues, "Despite having no authorization from Congress, the Bush administration has launched extensive working-group activity to implement a trilateral agreement with Mexico and Canada. "The membership of the working groups has not been published, nor has their work product been disclosed, despite two years of massive effort within the executive branches of the U.S., Mexico and Canada.

### That’s a betrayal of the people and our Constitution

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

Corsi also ponders the same questions most loyal Americans must ask if they are honest. If this indeed is a coup by an elite to nullify U.S. sovereignty and make an end run around the system, it is a travesty and goes against absolutely everything Americans have fought and died for in countless wars. It is a betrayal of the U.S. Constitution and the American people.

## 2NC Impact—Democracy

### Doing the plan kills democracy- goes against what the citizens want

Lendman, 08 (Stephen Lendman is a marketing research analyst and expert in corporate dominance, economic and political issues. He has a BA from Harvard and an MBA from Wharton, "SuperCorridor Defeat? Don’t Bet On It" on June 20, 2008 from dissidentvoice.org/2008/06/supercorridor-defeat-dont-bet-on-it/)

In contrast, opposition groups are numerous, vocal, but yet to achieve enough critical mass to matter. They include groups like the “People’s Summit” that protested in New Orleans last April against the recent three-presidential secret summit to plot strategy. Also, the conservative Coalition to Block the North American Union condemns a “stealth plan” to erase national borders, merge three nations into one, end the sovereignty of each, build a SuperCorridor, put Washington and the military in charge, allow unlimited immigration, and replace the dollar with the “amero.” Still another is a group of citizen-activist Oklahomans and the organization they formed: Oklahomans for Sovereignty and Free Enterprise. Like similar Texas and other state groups, it’s against the SuperCorridor and its proposed I-35 route through their state. It’s a conservative group believing that “a capitalist economy can regulate itself in a freely competitive market… with a minimum of governmental intervention and regulation.” It opposes government using the law to facilitate a “corporate takeover” of society and fund it with public tax dollars. On board as well is an Oklahoma state senator who says “the NAFTA Superhighway stops here.” He’ll need other lawmakers with him and on April 29 failed. Despite vocal opposition, the Oklahoma state legislature authorized the creation of “Smart (inland) Ports” and SuperCorridor system despite earlier having passed a resolution urging Congress “to withdraw from the (SPP – North American Union)” and all activities related to it. Besides Oklahoma, the Federal Highway Administration (FHWA) lists 21 other states that have passed public-private partnership enabling legislation considered essential for private investment to go forward.

## 2NC Prodict—Henry Lamb

### Henry Lamb is incredible

WND 12 (WND, America’s Independent News Network, text taken from article titled, “In Memoriam: WND Columnist Henry Lamb Dies at 74,” published May 24th, 2012. Text found at [http://www.wnd.com/2012/05/wnd-columnist-henry-lamb-dies-at-74/] by Hirsh)

“Henry Lamb was a stalwart champion of constitutional values and national sovereignty,” stated WND commentary editor Ron Strom. “He educated countless Americans about globalist schemes and threats to personal property rights. Henry was inspirational for both his fortitude and his graciousness.” Lamb was the founding chairman of Sovereignty International and the founding CEO of the Environmental Conservation Organization, as well as founder of Freedom21 Inc. His weekend column has appeared in WND since 1999. Lamb attended United Nations meetings around the world, was a frequent speaker at conferences and workshops across the country, and was a regular guest on dozens of talk-radio programs. He has provided testimony for the U.S. Congress, as well as state legislatures, and served as a consultant on U.N. affairs to Fox News. He also served on various boards and committees of organizations that promote environmental stewardship, private property rights and constitutional values. Henry attended Manatee Junior College in Bradenton, Fla.; Stetson University in DeLand, Fla.; and did his graduate work at the University of North Carolina. Lamb argued compellingly for repealing the 17th Amendment to the Constitution, which changed the way U.S. senators were chosen, and lent his support to efforts to do just that. These testimonials were recorded prior to his death: “Few people understand the mechanics and implications of global governance as intimately as Henry Lamb. He has attended dozens of United Nations meetings and studied hundreds of U.N. documents. His writings offer vital information that every American should know.” – Phyllis Schlafly, president, Eagle Forum “Without question, Henry Lamb is the foremost expert in the nation on the subject of the U.N.’s drive for global governance and its blueprint called Agenda 21. In the mid-1990s, his articles first taught me of the dangers we faced. Most of what Henry warned about then is now taking place.” – Tom DeWeese, president, American Policy Center “Henry Lamb is the best there is when it comes to national sovereignty, phony environmentalism, and global governance. Brilliant at shredding the disguises of the left and exposing hidden agendas, he is a ‘must read’ for those who want to understand the problems our country faces today. I can only think of a handful of people who have the full picture and can explain it well – Henry Lamb is one of them. To read Henry Lamb, is to read one of the Masters.” – Arizona State Sen. Karen Johnson

## 2NC Alt Solvency

### Alt solves—Texas proves in the context of Super Corridor—even if alt fails, democracy for Super Corridor decisions is high now and plan kills it

Ruiz et al 9 (Rosanna Ruiz, Janet Elliott, and R.G. Ratcliffe, writing for the Houston Chronicle. Text taken from article titled, “Trans-Texas Corridor plans dropped after public outcry,” published January 6th, 2009. Text found at [http://www.chron.com/neighborhood/cyfair-news/article/Trans-Texas-Corridor-plans-dropped-after-public-1745411.php] by Hirsh)

AUSTIN — The ambitious proposal to create the Trans-Texas Corridor network has been dropped in response to public outcry and will be replaced with a plan to carry out road projects at an incremental, modest pace, state officials said Tuesday. "The Trans-Texas Corridor, as a single-project concept, is not the choice of Texans, so we decided to put the name to rest," said Amadeo Saenz Jr., executive director of the Texas Department of Transportation, at the agency's annual Texas Transportation Forum in Austin. "To be clear, the Trans-Texas Corridor as it is known, no longer exists." The state will move forward with a series of individual projects that had been considered part of the Trans-Texas Corridor plan, he said. Among those is the Interstate 69 project, which, as proposed, would run from Texarkana to Laredo or the Rio Grande Valley. Saenz said overwhelming public response was a key factor in the agency's decision to abandon the plan, and he pledged that the agency would rely heavily on input from Texans through more town hall meetings and an updated Web site. "One practical lesson we've taken away from this experience is, we need to do a better job of communicating," he said. "We need to do a better job of listening." The Legislature, Saenz said, has made it clear TxDOT must change and become more accountable and transparent. The renewed effort now will operate under the name "Innovative Connectivity in Texas" to usher in a new method of operation, Saenz said. The decision won applause from a number of officials and watchdog organizations. David Stall of the citizens' group Corridor Watch called it a major victory for Texans. "We're real pleased that a project once described as unstoppable has now screeched to a halt," he said. Gov. Rick Perry introduced the Trans-Texas Corridor concept six years ago, calling for a network of broad corridors linking major cities, with toll roads for cars and trucks, tracks for freight and passenger rail, and space for pipelines and power lines. The $175 billion, 4,000-mile network was needed, he said, to accommodate rapid growth of the state's population and the expected increase in Mexican truck traffic following passage of the North American Free Trade Agreement, or NAFTA. The idea drew criticism from the start, criticism that intensified after Perry announced the state had contracted with a Spanish consortium to build and operate one of the sections of the controversial network. Last January, town hall meetings north and west of Houston drew thousands of residents but few supporters for the plan. Rural property owners, in particular, lambasted the plan, complaining it would take too much private land, and bring traffic and crime to rural areas.

### Legislators will listen to the people—empirics—and the plan is coercive

Taylor 7 (Kelly Taylor, writer and filmmaker, producer of a politics TV talk show, writing for CBS Money Library, text taken from article titled, “Taking the high road: in Texas and Oklahoma, citizens are showing that the NAFTA Superhighway Goliath can be taken on and stopped by fearless Davids,” published June 11th, 2007. Text found at

[http://findarticles.com/p/articles/mi\_m0JZS/is\_12\_23/ai\_n25007746/] by Hirsh)

Now grass-roots organizations, property owners, environmentalists, constitutionalists, and others recognize the Trans Texas Corridor and the whole concept of a North American superhighway as a big, fat uh-oh and have relentlessly pressured their lawmakers to stop their implementation. The current crop of Texas legislators is between a rock and a hard place--either accede to Texas Governor Rick Perry's demands for the Trans Texas Corridor or listen to their constituents. Many Texas legislators are opting to heed the call of their constituents and are working to pull the plug on the deal. This spring, Representative Lois Kolkhorst, the scrappy state legislator from Brenham, Texas, authored an amendment to this year's transportation bill, H.B. 1892, requiting the state to place a two-year moratorium on entering into contracts with private entities, and to submit the Cintra deal (finally!) to analysis. She also introduced legislation that would force the Texas attorney general to examine agreements, such as documents pertaining to the North American Union or NAFTA, that threaten Texas sovereignty. Because of the success of the constituency groups, the Bush administration is trying to coerce the Texas legislators, and Texans in general, into going against their best judgment and allowing the highway to be built. As the moratorium bill was pending, Texas Senator Kay Bailey Hutchison received a letter from the Federal Highway Administration's J. Richard Capka expressing concerns that "Senate amendments ... may make it impossible for Texas to administer the [Federal-aid Highway] Program in a manner consistent with Federal law." In other words, Texas was threatened with loss of federal highway funds if the moratorium bill is passed. The bill passed anyway--in the Texas House by a near-unanimous 139-1, and in the Senate by 27-4--and then was sent to Governor Perry's desk.

## 2NC Epistemology

### Their authors concluded North American Union was good and *then* looked for policies to achieve it—discredits all their ev

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Yet, as sound as Hawkins’ arguments are, their subtly is likely to be lost on the Wal-Mart capitalists who see rising quarterly profits and handsome executive bonuses from importing an ever-increasing volume of cheap Chinese goods into the U.S. market. So too, the Robert Pastor enthusiasts can be counted upon to welcome any reason to knit together the U.S., Canada, and Mexico into a North American Union, even if the driving force turns out to be a super-highway and inland port transportation scheme designed to benefit the Communist Chinese. Cheap Mexican remarkably undercut by the Chinese in manufacturing and assembly can still be used in transport, to land the Chinese goods on Mexican docks and then carry the Chinese containers by truck and train into the heart of North American.

## A2 Alt Causes Inaction

### Grassroots *can* change policy—empirics prove in the context of Super Corridor

Taylor 7 (Kelly Taylor, writer and filmmaker, producer of a politics TV talk show, writing for CBS Money Library, text taken from article titled, “Taking the high road: in Texas and Oklahoma, citizens are showing that the NAFTA Superhighway Goliath can be taken on and stopped by fearless Davids,” published June 11th, 2007. Text found at

[http://findarticles.com/p/articles/mi\_m0JZS/is\_12\_23/ai\_n25007746/] by Hirsh)

While Texans have been struggling simultaneously to stop the end-run made around them and to undercut the corridor, a low-pressure storm has been brewing to the north. Since any proposed SuperCorridor in Texas must cross the Red River, Oklahomans sniffed the wind for danger, and they found it. They realized that they were the second line of defense if the front line collapsed. What to do? Last fall, members of the influential Oklahoma Conservative Political Action Committee (OCPAC) got a wake-up call from the special (October 2, 2006) "North American Union" issue of THE NEW AMERICAN. The issue revealed the agenda of the NAU proponents and the SuperCorridor's role in that agenda. Tulsa activists and a handful of OCPAC members formed OKSAFE, Inc. (Oklahomans for Sovereignty and Free Enterprise), an educational and lobbying group, for the main purpose of stopping the corridor. Calling upon influence forged through OCPAC, they promptly distributed copies of the NAU special issue of TNA as part of an information packet to legislators and became well known at the capitol. OK-SAFE's crack researchers began to be consulted by Oklahoma lawmakers, who started to take the matter seriously. Patriots' Persistence Pays Off As knowledge spread about the corridor's sheer scope and about its origins as a major NAU component, resistance to the corridor grew. But that didn't stop legislators from introducing measures to prompt its construction. Fortunately, a sharp-eyed legislator who had been informed by the OK-SAFE campaign spotted a bill (H.B. 1917) that would be used by pro-NAU forces to facilitate the corridor's river crossing. He alerted the OK-SAFE members, who sounded the alarm to other concerned citizens. On the day the bill was to be heard by Oklahoma lawmakers, OKSAFE members appeared at the capitol and distributed a copy of THE NEW AMEPOCAN NAU issue to each legislator. Along with the magazine, they distributed a packet of independent research and supporting documents that included a bullet list detailing the main dangers and concerns in H.B. 1917's language. The OK-SAFE educational effort stirred such strong opposition that the bill was never brought up for a heating.

# COUNTERPLAN SOLVENCY

# States CP

## States Solve

### Private sector and states alone solve inland ports

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

Accordingly, both companies have been working with the railroads on projects along the NASCO corridor. In 2006, The Allen Group partnered with BNSF Railway to develop the KC Logistics Park in Gardner, Kansas, 25 miles southwest of Kansas City. The new inland port has 1,000 acres of land for an intermodal terminal and seven million square feet of distribution and warehouse facilities. This past summer CenterPoint Properties collaborated with KCS to develop a 1,300acre intermodal logistics park in south Kansas City, Mo. The CenterPoint-KCS Intermodal Center will feature a 370-acre intermodal facility operated by KCS and an 830-acre industrial park developed by CenterPoint Properties–with the potential for 3.5 million square feet of warehouse and distribution facilities. Elsewhere along the NASCO corridor, The Allen Group has also broken ground on The Dallas Logistics hub–the largest new logistics park in North America, with 6,000 acres master-planned for 60 million square feet of distribution, manufacturing, office and retail developments. Its location in the middle of the NASCO corridor and at a critical pivot point near the U.S./Mexico crossing only raises its potential value to cross-border shippers.

## Cites to Cut

http://www.policyarchive.org/handle/10207/bitstreams/1673.pdf

http://ncit.msstate.edu/PDF/State\_DOT\_Final\_RSPA\_Report\_1\_6\_05.pdf

## A2 Fed Resources

### DoT shares resources and trains state officials

GAO ‘7 (“Intermodal Transportation DOT Could Take Further Actions to Address Intermodal Barriers” June, Report to the Chairman, Committee on Transportation and Infrastructure, House of Representatives, Text found at [http://www.gao.gov/new.items/d07718.pdf])

As previously described, several of DOT’s operating administrations— including FHWA, FAA, RITA and FRA, have developed guidance, bulletins, training, conferences, data sets, and other capacity building resources to assist state and local organizations in planning and implementing intermodal transportation. However, officials from some of the state DOTs and MPOs said that they needed particular resources. DOT officials told us that some of these resources are available. For example, an official from an MPO whom we spoke with told us that it has been challenging to assess both roadway and intermodal projects because of the limited ability to measure and compare economic benefit. In addition, the official told us that technical assistance or training on the business of logistics and its relation to transportation planning would assist them in modeling and identifying congestion and system gaps that need to be addressed. According to DOT officials, a training course called “Integrating Freight into the Transportation Planning Process, Phase 1” is available through the National Highway Institute, and recently FHWA and OST organized a forum on logistics education, which examined the training needs required for professionals in regards to logistical aspects of public sector transportation planning

# Privatization CP

## Private Sector Solves

### Private sector and states alone solve inland ports

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

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### This could possibly be spun as a reason why the fed govt isn’t needed/ why squo grassroot movements would take too long

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

The Greater Waco Chamber is currently working with industry alliances to provide forums for businesses and support agencies to discuss issues related to local growth, business attraction, infrastructure, workforce, and public policy. Terry Bailey, Director of Business Development for the Council Bluffs, Iowa, Chamber of Commerce believes NASCO’s grassroots approach to building trade partnerships is trickling up through the hierarchy of government and private sector interests. With a population of 60,000, Council Bluffs has always fallen in the shadow of its cross-river neighbor, Omaha, Neb. But five years ago the local business community, and city and county officials came together to address ways they could work more collaboratively to market the area and attract business. Two years ago Iowa similarly circled its business development and marketing gurus and began organizing a regional approach to selling the state. Now 15 regional groups come together and share best practices and information. “In the past 18 months, I have never seen so much activity,” says Bailey. “Companies come to us looking for office space, as well as technology firms, back-office support, and some manufacturing.” These initiatives on the local and regional levels are filtering up to the national and global scene thanks in large part to NASCO’s presence. The capacity and facility with which it has integrated all levels of government and private sector interests has been a key to its success.

### NASCO oversight key

Inbound Logistics, 07 (Inbound logistics, "NASCO: North America's SuperCorridor Coalition", written in November 2007 from www.inboundlogistics.com/digital/nasco\_supp\_digital07.pdf)

“We believe NASCO will continue to play a great role in helping the local, state/ provincial, national governments and private sectors develop a strategy for future investments,” says Melvin. “NASCO will continue to serve as a transnational alliance with committed members working together to encourage, accept, nurture, and test new ideas and to fill and cover the many gaps that exist between public efforts and the missions and highly specialized needs of the private sector.”

NASCO oversight solves

Corsi, 06 (Jerome Corsi has a PhD from Harvard in Political Science and is the Senior Staff Reporter for World Net Daily; he is also the author of five New York Times Bestsellers, “NASCO Alters Super- Corridor Message” on July 5, 2006 from www.humanevents.com/2006/07/05/nasco-alters-supercorridor-message/)

While the NASCO “debunking text” is correct in asserting that NASCO is a trade organization, not a government organization, NASCO officers appear deeply involved in working with federal and state departments of transportation, local and state governments, and regulatory agencies in promoting the goal of developing a “Super Corridor” structure for “integrating” the U.S., Canada, and Mexico into a corridor-dimensioned transportation system to promote NAFTA trade. NASCO trade organization professionals evidently are much more comfortable working in professional SPP conferences and dealing with government bureaucrats in the closed confines of their offices than answering the questions that public citizens are openly discussing on the Internet.

## A2 Links to Elections

### NASCO does it incrementally and slowly—no media attention—and it’s completed after the election

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “Controversy Erupts Over NASCO and the NAFTA Super-Highway,” published June 26th, 2006. Text found at [http://www.humanevents.com/2006/06/26/controversy-erupts-over-nasco-and-the-nafta-superhighway/] by Hirsh)

The plan to put the NAFTA Super-Highway is intended to be done incrementally, designed to stay below the radar of mainstream media attention. The full build-out of the Trans-Texas Corridor’s 4,000-mile planned network is projected to be completed in discrete stages, over the next 50 years. This gives plenty of time to expand the super-highway network incrementally, state-by-state up-and-down the various identified NAFTA corridors.

# Environmental Review CP

## 1NC Shell

### Text:

### Counterplan competes and solves freedom

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

Adding tolls galore without a public hearing SECTION 1316, gives the states the ability to add toll ‘managed lanes’ within the existing right of way of a road without ANY environmental review, which also happens to be the mechanism that triggers a public hearing. So a highway department can literally come in and impose unlimited miles of toll lanes, HOV or HOT lanes, dedicated bus lanes, truck lanes, even privatizing the toll lanes using a P3, you name it, without ANY study of the economic, travel, or safety impacts and without a public hearing. Since virtually all toll projects, whether public or private, now require non-compete agreements that prohibit or limit expansion of free routes surrounding toll projects, virtually every American will be subjected to constant impediments to our freedom to travel either by being forced to pay or be permanently relegated to hampered mobility and congestion. This section alone is one of the most damaging provisions in MAP-21. Coby Chase, Governmental Affairs Division at TxDOT, was sent up to Washington expressly to secure this change. He received a handsome 16% raise over the last year, coincidence? Likely not. This section completely strips out ANY accountability to the public and allows un-elected, totalitarian state highway departments, like TxDOT, to impose unlimited toll taxes at will. Your freedom to travel has just been taken prisoner.

### [Insert impact to environmental review]

### [Optional: Petro 74]

# Texas-Trans Corridor PIC

## Explanation

This counterplans solves much of the aff but avoids the North American Community turn (opening the border with Mexico is bad.) In addition, the aff solves the democracy turns (i.e.: the Transportation Rationality K cards in this neg because they’re specific to Texan opposition to the plan), but this isn’t fantastic and would require some spin by the neg as to why Texas is key.

The provided counterplan text is based on the below plan text. If the aff reads a different plan text, the counterplan text should be appropriately modified.

Plan: The United States federal government should fully support implementation of the NASCO SuperCorridor.

## 1NC Counterplan Text

### Text: The United States federal government should fully support implementation of a SuperCorridor that does not include the Trans-Texas Corridor-35.

### Options: The counterplan could fiat the SuperCorridor goes through New Mexico to answer Mexico-based solvency deficits or read the North American Community turns to answer Mexico-based solvency deficits and then only the democracy turns would be a net benefit.

# North American Community Adv. CP

## Explanation

The idea behind this counterplan is to use an alternate policy to create the North American Community much of the Trade advantage advocates. Because the Trans-Texas Corridor failed, there’s surprisingly good lit about this advantage counterplan; pro-NAU/NAC authors suggested other strategies to create an NAU or NAC after realizing the SuperCorridor wasn’t politically feasible.

The counterplan solves the majority of the trade advantage, apart from stimulus or infrastructure-specific components (which you should turn with Keynesian economics bad or read defense to.) The counterplan also doesn’t solve the Environment advantage, but there are good turns to that advantage based on construction of the plan and the transport of oil, in addition to good defense.

The distinction between NAU or NAC: The former stands for North American Union, while the latter stands for North American Community. NAU was the original name and so appears in the lit more, but Robert A. Pastor attempts to draw a distinction between the two in his article “The Future of North America” (link below.) According to Pastor, the NAC would avoid the NAU bad arguments because it wouldn’t unite the three countries, but rather make them more open to each other. The Pastor article isn’t accessible to me so I’m not fully aware of the argument, but there’s definitely opportunity for a creative net benefit here.

http://www.foreignaffairs.com/articles/64451/robert-a-pastor/the-future-of-north-america

Most disadvantages would serve as net-benefits. Politics or elections with specific links to the SuperCorridor (not to NAC or NAU) would work, in addition to SuperCorridor specific turns or disads. Transportation-specific disads won’t work with the current version of the counterplan because it fiats a North American Investment Fund, but other versions of the advantage counterplan can be read.

## 1NC Shell

### Text: The United States federal government, the Federal Government of Mexico, and the Government of Canada should create a North American Investment Fund of $20 billion a year to connect central and southern Mexico to the United States with roads, ports, and communications. The United States federal government, the Federal Government of Mexico, and the Government of Canada should appoint a national adviser for North American affairs and create a dozen university centers for North American studies.

### That solves North American Community—quotes your author

Corsi 8(Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American Union: The dream ‘is dead,’” published July 28th, 2008. Text found at [http://www.legaboom.com/support-files/endofnorthamericanunionjuly2008.pdf] by Hirsh)

Despite the SPP setback, Pastor remains determined to advise a different approach to his continued goal of integrating the U.S., Mexico and Canada into a North American Community. "The three heads of state must also commit to building a new consciousness, a new way of thinking about one's neighbors and about the continental agenda," he said. "Americans, Canadians and Mexicans can be nationals and North Americans at the same time." To correct the defects of the SPP bureaucratic closed-door process, Pastor's CFR article recommended creating new North American institutions, including a North American Investment Fund of at least $20 billion a year "to connect central and southern Mexico to the United States with roads, ports, and communications." Sen. John Cornyn, R-Texas, dropped his support for Senate bill 3622 in the 109th Congress when WND reported the North American Investment Fund proposed by the legislation would enact a key proposal Pastor has frequently made for advancing his North American Community agenda. In his CFR article, Pastor also called for the continuation of annual North American heads-of-state summits and the appointment in the next administration of a national adviser for North American affairs, who would chair a cabinet-level committee to formulate a comprehensive plan for North America. Pastor also encouraged creating a dozen university centers for North American studies "to educate a new generation of students to think North American."

### Super-Corridor kills NAFTA—turns case—counterplan is the only way to solve

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Strong conservatives are concerned today that China is the only clear winning in NAFTA. William Hawkins of the U.S. Business and Industry Council, a strong critic of our open borders with Mexico and Canada, has recently written that Mexico itself has filed 90 complaints against China at the World Trade Organization. Hawkins has argued that “the new energy being put into expanding the transportation network from Mexico into the United States heralds the collapse of NAFTA, and further discredits the trade strategy followed by the administrations of George H.W. Bush, Bill Clinton and George W. Bush.” Hawkins continues: Upon closer examination, something other than the “success” of the NAFTA model, as sold to the American voter, is propelling all this transportation and Smart Port activity—and that is the massive wave of imports from the previously unrecognized export superstar, China. U.S. west coast ports are swamped with container ships filled with Chinese goods, and a scramble is on to find new Pacific ports to bring even more Chinese products into the United States. Hawkins views the plans to develop NAFTA Super-Highways as a disaster: “What is being built is truly a ‘Highway of Death’ for both NAFTA and CAFTA. The resulting turmoil in the region will be felt in the United States, and will be an additional benefit to Beijing as the rising geopolitical challenger to American power.”

### Note: If you want to really go for this advantage counterplan in the year, I suggest cutting the Pastor article(s) and other aff authors as solvency advocates instead of the provided 1NC card.

### Suggestion: Perhaps avoid reading the T—in (Galloway card) in this file with the counterplan. Hypothetically, an affirmative could concede TTI-35 is extra-topical so the judge should reject that portion of the plan and consider the rest of the plan. Then, the counterplan is the plan, meaning it doesn’t compete and all net benefits are now advantages for the affirmative.

# DISAD LINKS

# Elections DA (Obama Good)

## 1NC Link

### Public hates the plan

Lamb 6 (Henry Lamb, founding Chairman of Sovereignty International, founding CEO of the Environmental Conservation Organization, has testified before the US Congress and State Legislatures several times, was a CEO of a national trade association, publisher of eco-logic Powerhouse, author of *The Rise of Global Governance,* writing for WND Commentary, text taken from article titled, “Super-Corridor to Oblivion,” published July 29th, 2006. Text found at [http://www.wnd.com/2006/07/37237/] by Hirsh)

There is growing concern about the proposed “Super-Corridor” from the southern tip of Mexico to Canada. The project, under way for more than a decade, is just now being introduced to the public. And the public doesn’t like what they are hearing. Confusion about the project is rampant because it is still primarily a concept, in the planning stages, and most of the final decisions will not be made for some time. Several very important decisions, however, have already been made.

## 2NC Link—Generic

### Public hates the plan

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

Why are the Bush administration and policy elite doing this in such an underhanded way, without informing or debating this huge step in public? The answer, of course, is that the American people would scream bloody murder. Corsi also thinks that Bush and company are convinced the U.S. will be top dog in any hemispheric or regional arrangement.

## 2NC Link—Rust Belt / Working Class

### Working class hates the plan—views it as threat to American sovereignty

Corsi 8 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for WorldNetDaily. Text taken from article titled, “North American Union: The dream ‘is dead,’” published July 28th, 2008. Text found at [http://www.legaboom.com/support-files/endofnorthamericanunionjuly2008.pdf] by Hirsh)

"These two sets of fears came together in a perfect storm that was pushed forward by a surplus of hot air from talk-show hosts on radio and television," he continued. "In the face of this criticism, the Bush administration was silent, and the Democratic candidates competed for votes in the rust-belt states, where unions and many working people have come to see NAFTA and globalization much as (commentator Lou) Dobbs does." Pastor denied he had ever urged the creation of a North American Union. "Dobbs, among others, viewed a report by a 2005 Council on Foreign Relations task force (which I chaired), 'Building a North American Community,' as the manifesto of a conspiracy to subvert American sovereignty," he asserted. "Dobbs claimed that the CFR study proposed a North American Union, although it did not."

### [Rust belt specifically key]

## 2NC Turn Shield—Perception

### Plan unpopular—perceived as helping China while US workers suffer

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “Bush Administration Mortgages U.S. to Red China Over NAFTA Trade,” published August 23rd, 2006. Text found at [http://www.humanevents.com/2006/08/23/bush-administration-mortgages-us-to-red-china-over-nafta-trade/] by Hirsh)

President Bush is taking a big gamble that cheap goods from China and unrestrained NAFTA free trade, all across wide-open borders with Mexico and Canada will continue to fuel economic growth. Should we experience a market downturn from a continuing Federal Reserve determination to control inflation by tightening interest rates, the Bush administration may experience a November 2006 electoral reversal greater that already anticipated. In an economic downturn of any severity, those Americans who have lost manufacturing jobs while China is gaining manufacturing jobs are unlikely to be assuaged that the real culprit is low productivity gains in the U.S. manufacturing sector, rather than a perceived Bush administration policy to favor potential foreign enemies at the expense of the U.S. worker at home. Yet, as the mid-term elections approach, the Bush administration seems set in a determination that unrestrained free trade is a solution for all problems economic. The Bush Administration is running the risk that voters will conclude that the U.S. is broke while China is awash in dollars, all for the price of cheap sneakers and electronic games bought at Wal-Mart. How ironic it would be in world history if Red China comes to dominate an emerging North American Union without firing a shot, simply by the force of numbers and the power of harnessing unimpeded a 21st century slave trade?

## Cites to Cut

### Another good card:

http://www.powerlinenewsnetwork.com/?p=21

However, it’s a bit unqualified.

### Also look at the Transportation Rationality link cards. Many are specific to Texas, but they’re great for demonstrating empirical public outrage over construction of the plan.

# Politics DA (Obama Good)

## 1NC Link—Plan Unpopular

### Everyone hates the plan—conservatives, liberals, and union lobbies—and media spin takes out link turns

Corsi 8 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for WorldNetDaily. Text taken from article titled, “North American Union: The dream ‘is dead,’” published July 28th, 2008. Text found at [http://www.legaboom.com/support-files/endofnorthamericanunionjuly2008.pdf] by Hirsh)

Pastor blames critics for the failure of the SPP, charging it has come under attack from both ends of the political spectrum. "From the right have come attacks based on cultural anxieties of being overrun by Mexican immigrants and fears that cooperation with Canada and Mexico could lead down a slippery slope toward a North American Union," he wrote. "From the left came attacks based on economic fears of jobs lost due to unfair trading practices." "These two sets of fears came together in a perfect storm that was pushed forward by a surplus of hot air from talk-show hosts on radio and television," he continued. "In the face of this criticism, the Bush administration was silent, and the Democratic candidates competed for votes in the rust-belt states, where unions and many working people have come to see NAFTA and globalization much as (commentator Lou) Dobbs does." Pastor denied he had ever urged the creation of a North American Union. "Dobbs, among others, viewed a report by a 2005 Council on Foreign Relations task force (which I chaired), 'Building a North American Community,' as the manifesto of a conspiracy to subvert American sovereignty," he asserted. "Dobbs claimed that the CFR study proposed a North American Union, although it did not."

## 2NC Link Empirically Proven

### 94% of the House and 75% of Senate rejected your plan

Schlafly 8 (Phyllis Schlafly, writing for the Town Hall, text taken from article titled, “North American Union: Conspiracy or Cover-Up?” published April 14th, 2008. Text found at

[http://townhall.com/columnists/phyllisschlafly/2008/04/14/north\_american\_union\_conspiracy\_or\_cover-up/page/2] by Hirsh)

Now we know why Bush thumbed his nose at the overwhelming congressional votes (411-3 in the House and 75-23 in the Senate) to exclude Mexican trucks from U.S. roads. Now we know why Bush has been more persistent in pursuing "totalization" to put illegal immigrants into Social Security than to promote his proposal to privatize a small part of Social Security for U.S. citizens.

# Politics DA (Obama Bad)

## 1NC Link—Plan Popular

### Congress, Obama, and business lobbies love the plan

Lamb 6 (Henry Lamb, founding Chairman of Sovereignty International, founding CEO of the Environmental Conservation Organization, has testified before the US Congress and State Legislatures several times, was a CEO of a national trade association, publisher of eco-logic Powerhouse, author of *The Rise of Global Governance,* writing for WND Commentary, text taken from article titled, “Super-Corridor to Oblivion,” published July 29th, 2006. Text found at [http://www.wnd.com/2006/07/37237/] by Hirsh)

This massive transformation of the United States of America into the North American Union is well under way. It is being implemented with the blessings of the last three presidents, key congressmen, and the most powerful business and professional government leaders.

## 1NC Link—Plan Bipart

### The plan is bipartisan- it reduces freight transportation delays

Howie, 06 (Craig Howie is a senior web editor at POLITICO and has been published on CNN and the LAT. He has a Masters degree in Economics and Politics from the University of Edinburgh, “US divided by superhighway plan” on June 16, 2006 from <http://www.scotsman.com/news/international/us-divided-by-superhighway-plan-1-1122101>)

Another source claimed the highway was a "bi-partisan effort" with support from both Republicans and Democrats that would reduce freight transport times across the nation by days. Under the plan - believed to be an extension of a strategic transportation plan signed in March last year by the US president, George Bush, Paul Martin, the then prime minister of Canada, and Vincente Fox, the Mexican president - imported goods would pass a border "road bump" in the Mexican port of Lazaro Cardenas, before being loaded on to lorries for a straight run to a major hub, or "SmartPort", in Kansas, Oklahoma. Border guards and customs officers would check the electronic security tags of lorries and their holds at a 1.6 million facility being built in Kansas City, before sending them on to the road network that links the US cities of Chicago, Minneapolis and Detroit with Ottawa, Winnipeg and Vancouver across the Canadian border. Rail tracks and pipelines for oil and natural gas would run alongside the road.

### Plan is key to cost effective trade and competiveness- it’s bipartisan

Howie, 06 (Craig Howie is a senior web editor at POLITICO and has been published on CNN and the LAT. He has a Masters degree in Economics and Politics from the University of Edinburgh, “US divided by superhighway plan” on June 16, 2006 from <http://www.scotsman.com/news/international/us-divided-by-superhighway-plan-1-1122101>)

Following the release of a 4,000-page environmental study, construction of the first leg of the Trans-Texas Corridor is reportedly due to begin next year, backed by US state and governmental agencies and a Spanish private sector company, Concessions de Infraestructuras de Transporte. Tiffany Melvin, the executive director of Nasco, a non-profit organisation which has received 1.4 million from the US Department of Transport to study the proposal, said: "We're working on developing the existing system; these highways were developed in the 1950s and we have number of different programmes we're working on to provide alternative fuels and improve safety and security issues. "We get comments that we are working to bring in terrorists and drug dealers, but this is simply not true. "This is a bi-partisan effort that will ultimately improve our transportation infrastructure. "Trade with China is increasing greatly, and the costs of our transportation system are ultimately born by the consumer. "We do offer links to Canada and Mexico, but we are working on the trade competitiveness of America. We are planning for the future."

## 2NC Turn Shield—Bankers’ Lobby

### Investment bankers’ lobbying makes the plan popular—buys off dissenters

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American ‘Trusted Traders’ Begin Rolling on the NAFTA Super-Corridor,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/north-american-trusted-traders-begin-rolling-on-the-nafta-supercorridor/] by Hirsh)

With the trillions in infrastructure investment dollars needed to build the next generation of super-highways in the United States, especially under the emerging North American Union structure, investment bankers and those who run capital investment funds stand to make hundreds of millions, probably even billions, in fees. This alone is enough to drive forward the NAFTA Super-Highway movement and to make sure politicians willing to support the movement have ample funds with which to run their campaigns and live their lives comfortably.

## 2NC Turn Shield—NASCO Lobby

### NASCO lobby shields the link

(Live Leak, a news agency, text taken from article titled, “What?... Super Highway? ..Never Heard of it,” published January 14th, 2008. Text found at [http://www.liveleak.com/view?i=8c7\_1200288006] by Hirsh)

The NASCO "SuperCorridor Caucus" was formed on Capitol Hill to promote corridor development and to help secure NASCO legislative initiatives in both the authorization and appropriation processes. We continue to be recognized as the strongest International Trade Corridor Coalition on Capitol Hill, and we are the only Corridor Coalition with true international representation from Canada, the United States and Mexico.

# Freight Trucking Tradeoff DA

## 1NC Link—Super Corridor

### Mexico and Canada steal freight business

Lamb 6 (Henry Lamb, founding Chairman of Sovereignty International, founding CEO of the Environmental Conservation Organization, has testified before the US Congress and State Legislatures several times, was a CEO of a national trade association, publisher of eco-logic Powerhouse, author of *The Rise of Global Governance,* writing for WND Commentary, text taken from article titled, “Super-Corridor to Oblivion,” published July 29th, 2006. Text found at [http://www.wnd.com/2006/07/37237/] by Hirsh)

The goal is to build and operate a privately funded toll corridor that includes up to 10 lanes of car and truck traffic, rail lines, pipelines and utilities, including communications systems. The current agreement is limited to Texas, but fits nicely into the master plan being advanced by NASCO. It also fits nicely into the vision of the Council on Foreign Relations’ recent report, “Building a North American Community,” which advocates “unlimited access to each other’s territory” (page 47), including allowing Mexican or Canadian companies to freely enter the United States to compete with U.S. trucking companies, hauling freight between U.S. cities.

# Spending DA

## 1NC Link

### Plan costs trillions

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American ‘Trusted Traders’ Begin Rolling on the NAFTA Super-Corridor,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/north-american-trusted-traders-begin-rolling-on-the-nafta-supercorridor/] by Hirsh)

With the trillions in infrastructure investment dollars needed to build the next generation of super-highways in the United States, especially under the emerging North American Union structure, investment bankers and those who run capital investment funds stand to make hundreds of millions, probably even billions, in fees. This alone is enough to drive forward the NAFTA Super-Highway movement and to make sure politicians willing to support the movement have ample funds with which to run their campaigns and live their lives comfortably.

### Don’t read this card if you are also reading the Obama Good Agenda Politics DA because the end of the card says the plan will be popular in Congress.

# CASE TURNS

# North American Union Turn

## 1NC Link

### Governments will use the plan to create a North American Union

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American ‘Trusted Traders’ Begin Rolling on the NAFTA Super-Corridor,” published July 19th, 2006. Text found at [http://www.humanevents.com/2006/07/19/north-american-trusted-traders-begin-rolling-on-the-nafta-supercorridor/] by Hirsh)

As KCS evidences, the concept of a NAFTA Railroad is at the heart of the corridor transportation system being designed right now by international corporations and capital managers to bring goods from Asia into the emerging North American Union (NAU) via Mexican ports, to be delivered ultimately throughout North America by cheap transportation labor in which Mexican trucks and Mexican trains will play a key role. As SPP develops into the NAU, the government executive branch agencies and the cabinet-level “ministers” in Canada, the United States, and Mexico will work very hard behind the scenes to erase our borders with Canada and Mexico. Border crossings for “trusted travelers” and “trusted traders” are intended to involve nothing more under SPP than a speed bump, an inconvenience not dissimilar from using an EZ-pass to go through a toll booth on a limited access highway. Whether moving by car, truck, or rail, government-issued electronics including biometric North American Union border passes will be all that is necessary to allow free passage, provided a toll is charged and collected.

## A2 X Author Doesn’t Support NAU

### Doesn’t matter—it’s part of a stealth process to deceive the public—EU proves

Corsi 7 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American Union Isn’t Going Away,” published January 1st, 2007. Text found at [http://www.humanevents.com/2007/01/09/north-american-union-isnt-going-away/] by Hirsh)

Medved and Hawkins make much of arguing that American University professor Robert Pastor has specifically gone on the record saying he does not support the creation of a North American Union. Yet, this is only part of the story. I have consistently pointed out that even Jean Monnet, a key intellectual architect of the European Union, acknowledged in his memoirs that he intentionally used a stealth methodology to advance his regional government goals. I have referenced an important book by Christopher Booker and Richard North, “The Great Deception: The Secret History of the European Union,” that presents a careful and exhaustive study of the intentional deception used by proponents to create the European Union. Medved and Hawkins refuse to respond to these points. The EU emerged from an initial coal and steal agreement through an incremental process. Then the 1957 Treaty of Rome created a European Common Market. From this, a European Community emerged. In 1991 at a meeting in the Dutch town of Maastrich, the European leaders drafted a new treaty revising the Treaty of Rome by replacing the European Common Market with a full-fledged European Union regional government. In 1999, 11 European countries decided to phase out their currencies in favor of the Euro by 2002. Those of us writing out against a North American Union and the Amero want to make sure the United States does not go through the same stealth process, a methodology even the editor of the Wall Street Journal endorsed in 2001. I have already advanced from NAFTA to the Security and Prosperity Partnership of North America. What’s next? Medved and Hawkins are typically non-responsive to these points. Pastor’s objections to a North American Union are strictly pragmatic. Pastor has repeatedly called for the next stage to be what he calls the “North American Community.” Pastor wants to put in place a series of institutional structures, including his North American Development Fund,” all resulting in greater North American economic and political integration, such that we all begin to think like “North Americans” rather than citizens of the U.S. Canada, and Mexico.

## Impacts—National Security

### Superhighway crushes national security, increases terrorism and illegal immigration, and causes mass layoffs—turns econ

Ellison 6 (Mark Stuart Ellison, has worked as a lawyer, reporter, and freelance writer, author of award-winning novel *Dear Mom, Dad and Ethel: World War II Through the Eyes of a Radio Man*, text taken from article titled, “NAFTA Superhighway: Another Nail in the Coffin for U.S. Border Security,” published September 7th, 2006. Text found at [http://www.greatdreams.com/political/superhighway\_facts.htm] by Hirsh)

Ambassador Bridge also says that the parties to NAFTA are obliged to build the Superhighway to “safely and efficiently” handle the increased road traffic projected over the next few years. Traffic safety is fine and dandy, but what about the safety of American borders? In his Human Events article, Dr. Corsi writes that the proposed superhighway would allow containers from our good buddy China, and other parts of the Far East, to enter the U.S. through a Mexican port without assistance from American longshoremen, a situation which has their union up in arms. Mexican trucks, without Teamsters Union help, would cross the U.S. border in express lanes scanned only by a new electronic technology called the SENTRI System. The first customs stop for the trucks would be at a yet-to-be-built Mexican customs office in Kansas City, whose three-million-dollar cost would be paid for by Kansas City taxpayers, according to Dr. Corsi. The border at Loredo should be reduced to an electronic speed bump” for trucks coming from our good neighbor to the south carrying Far Eastern items, writes Dr. Corsi. According to a July 14, 2006 commentary by Teamsters president Jim Hoffa, most Mexican drivers interviewed by an independent investigative reporter said they had used illegal drugs to stay conscious while driving, and many said they were involved in fatal crashes. Hoffa also said that Mexican trucks are uninsured. In this age of terrorism and porous borders, the NAFTA Superhighway is yet another nail in the coffin for U.S. domestic security. American sovereignty should not be for sale. Our border security is being sacrificed on the altar of the NAFTA Superhighway to gain a perceived economic advantage which may prove elusive. In contrast to the rosy economic picture painted by Ambassador Bridge, the Teamsters fear layoffs. According to Hoffa, NAFTA has caused the loss of three million American manufacturing jobs and one million Mexican farms. Hoffa says that under NAFTA, Mexican wages have dropped significantly, fueling illegal immigration to the U.S.

### That means terrorists get in

Sullivan 12 (Mark Sullivan, Specialist in Latin American Affairs, text taken from article titled, “Latin America: Terrorism Issues,” published March 2nd, 2012 by the Congressional Research Service. Text found at [http://www.fas.org/sgp/crs/terror/RS21049.pdf] by Hirsh)

As in other parts of the world, the United States has assisted Latin American and Caribbean nations over the years in their struggle against terrorist or insurgent groups indigenous to the region. For example, in the 1980s, the United States supported the government of El Salvador with significant economic and military assistance in its struggle against a leftist guerrilla insurgency. In recent years, the United States has employed various policy tools to combat terrorism in the Latin America and Caribbean region, including sanctions, anti-terrorism assistance and training, law enforcement cooperation, and multilateral cooperation through the OAS. Moreover, given the nexus between terrorism and drug trafficking, one can argue that assistance aimed at combating drug trafficking organizations in the Andean region has also been a means of combating terrorism by cutting off a source of revenue for terrorist organizations. The same argument can be made regarding efforts to combat money laundering in the region. Although terrorism was not the main focus of U.S. policy toward the region in recent years, attention increased in the aftermath of the 9/11 terrorist attacks on New York and Washington. Anti-terrorism assistance has increased along with bilateral and regional cooperation against terrorism. Congress approved the Bush Administration’s request in 2002 to expand the scope of U.S. assistance to Colombia beyond a counternarcotics focus to also include counterterrorism assistance to the government in its military efforts against drug-financed leftist guerrillas and rightist paramilitaries. Border security with Mexico also became a prominent issue in bilateral relations, with attention focused on the potential transit of terrorists through Mexico to the United States.

### Goes nuclear

Yager 9 (Jordy Yager, writing for The Hill, text taken from article titled, “Border lawmakers fear drug-terrorism link,” published March 7th, 2009. Text found at [http://thehill.com/homenews/news/18629-border-lawmakers-fear-drug-terrorism-link] by Hirsh)

Members of Congress are raising the alarm that war-like conditions on the Mexican border could lead to Mexican drug cartels helping terrorists attack the U.S. “When you have…gangs and they have loose ties with al Qaeda and then you have Iran not too far away from building a nuclear capability, nuclear terrorism may not be far off,” said Rep. Trent Franks (R- Ariz.), a member of the House Armed Services committee. The Mexican drug cartels’ violence accounted for more than 6,000 deaths last year, and in recent months it has begun spilling over into the districts of lawmakers from the southwest region, even as far north as Phoenix, Ariz. -- which has become, Franks noted, the “kidnap capital of the U.S.” Rep. Henry Cuellar (D-Texas), whose district borders Mexico, said that while the situation is bad, it could easily get worse. “The goal of the cartels is to make money,” said Cuellar, who sits on the House Homeland Security committee. “If they can smuggle in drugs and human cargo, then certainly they can smuggle other things in, other devices to cause us harm.” “We have not heard of any associations, but is there the possibility? I’ll be the first to say, yeah. They have the routes, they can very easily smuggle in other things. If I was a bad guy in another country, I would go into Central America because the U.S. is not paying the proper attention.” Violence reached new levels last week when the mayor of Juarez, a Mexican city with 1.6 million people that serves as a major transit point for drug smugglers, moved his family to El Paso, Texas, after receiving threats against his and their lives. The move corresponded with the resignation of the city’s police chief after a drug cartel promised to kill a police officer every 48 hours if he did not step down. The city’s police director of operations, a police officer and a prison guard were killed by the cartels in days prior.

## Impacts—Agriculture

### NAFTA crushes ag—import/export mandates

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

Americans have seen their jobs exported for two decades, and many argue NAFTA is what started the downward spiral. Though most high tech jobs have gone to Asia, U.S. manufacturing got outsourced to Mexico, and eventually to China, too. American agriculture is feeling the effects of NAFTA. You can drive through the San Joaquin Valley in California even now and see signs along what used to be a booming farm community criticizing Senator Barbara Boxer for using arcane environmental policy to destroy farmers’ ability to grow food in order to quietly enforce NAFTA’s import/export mandates.

## Impacts—Leadership / Innovation

### North American Community kills innovation and leadership

Schlafly 8 (Phyllis Schlafly, writing for the Town Hall, text taken from article titled, “North American Union: Conspiracy or Cover-Up?” published April 14th, 2008. Text found at

[http://townhall.com/columnists/phyllisschlafly/2008/04/14/north\_american\_union\_conspiracy\_or\_cover-up/page/2] by Hirsh)

The Council on Foreign Relations published a major report May 17, 2005, only two months after the Security and Prosperity Partnership was announced by President Bush, then-Mexican President Vicente Fox, and Canadian Prime Minister Paul Martin in Waco, Texas, on March 23, 2005. The Council on Foreign Relations document explaining SPP's goals and methodology was posted on the U.S. State Department Web site, thereby confirming its authenticity. The report explains that the three SPP amigos at Waco "committed their governments" to "Building a North American Community" by 2010 with a common "outer security perimeter," "the extension of full labor mobility to Mexico," allowing Mexican trucks "unlimited access," "totalization" of illegal immigrants into the U.S. Social Security system, and "a permanent tribunal for North American dispute resolution." The prestigious Center for Strategic & International Studies published a report in 2007 called "North American Future 2025 Project." It advocates "economic integration," the "free flow of people across national borders," and "policies that integrate governments." The CSIS report even calls for "harmonizing legislation" on intellectual property rights with other countries. That's a direct attack on our U.S. patent system, which is the key to U.S. leadership in inventions and innovation.

## Impacts—Outsourcing

### NAFTA causes outsourcing

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

Americans have seen their jobs exported for two decades, and many argue NAFTA is what started the downward spiral. Though most high tech jobs have gone to Asia, U.S. manufacturing got outsourced to Mexico, and eventually to China, too. Even American agriculture is feeling the effects of NAFTA. You can drive through the San Joaquin Valley in California even now and see signs along what used to be a booming farm community criticizing Senator Barbara Boxer for using arcane environmental policy to destroy farmers’ ability to grow food in order to quietly enforce NAFTA’s import/export mandates.

### [That kills the economy]

## Impacts—Middle Class

### Crushes the middle class and the American republic

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

As for Mexico’s underclass masses, Vicente Fox and his successor can be relied upon to maintain their mantra, “Go North,” at least as long as President Bush and Congress remain unwilling to secure the border. In the end, the American middle class will pay the tab of increased social costs for millions of more uneducated, unskilled Spanish-speaking immigrants from Mexico and the other Hispanic countries south of the border. At the same time, the squeeze on middle class employment opportunities will intensify as NAFTA super-highways and U.S. “inland port” cities replete with Mexican custom facilities encourage yet more outsourcing to China. All this sounds like a good deal for China. But are cheap sneakers at Wal-Mart really worth the damage being done to the most successful middle class ever built in world history? Aristotle’s Politics give reason to ask whether the U.S. constitutional republic we have enjoyed for 230 years will long endure a middle class squeezed by an original NAFTA market that evolves into a European-style North American Union dominated by the Chinese.

## Impacts—Liberty

### Violates the right of private property—spills over, crushing all liberties

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

All roads lead to the completion of the NAFTA trade corridors. SECTION 1120 entitled ‘Projects of National and Regional Significance’ further facilitates and even funds the NAFTA projects, but also prioritizes improving “roadways vital to national energy security.” Energy relates directly to the Ports to Plains corridor since one of its goals is to move wind power from West Texas around the state as well as to transport ethanol around the country. While energy security may be in the national interest, taking thousands of acres of private property for massive international trade corridors is not be the most prudent way to secure it. For if the government can come in and steal your land for the benefit of another private party, Americans’ personal wealth and liberties are stolen with it. American Arthur Lee said it best: “The right of private property is the guardian of every other right...and to deprive a people of this, is in fact to deprive them of their liberty.”

### [INSERT PETRO 74]

## Impacts—Sovereignty and Fascism

### Kills state sovereignty and economy—and it’s fascist

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

In June 2011, the Texas Legislature repealed the Trans Texas Corridor (TTC), a 4,000 mile network of multi-modal toll roads, toll rail, toll truck lanes, as well as tolled utilities, telecommunications, and pipelines of all sorts -- that would all fall under the control of a private, foreign corporation for a half century. It was the most ambitious plan proposed of the NAFTA superhighways. The TTC would be gigantic, 1,200 feet wide, which is like four football fields end to end. Dubbed the biggest land grab in Texas history, it would be near impossible to traverse across or drive cattle or school buses under it, since the developer only had to build overpasses where it intersected existing interstates. On the first leg, there would have been only 4 exits through the entire state of Texas and it would have displaced one million Texans. Since the developer also got the exclusive rights to the land surrounding the toll and railways, it would be granted a state-sanctioned monopoly and the ability to charge concession fees and choose all the gas stations, hotels, and restaurants on this captive audience revenue-generating corridor. So the TTC would have effectively bisected whole communities, crushed economic development along the remaining private property adjacent to the tollway, as well as cut-off access to huge parcels of farmers and ranchers’ land, rendering the parcels virtually useless. The driving force behind Texas Governor Rick Perry’s ambitious plan was foreign trade -- to accommodate the influx of what was initially thought to be goods from Mexico, but that soon got supplanted by even cheaper goods from China. The TTC’s primary purpose was to facilitate the free flow of people and goods across the border from the deep water port, Lazaro Cardenas, in Mexico into the interior of the U.S. and up into Canada. Threat to sovereignty and freedom to travel Texans immediately realized the threat to state sovereignty and property rights. They had a visceral reaction to having their land forcibly seized through eminent domain and handed to a foreign entity, Spain-based toll giant, Cintra. The more they learned, the less there was to like. A fairly new financing and development agreement for the time, a P3, would be the primary procurement method for the TTC, and it was all negotiated in secret. Neither the press nor the Texas Attorney General Greg Abbott were allowed to see it. Abbott had to sue the Texas Department of Transportation (TxDOT) just to get it released. The financial guts of the contract were still withheld until the eleventh hour prior to Perry’s re-election in 2006, under threat of yet another lawsuit -- this time by property rights advocates. Texans discovered these P3 contracts included profit guarantees and non-compete agreements as well as financial incentives to manipulate speed limits to slow down the free routes and enhance speeds on the tollway. The non-compete clauses prohibit or penalize the state for the expansion of free alternative routes in order to ensure congestion on the free lanes and force more drivers to pay the toll. Before a Texas-sized revolt ripped the project away from Cintra, the non-compete zone proposed for one P3 on US HWY 121 in the Dallas Ft. Worth area would have encompassed the entire counties of Collin and Denton for 50 years! Two of the fastest growing counties in Texas would not have been able to expand their major roads without paying a financial penalty to a foreign corporation! Public policy decisions and the freedom and safety of the driving public are supplanted to private interests when the state cedes its sovereignty and fiduciary duty to protect the public to a private corporation using P3s. When the toll tax rate falls under the control of a private company, toll rates become punitively high, which is not only taxation without representation, it’s fascism. On another P3 project on a major interstate in DFW, I-635, the toll rates will be 75 cents a mile. On one for Interstate 35 also in DFW, toll rates being bandied about will start at closer to 80 cents a mile -- with the free lanes purposely left to wither in unbearable gridlock for decades. Texans will soon pay dearly to get anywhere. It’s pay-up or become a second class citizen stuck in bumper-to-bumper traffic.

## Impacts—Feudalism

### Plan results in feudalism

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Deconstructing the U.S.” published June 16th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/15/132429.shtml] by Hirsh)

The idea for the North American Union has been floated for a couple of decades. It went into hyperdrive after the Cold War. At that time, powerful groups including the guiding lights in the Council on Foreign Relation, government, business and the denizens of the Beltway's Iron Triangle came into their own. Last year's report by a CFR task force entitled "Building a North American Community" is the outline for the North American Union, which they would like to have up and running by 2010. The task force is quite clear that one of the major goals of this effort is to remake boundaries around the three North American nations. Individual countries will relate to a supranational parliamentary or governing system rather than to their own. National governments will still have limited power but not so much sovereignty. Immigration, in their ultimate plan, will mean open borders and a vastly diminished importance of citizenship in the three nations. This is simply a new brand of old feudalism being set into motion by none other than the hero of so many Republicans, George W. Bush.

### Feudalism causes war

## Impacts—Monopolization

### Causes monopolization, hurting other facilities

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

It’s apparent TxDOT is getting into the land development business. This concept is identical to the Trans Texas Corridor. However, Section 228.053 of the Texas Transportation Code still gives the Department the authority to "contract with a person for the use of part of a toll project or system or lease part of a toll project or system for a gas station, garage, store, hotel, restaurant, railroad tracks, utilities, and telecommunications facilities and equipment and set the terms for the use or lease." Consider this to be on the chopping block when the 83rd legislature convenes in 2013. Leasing out the public’s right of way is horrific abuse of eminent domain that creates a monopolistic cash cow for a single developer and the State of Texas. Why shouldn't the original landowners be afforded the opportunity to develop that land instead of the State? How can other facilities (gas stations, etc.) off the toll road be financially viable when there is a monopoly controlled by the state and a single developer actually located on the tollway itself?

## Impacts—Constitution

### North American Union is unconstitutional

### A) Circumvents legislative processes

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

Corsi insists that Congress gave no clear mandate to the Department of Commerce or these working "groups" to deconstruct the United States and reformulate or fold it over into a regional trading state. He says that this procedure is a way for the establishment, which includes members of BOTH political parties and no political orientation except political or economic power, to do an end run around the American people and the legislative process – not to mention the Constitution of the United States.

### B) Super-national bodies end democratic input

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

As has happened in the past with so-called "trade agreements" or "security pacts," the on-track North American Union will create supranational bodies which will make decisions negating the will of the American people, thereby doing an end run around our sovereignty and the U.S. Constitution. Forget the Congress – they let this happen.

### C) It’s an elitist coup—betrays the Constitution and the people

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Coup d’etat American Style” published June 17th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/16/141829.shtml] by Hirsh)

Corsi also ponders the same questions most loyal Americans must ask if they are honest. If this indeed is a coup by an elite to nullify U.S. sovereignty and make an end run around the system, it is a travesty and goes against absolutely everything Americans have fought and died for in countless wars. It is a betrayal of the U.S. Constitution and the American people.

### Constitution is a d-rule (insert card)

### Independently, you cannot vote for an unconstitutional policy as a United States federal government policy-maker.

## Impacts—Civil Unrest

### Corruption, poverty, and civil unrest spill in

Ellison 6 (Mark Stuart Ellison, has worked as a lawyer, reporter, and freelance writer, author of award-winning novel *Dear Mom, Dad and Ethel: World War II Through the Eyes of a Radio Man*, text taken from article titled, “NAFTA Superhighway: Another Nail in the Coffin for U.S. Border Security,” published September 7th, 2006. Text found at [http://www.greatdreams.com/political/superhighway\_facts.htm] by Hirsh)

The U.S. already has open borders with Canada, a stable, prosperous nation with which it shares a common heritage and culture. Given the widely reported attempted Canadian border crossings by several terrorists in recent years, we may have to modify that arrangement. In this climate, it is the height of insanity to have a superhighway which would create a de facto open border with Mexico, a country that has serious issues of corruption, poverty, and civil unrest.

## Impacts—Independence

### The plan—specific to Super Corridor and Presidential involvement

Taylor 7 (Kelly Taylor, writer and filmmaker, producer of a politics TV talk show, writing for CBS Money Library, text taken from article titled, “Taking the high road: in Texas and Oklahoma, citizens are showing that the NAFTA Superhighway Goliath can be taken on and stopped by fearless Davids,” published June 11th, 2007. Text found at

[http://findarticles.com/p/articles/mi\_m0JZS/is\_12\_23/ai\_n25007746/] by Hirsh)

The Trans Texas Corridor-35 (TTC-35), a segment of the NAFTA Superhighway, runs parallel to (and sometimes coexistent with) the current Interstate 35. Though massive in scale, it's only a part of the bigger road system planned from Mexico's west coast all the way through Canada. Its geographical and political positions make it ground zero of a watershed conflict for American independence, which would no longer exist should America become a province of the NAU. The TTC-35, much of which would be a 12-lane-wide monster of concrete, cabling, pipelines, toll roads, electronic surveillance capabilities, rails, depots, and an appetite for property rivaling the British Empire, has taken on a life of its own and is literally steamrolling over Texans, heading north. Designed for, among other things, the transport of cheap goods from China through Mexico into America's heartland, it will facilitate border crossings at the Rio Grande virtually free of security checks.

### That’s a D-Rule! [Insert card]

There has to be some conservative hack or think-tank that believes American independence is the greatest impact ever.

# China Imports Turn

## 1NC Shell

### China is investing in Mexican ports now—SuperCorridor makes them useful

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Red China is investing heavily in developing deep-water ports in Mexico to bring an unprecedented volume of containers into the U.S. along the emerging NAFTA SuperHighway. This move signals China’s emergence as the unexpected economic winner in the North American Union free market. Hutchinson Ports, a wholly owned subsidiary of China’s giant Hutchinson Whampoa Limited (HWL) is investing millions to expand the deep water ports the company manages at Lazaro Cardenas and Manzanillo on Mexico’s Pacific coast. Now Hutchinson Ports is pledging millions more to develop Punta Colonet, today a desolate Mexican bay in Baja California. Mexico plans over the next seven years to dredge and convert Punta Colonet into a 10 to 20 berth deep-water port facility capable of processing some 6 million standard 20-foot-long TEUs (industry terminology for the “Twenty Foot Equivalent Unit” that describes a single standard container).

### That’s key to Chinese imports to the US

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Still, HWL has established a North American beachhead, despite the continuing security concerns. The Standard in China reports that today COSCO has established a little-known presence in U.S. ports, co-managing a terminal with Seattle-based SSA Marine at the mouth of Long Beach’s port. Remarkably, in the aftermath of the Dubai Ports World blow-up in Congress, the Bush administration hired HWL to operate in the Bahamas sophisticated equipment designed to detect nuclear material inside TEUs headed for the U.S., without requiring U.S. customs agents to be present. Now, investing millions to deepen Mexico’s ports in a plan to access the developing NAFTA corridors, HWL has found perhaps the most effective backdoor of all for gaining access to the continental U.S. market. A set of China-promoting business projections are driving the frenzy to open Mexican ports to NAFTA corridors. Container traffic from China and the Far East has exploded, with industry experts expecting the cargo traffic from China to double by 2020. Today jumbo cargo ships containing 8,000 TEUs routinely cruise Pacific Trade routes. Unloading 8,000 containers from a single ship can take up to 3 days, even with experienced dock workers and state-of-the-art cranes. West coast ports such as Los Angeles and Long Beach are regularly described as overwhelmed with containers arriving from China and the Far East, resulting in a virtual gridlock that causes expensive delays. As a result, “inland ports” such as the Free Trade Alliance of San Antonio and Kansas City Smartport, both members of the North America’s SuperCorridor Coalition Inc. (NASCO), are exploring with enthusiasm opening NAFTA corridors to facilitate the movement from Mexican ports 50% to 60% of all containers entering the U.S. from China that are destined for delivery in the heart of the U.S.

### [Choose an impact scenario]

## Impacts—Heg

### Kills heg

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Hawkins continues: Upon closer examination, something other than the “success” of the NAFTA model, as sold to the American voter, is propelling all this transportation and Smart Port activity—and that is the massive wave of imports from the previously unrecognized export superstar, China. U.S. west coast ports are swamped with container ships filled with Chinese goods, and a scramble is on to find new Pacific ports to bring even more Chinese products into the United States. Hawkins views the plans to develop NAFTA Super-Highways as a disaster: “What is being built is truly a ‘Highway of Death’ for both NAFTA and CAFTA. The resulting turmoil in the region will be felt in the United States, and will be an additional benefit to Beijing as the rising geopolitical challenger to American power.”

## Impacts—Human Rights / Poverty

### Exacerbates poverty and legitimizes human rights violations

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Why the sudden enthusiasm for cheap goods from China? The Bush Administration continues to give the green light to mass-marketing retailers such as Wal-Mart, Kmart, and Home Depot, to name just a few, to import Chinese and Far Eastern goods without restraint, despite their under-market nature. Evidently the Bush Administration has decided to follow the path set by the Clinton Administration in the decision to turn a blind eye to the repeated accusations that many of the goods from China and the Far East are produced in slave labor prison camps where abuses of human rights are everyday occurrences. Opponents of Bush Administration free-trade policies, such as Global Policy Forum, have argued for enforcing “anti-dumping” provisions commonly designed in traditional international trade agreements to prevent the import of under-market goods produced by countries exploiting near-zero labor costs. The argument is that in opening the U.S. to cheap Chinese goods, we are leading a worldwide “race to the bottom,” in which “the only priority is cost effective production, at the expense of workers, resources and sustainability.” The result is that the international capitalists owning companies such as Wal-Mart earn additional billions, while U.S. manufacturing continues to out-source an increasing number of jobs and poor countries such as Mexico are only pulled deeper into poverty.

# TSCRA Tradeoff DA

## 1NC Shell

### Possible TSCRA tradeoff link

Lendman, 08 (Stephen Lendman is a marketing research analyst and expert in corporate dominance, economic and political issues. He has a BA from Harvard and an MBA from Wharton, "SuperCorridor Defeat? Don’t Bet On It" on June 20, 2008 from dissidentvoice.org/2008/06/supercorridor-defeat-dont-bet-on-it/)

The title refers to the I-69/Trans-Texas Corridor (TTC) portion of the North American SuperCorridor Coalition (NASCO) project. The Texas Department of Transportation (TxDOT) announced that, for now at least, it nixed this part of the $184 billion scheme calling for: a 4000 mile toll road network of transportation corridors; 10 lanes or 1200 feet wide;  two or more trans-Texas corridors being considered; one paralleling I-35 from Laredo through San Antonio, Austin, Dallas/Fort Worth to Gainesville; the other an extension following US 59 from Texarkana through Houston to Laredo or the Rio Grande Valley; others would parallel I-45 from Dallas/FortWorth to Houston and I-10 from El Paso to Orange; they’ll accommodate car and truck traffic; rail lines; pipelines and utilities; and communication systems. It’s planned across Texas from Mexico to Oklahoma, would have annexed huge private land tracts, and may later on take much of it anyway. Enough to threaten organizations like the Texas and Southwestern Cattle Raisers Association (TSCRA), Texas Farm Bureau and other rural interests. Their member property rights are at stake, so they fought it, and for now, prevailed — at least partly, but the matter is far from settled.

# CASE FRONTLINES

# Inherency

## 1NC Frontline

### MAP-21 funded the aff

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

Some have tried to convince the public that the Trans Texas Corridor and NAFTA Superhighways are dead. But Congress recently passed a new, two-year federal highway bill, Moving Ahead for Progress in the 21st Century (or MAP-21), that not only gives priority funding to these ‘high priority’ trade corridors, it also makes it easier to hand them over to private corporations using controversial public private partnership (P3) toll contracts. On July 6, President Barack Obama signed MAP-21 into law. As with most bills these days, Congress had to pass it in order for us to know what’s in it. Only the committee members, conferees, and lobbyists had the access to know precisely what was in it, and big business, big energy, and various and sundry special interests got just what they wanted -- including state highway departments that got the environmental rules so relaxed, they can literally add toll lanes to any highway without so much as a public hearing or ANY study of the impacts, so long as it’s within the existing right of way.

### Solves federal funding and commitment

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

NAFTA corridors get special treatment So for a time, Texans thought they were finally rescued from the Trans Texas Corridor, thinking that if these trade corridors ever got built, it would be done as an existing free interstate of old -- not these new-fangled ‘innovative financing’ P3s that compromise the public’s sovereignty over these critical arteries. Then, on June 22, TxDOT announced its intention to lease out the public’s right of way anyway, just like the Trans Texas Corridor was going to do, and on June 29, Congress passed MAP-21. The three proposed NAFTA international trade corridors that connect with Mexico and Canada that are of primary interest in MAP-21 are: TTC-69/I-69 (from Laredo, Texas to Port Huron, Michigan), Canamex (from Arizona to Montana), and Ports to Plains (from Laredo to North Dakota). Three particular sections of the bill specifically advance the corridors. Several additional sections prioritize them through secondary means. Section 1116 entitled ‘Prioritization of Projects to Improve Freight Movement,’ grants up to 95% federal funding for projects that improve the movement of freight. The bill also officially establishes a national freight program with a goal to ‘strengthen the contribution of the national freight network to the economic competitiveness of the United States.’ Ports to Plains Alliance heavily lobbied for these special freight programs. Both programs will shift funds away from other state and national priorities and the needs of individual drivers, and essentially give them to private companies who move freight, including exclusive truck lanes. In SECTION 1104, Sec. 103(C)(iii) under the National Highway System, it states: “Highways on the Interstate System shall be located so as...to the maximum extent practicable, to connect at suitable border points with routes of continental importance in Canada and Mexico.” Again the emphasis is being put on creating surface transportation connections between the three North American countries of Canada, the United States, and Mexico as yet another move closer toward the economic integration of the three countries in keeping with NAFTA. The legal language here cannot be glossed over. “To the maximum extent practicable” carries with it a strong mandate to prioritize these trade corridors over other national priorities for ordinary Americans. Making the United States more dependent on other countries and shipping more jobs overseas can hardly be considered a legitimate national priority. Also in SECTION 1104, it specifically makes two key designations: one for TTC-69/I-69 and the other for I-11 also known as Canamex. One of hang-ups for I-69 was the fact that it would not immediately intersect an existing interstate highway. So the segments under construction in the Rio Grande Valley could not be officially designated as I-69 unless the rules changed. The bill removes this requirement specifically for I-69 and says it does not have to intersect an existing interstate for 25 years. In a letter to House leaders in May, ten Arizona and Nevada members of Congress urged support of the I-11 designation to complete the missing link connecting Phoenix to Las Vegas in the all-interstate Canamex international trade corridor from the border of Arizona to the border in Montana. The lawmakers made the connection clear: “The completion of this corridor would provide total commerce connectivity between the United States, Mexico and Canada in the intermountain west, which is vital to the continued economic growth of the region.” Though in the past this designation would guarantee federal funding, the restructuring of the national highway system gives the states more discretion with those funds. But there are other mechanism in MAP-21 to get these corridors special funding. Panama Canal expansion With two of the NAFTA superhighways in Texas, lawmakers on the House Transportation Committee held a hearing in May on the Panama Canal expansion and the coming trade tsunami through Texas. According to testimony at the hearing, Tim Welch, Chairman of Transportation Excellence for the 21st Century, says Texas is not ready. Another expert testified that Texas needs an additional $1 to $3.5 billion in funding to prepare its roads and rail transportation systems for the supercontainers headed our way. But why should taxpayers foot the bill to ease the flow of goods and boost profits for multi-national global companies? In addition, TxDOT released an announcement May 21, that it’s formed a Panama Canal Stakeholder Working Group that’s primarily comprised of representatives from the agriculture, manufacturing, port, logistics, oil and gas, trucking, and rail industries. All roads lead to the completion of the NAFTA trade corridors. SECTION 1120 entitled ‘Projects of National and Regional Significance’ further facilitates and even funds the NAFTA projects, but also prioritizes improving “roadways vital to national energy security.” Energy relates directly to the Ports to Plains corridor since one of its goals is to move wind power from West Texas around the state as well as to transport ethanol around the country. While energy security may be in the national interest, taking thousands of acres of private property for massive international trade corridors is not be the most prudent way to secure it. For if the government can come in and steal your land for the benefit of another private party, Americans’ personal wealth and liberties are stolen with it. American Arthur Lee said it best: “The right of private property is the guardian of every other right...and to deprive a people of this, is in fact to deprive them of their liberty.” When a project receives the designation as a project of national and regional significance, it gets access to up to $500 million in federal funds to develop and construct it. Every NAFTA corridor will most assuredly receive this designation. In another section of the bill, SECTION 1304 labeled ‘Innovative Project Delivery Methods,’ a project can receive up to 100% of the federal share in this category on a project that uses innovative “financing, or contracting methods” and if it “accelerates project delivery.” P3s are considered innovative financing, and though policymakers know it costs taxpayers more to privatize a public road, they claim the ability to accelerate the project that wouldn’t otherwise have enough funding justifies their actions. While a P3 project is not likely to receive 100% federal funding (why would the government sell-off our public road to a private entity if the project is already paid for with tax money?), these private consortiums are sharks and solicit as much in federal and state subsidies as they can get away with in order to ‘socialize’ their losses. Not one P3 project in Texas has been 100% funded by the private entity. In one case, the taxpayers brought three-quarters of the project cost to the table and the private entity, Cintra, a mere one-quarter. So this notion that the risk gets transferred from the taxpayers to the private entity is patently FALSE. In Texas, there is an egregious example of the State pursuing a P3 for a managed toll lane project on US 183 in DFW that would be 100% paid for by $1.3 billion in taxpayer money, yet TxDOT is still handing it over to a private entity to become their toll collector and to maintain the road. The State can get away with charging far higher toll rates when they can outsource the sticky business of taxation to a private corporation. With the changes in MAP-21, the federal government is encouraging such public subsidies, too. It’s legalized THEFT of public assets. So there are many federal funding sources embedded within MAP-21 to get the NAFTA corridors built.

### Independently, TIFIA slush funds solve

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

Slush fund for both public & private toll projects The Transportation Infrastructure Finance and Innovation Act (TIFIA) federal loan program will be expanded by nearly ten times, eventually up to $1 billion/year. What used to be a competitive program has now been changed to easy credit for any project, with special emphasis given to freight movement, ie - the NAFTA corridors. The Ports to Plains Alliance lobbied for and got special reduced TIFIA interest rates for rural corridors like Ports to Plains. Taxpayer-backed TIFIA loans can also go to directly fund a private facility if the private facility provides a “public benefit for highway users by way of direct freight interchange between highway and rail carriers.” Another boon for freight-intensive NAFTA corridors. There is no dedicated tax revenue that funds the TIFIA program (unlike the highway system which is largely funded by gas taxes), so it’s primarily going to be funded through yet more federal borrowing of money we don’t have. TIFIA can also use pensions or other government plans to capitalize the fund, which is scary considering retirees depend on this money and the first project to ever receive a TIFIA loan went bankrupt -- a P3 toll project in San Diego called the South Bay Expressway declared bankruptcy in less than three years after opening. The traffic projections were off by nearly 40,000 cars a day. The taxpayers took nearly an $80 million loss on that TIFIA loan. This can hardly be considered a successful program, yet Congress just increased it almost tenfold and made it even easier to get one. The TIFIA program has become a slush fund to finance P3s where private toll operators can easily snag public money to subsidize their losses on projects that have no business being built in the first place. Congress lets them exploit taxpayers this way by hiding behind the broad term ‘public benefit.’

### Ensures super-highways will be built

Hall 7-13 (Terri Hall, writing for The Examiner, text taken from article titled, “So what’s in the new federal highway bill anyway? NAFTA superhighways,” published July 13th, 2012. Text found at [http://www.examiner.com/article/so-what-s-the-new-federal-highway-bill-anyway-nafta-superhighways] by Hirsh)

Aside from the other ‘innovative finance’ giveaways in MAP-21, Congress adopted Senate provisions to give even greater tax breaks to private corporations -- think P3s --by allowing them to depreciate PUBLIC assets, our public highways, up to 45 years (instead of 12-20 years). With all these incentives, designations, and funding mechanisms in place, the NAFTA superhighway system is clearly alive and well and in the process of becoming reality. Coupled with the severely relaxed environmental review exceptions that give state DOTs unlimited authority to do anything they want within existing right of way, Americans will be very hard-pressed to find ways to stop it.

## 2NC Extra Cards

### We already have super corridors

Corsi, 06 (Jerome Corsi has a PhD from Harvard in Political Science and is the Senior Staff Reporter for World Net Daily; he is also the author of five New York Times Bestsellers, “NASCO Alters Super- Corridor Message” on July 5, 2006 from www.humanevents.com/2006/07/05/nasco-alters-supercorridor-message/)

The “debunked text” even wants to de-emphasize the “Super” in the NASCO “Super Corridor” name. As Ms. Melvin expressed in a June 22, 2006 email to the author:

We have been using the name “SuperCorridor” since 1996. It does not mean huge, mega highway. We use “Super” in the sense of “more inclusive than a specialized category” (dictionary definition). Like Superman was not a huge, giant four football field wide man. He was MORE than a man. We are MORE than a highway coalition. We work to promote the use of multiple modes of transportation. We work on economic development along the corridor. We work on environmental issues. We work on networking inland ports. We work on developing business relationships for our members.

### NASCO is making gains now

Corsi, 06 (Jerome Corsi has a PhD from Harvard in Political Science and is the Senior Staff Reporter for World Net Daily; he is also the author of five New York Times Bestsellers, “NASCO Alters Super- Corridor Message” on July 5, 2006 from www.humanevents.com/2006/07/05/nasco-alters-supercorridor-message/)

We also note that George Blackwood, NASCO President, attended the January 10-11 meeting in Louisville, Kentucky, held by the Council of the Americas and the North American Business Committee to conduct a “[Public/Private Sector Dialogue](http://www.counciloftheamericas.org/coa/NACC/NACC3.pdf%22%20%5Ct%20%22_blank)” on the Security and Prosperity Partnership of North America. A key finding of this meeting was that associations in the U.S. organized to promote particular corridors needed since the dawning of SPP in Waco, Texas, on March 23, 2005, to coordinate their efforts in a less provincial style, more reflective of the North American regional orientation of SPP itself:

For instance, conversation at the Louisville forum raised the potential for commonalities and/or synergies between disparate transportation efforts in the US Midwest (the “SuperCorridor” initiative), the North American West (“CANAMEX Corridor”), and in the Southeast United States and Mexico (the “Gulf of Mexico Trade Corridor” initiative). Before SPP, there was no obvious mechanism through which to promote coordination of these discrete activities.

The Louisville SPP meeting also advised “the establishment of bilateral or trilateral commissions to facilitate border and cross-border infrastructure.”

# Trade Advantage

## 1NC Frontline

### Super-Corridor kills NAFTA—turns case

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Strong conservatives are concerned today that China is the only clear winning in NAFTA. William Hawkins of the U.S. Business and Industry Council, a strong critic of our open borders with Mexico and Canada, has recently written that Mexico itself has filed 90 complaints against China at the World Trade Organization. Hawkins has argued that “the new energy being put into expanding the transportation network from Mexico into the United States heralds the collapse of NAFTA, and further discredits the trade strategy followed by the administrations of George H.W. Bush, Bill Clinton and George W. Bush.” Hawkins continues: Upon closer examination, something other than the “success” of the NAFTA model, as sold to the American voter, is propelling all this transportation and Smart Port activity—and that is the massive wave of imports from the previously unrecognized export superstar, China. U.S. west coast ports are swamped with container ships filled with Chinese goods, and a scramble is on to find new Pacific ports to bring even more Chinese products into the United States. Hawkins views the plans to develop NAFTA Super-Highways as a disaster: “What is being built is truly a ‘Highway of Death’ for both NAFTA and CAFTA. The resulting turmoil in the region will be felt in the United States, and will be an additional benefit to Beijing as the rising geopolitical challenger to American power.”

### Read the case turns on this advantage (e.g.: the North American Community turn)

### Their authors are biased

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Yet, as sound as Hawkins’ arguments are, their subtly is likely to be lost on the Wal-Mart capitalists who see rising quarterly profits and handsome executive bonuses from importing an ever-increasing volume of cheap Chinese goods into the U.S. market. So too, the Robert Pastor enthusiasts can be counted upon to welcome any reason to knit together the U.S., Canada, and Mexico into a North American Union, even if the driving force turns out to be a super-highway and inland port transportation scheme designed to benefit the Communist Chinese. Cheap Mexican remarkably undercut by the Chinese in manufacturing and assembly can still be used in transport, to land the Chinese goods on Mexican docks and then carry the Chinese containers by truck and train into the heart of North American.

# Environment Advantage

## 1NC Frontline

### Kills the environment

Howie, 06 (Craig Howie is a senior web editor at POLITICO and has been published on CNN and the LAT. He has a Masters degree in Economics and Politics from the University of Edinburgh, “US divided by superhighway plan” on June 16, 2006 from <http://www.scotsman.com/news/international/us-divided-by-superhighway-plan-1-1122101>)

Eric Olson, the transportation spokesmen for the California-based Sierra Club, a national environmental awareness organisation, said the road would cause significant damage. "Something on that scale would have a massive environmental impact," he said. "Building a large-scale new highway does not seem like the best solution.

# China Add-on

## 2NC Impact Turn

### Impact Turn—Chinese use of Mexican ports allows China government takeover—your author

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

According to Judicial Watch, “Hutchinson, Whampoa, Ltd. is the holding company of billionaire Li Ka-shing, a well-known businessman, whose companies make up 15 percent of the market capitalization of the Hong Kong Stock Market.” A Judicial Watch complaint filed in 2002, at the time HWL was purchasing the then-bankrupt Global Crossing, notes that Li Ka-Shing’s holdings includes ports, telecom, and energy assets around the world. According to a declassified U.S. government intelligence report that Judicial Watch obtained in a Freedom of Information Act (FOIA) request, “Li is directly connected to Beijing and is willing to use his business influence to further the aims of the Chinese Government.” Judicial Watch had objected that “Li Ka-shing’s agency relationship to the Communist Chinese should disqualify him from owning Global Crossing’s network, which controls a significant percent of all the fiber optics currently leaving the United States.”

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# Normal Means for Super Corridor

## Normal Means = Toll

### Normal means is a toll

Lendman, 08 (Stephen Lendman is a marketing research analyst and expert in corporate dominance, economic and political issues. He has a BA from Harvard and an MBA from Wharton, "SuperCorridor Defeat? Don’t Bet On It" on June 20, 2008 from dissidentvoice.org/2008/06/supercorridor-defeat-dont-bet-on-it/)

For now, the Texas artery will be less ambitious but still part of the grander scheme. For its part, I-69/TTC remains a government-private partnership whereby new roads will charge tolls for maximum revenue generation and make the public to pay the tab for their use.

## Normal Means = Spanish Construction Company

### Super-corridor would require eminent domain suits and would be built by a Spanish construction company

Galloway 9 (Gloria Galloway, writing for The Globe and Mail, text taken from article titled, “A North American road to nowhere,” published August 21st, 2007, updated April 3rd, 2009. Text found at [http://www.theglobeandmail.com/news/national/a-north-american-road-to-nowhere/article1080580/] by Hirsh)

"The chief project thus far of the SPP is the so-called NAFTA superhighway which would connect Mexico, the United States and Canada, cutting a wide swath through the middle of Texas and up through Kansas City," warned Republican Congressman Ron Paul in a statement read at one of the morning news events in Ottawa yesterday. "Millions would be displaced by this massive undertaking which would require the eminent domain actions [expropriations]on an unprecedented scale. ... A Spanish construction company, it is said, plans to build the highway and operate it as a toll road."

# Author Indicts / Prodicts

## Indict—John Hawkins (neg)

### Hawkins relies on ridicule not argumentation

Corsi 7 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American Union is No Conspiracy,” published July 21st, 2006. Text found at [http://www.humanevents.com/2006/07/21/north-american-union-is-no-conspiracy/] by Hirsh)

Recently, in a blog debate on this website, I exchanged views with Mr. Hawkins. When Mr. Hawkins declined to respond in what the editors termed “Round 4” of that debate, I concluded Mr. Hawkins allowed me to have the final word because he lacked a convincing rejoinder. Now, we see Mr. Hawkins wants to carry on the debate but this time against a vaguely defined “conspiracy theory” whose proponents Mr. Hawkins neglects to identify except to point fingers at Lou Dobbs, Diane Alden, and me. Hawkins begins by characterizing the argument that the NAU is being created as a “conspiracy theory.” As I argued in the debate on the blog, this technique is an attempt to discredit the argument by ridicule. What Mr. Hawkins wants readers to assume is that any writer arguing the NAU proposition has to believe by definition that behind the NAU movement are the illuminati, or that Bigfoot is the “brains behind the NAU.” The tactic was well described by radical socialist Saul D. Alinsky whose 1971 book “Rules for Radicals” asserted that: “Ridicule is man’s most potent weapon. It is almost impossible to counterattack ridicule.” Mr. Alinsky was wrong on this, as he was on many political arguments. Ridicule can be countered by pointing out that ad hominem articles are usually all that is left for those who cannot muster the arguments to defeat a debate opponent on point. Mr. Hawkins, you do not have to characterize statements by those of us who advance the NAU argument as “hysterical quotes” or arguments that are “not true at all” in order to position yourself to make the arguments you want to make.

To set the record straight, I believe there is no convincing evidence that a second assassin positioned behind the grassy knoll killed JFK, nor do I see definitive scientific evidence that the Loch Ness monster exists. I do find credible evidence, however, to advance the argument that the Bush administration is quietly creating the trilateral structure in administrative law of the NAU. The key action is going on within the executive branch in SPP.gov working groups. The goal seems to be to make the NAU a fait accompli without having to present the proposition first to the American public or the U.S. Congress for debate and approval. Far from being a conspiracy, the evidence for these contentions is “hidden” in the open, much of it published on government websites.

### Hawkins relies on name-calling not argumentation

Corsi 7 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American Union Isn’t Going Away,” published January 1st, 2007. Text found at [http://www.humanevents.com/2007/01/09/north-american-union-isnt-going-away/] by Hirsh)

Medved and Hawkins obviously want the argument about North American integration to go away. Unfortunately, their main tactics to date have been to engage in an unrelenting campaign of invective and sophomoric name-calling, tactics which in truth more disgraces them than those of us against whom their vituperation is aimed.

## Prodict—John Hawkins (aff)

## Indict—Michael Medved (neg)

### Medved only supports the plan because he blindly follows Bush and thinks all Republicans should—his research is faulty, he quotes out of context, and he relies on name-calling not argumentation

Corsi 7 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American Union Isn’t Going Away,” published January 1st, 2007. Text found at [http://www.humanevents.com/2007/01/09/north-american-union-isnt-going-away/] by Hirsh)

So, let me ask once again, what exactly do Medved and Hawkins find annoying—that a NAU and the Amero could be the end result of the North American integration currently happening, or that I might suggest the Bush Administration could be following the Jean Monnet path intentionally? Again, gentlemen, we would appreciate a direct answer to the question. Medved clearly seems most concerned that no one should criticize Bush, especially now that the 110th Congress has begun under Democratic control. Somehow appointing himself as a cheerleader for the conservative movement, Medved argues that we need “a united Republican Party and a re-energized conservative movement that isn’t distracted and paralyzed by non-existent threats concerning non-existent plans to terminate the independent survival of the United States.” Yet, while Medved has gyrated hysterically, he has evidently not taken up the challenge to study and discuss calmly the many issues I have raised concerning government websites and other public documentation. Does Medved simply dismiss the Department of Commerce website that documents the trilateral working group activity proceeding under SPP? Has Medved ever looked at the Texas Department of Transportation website that documents the 4,000 miles of Trans-Texas Corridor super highways that TxDOT aims to build over the next 50 years with financing from Cintra, the investment consortium from Spain? Nor do I agree that Republican Party unity is either a necessary or a sufficient condition to obtaining a re-energized conservative movement. Resisting Bush on immigration might do far more to re-energizing the conservative movement than blind adherence to the immigration policies the Bush administration has advanced. Unfortunately, as the term RINOs (Republicans in Name Only) suggests, being Republican today is not by definition equivalent with being conservative. In the final analysis are Medved and Hawkins basically just Republican Party apologists? Perhaps Medved has opposed Democrats on the radio so long that he considers it his responsibility to keep Republicans in office at any cost. I disagree. One of the main reasons much of the conservative movement has parted ways with the Bush Administration over the past two years is because of Bush’s determination to pursue guest-worker amnesty legislation rather than to secure our borders. No matter how much cheerleading Medved does, much of the conservative movement will oppose Bush strongly once again if the administration moves in the 110th Congress to push a “comprehensive immigration reform” bill such as S. 2611, the immigration bill co-sponsored by Senators Teddy Kennedy (D.-Mass.) and John McCain (R.-Ariz.). Regardless of how much Medved attacks me, many conservatives are preparing right now to oppose Bush if the administration goes down an open-borders path that many conservatives, as well as the U.S. public, have already soundly rejected. But character assassination seems to be Medved’s preferred methodology. Somewhat surprisingly, Medved has returned to mine the ground of my old Free Republic comments. Medved, who appears to have a deficiency in his ability to do solid research, may not realize that I have repudiated those comments and apologized for them long ago. As I have explained many times, the statements on Free Republic were written to be sarcastic, some of them to be ironic, others just to be provocative. The comments, as Medved presents them, are totally out of context and not reflective of my true views. On the subject of what I truly believe, I am the final authority. Let me again state for the record that my history of working to support the state of Israel attests to my true affection for the Jewish people worldwide. Nor am I anti-Catholic, since the truth is that I was born and raised in the Catholic faith, and I plan to die a Catholic as well. Medved and Hawkins obviously want the argument about North American integration to go away. Unfortunately, their main tactics to date have been to engage in an unrelenting campaign of invective and sophomoric name-calling, tactics which in truth more disgraces them than those of us against whom their vituperation is aimed.

## Prodict—Michael Medved (aff)

## Indict—Jerome Corsi (aff)

### Corsi’s religious and racist biases are why he opposes the plan—don’t evaluate him

Blumenthal 8 (Max Blumenthal, a Puffin Foundation writing fellow at the Nation Institute, has written for Salon, The American Prospect, and Washington Monthly, and is a research fellow for Media Matters for America. Text taken from article titled, “Obama Nation Author Jerome Corsi’s Racist History Exposed,” published September 1st, 2008 by The Nation. Text found at [http://www.thenation.com/article/obama-nation-author-jerome-corsis-racist-history-exposed#] by Hirsh)

Corsi's success represents the apotheosis of a long, strange trip from the furthest shores of the right into the national spotlight. During George W. Bush's first term, Corsi was a little-known financial services marketing specialist. In 1995, according to the Boston Globe, he coaxed twenty people into a shadowy investment venture in Poland that ultimately lost them a total of $1.2 million. "It ruined my career in the brokerage business, and it was a sad story for a lot of people," said Bradley Amundson, one of those enlisted into Corsi's bungled scheme. The FBI opened an investigation but never filed any charges. Corsi had dabbled off-and-on the fringes of conservative backlash politics for nearly three decades. In his spare time, which he appeared to have lots of, Corsi busied himself at his computer, firing off opinions on the far-right website Free Republic, marked by their sexual and racial obsessions. In a comment typical of the dozens he posted under the handle "jrlc," Corsi wrote, "Anybody ask why HELLary couldn't keep BJ Bill satisfied? Not lesbo or anything, is she?" In another, he ranted, "Isn't the Democratic Party the official SODOMIZER PROTECTION ASSOCIATION of AMERICA--oh, I forgot, it was just an accident that Clintoon's [sic] first act in office was to promote 'gays in the military.' RAGHEADS are Boy-Bumpers as clearly as they are Women-Haters--it all goes together." Then he composed Unfit For Command, suddenly vaulting into best-sellerdom. Surrounded by the media buzz of talk radio and Fox News, Corsi no longer plied the seamy troll-zones of the right-wing blogosphere. Overnight, he had become a conservative folk hero. But as Bush's popularity waned during his second term, Corsi's star dimmed. He tried to reignite it by co-authoring a book with "prophecy expert" Michael Evans, Showdown with Nuclear Iran, calling on the United States and Israel to attack Iran "before it's too late," and another, Black Gold Stranglehold, claiming to expose the Big Lie that will "enslave" Americans: "the belief that oil is a fossil fuel and a finite resource." Corsi's conspiracy theories consolidated his cult status, but he did not revive the brightness of his Swiftboating campaign. As another presidential election approached, however, Corsi followed his well-trod path back to renown. In early 2007, Corsi huddled with an old friend, Howard Phillips, a veteran conservative operative who had attempted to organize the anti-government militia movement into a cohesive political bloc during the 1990s. Corsi emerged from their discussion convinced of his destiny. He would declare his campaign for the presidential nomination of the ultra-right Constitution Party, enthusiastically embrace the party's call for a complete halt on immigration, banning abortion even in cases of rape and incest, and upholding its official platform that the "US Constitution established a Republic under God, rather than a democracy." With this momentous announcement, Corsi hoped to cast himself as the last, best hope to save America from the godless, globalist duocracy conspiring to merge the United States, Mexico and Canada into a "North American Union." (His latest flop, published in 2007, was a screed entitled, The Late Great USA: The Coming Merger with Mexico and Canada.) In July 2007, Corsi spoke before the Texas Constitution Party. At the time, he remained focused on foiling the ambitions of Hillary and Bill Clinton. "I don't want Bill Clinton anywhere near the White House," Corsi proclaimed. "We had enough serial rape going on when he was President." But Corsi didn't want a Republican in the White House either, especially not Senator John McCain. The war-scarred McCain, Corsi wrote in a column for the far-right webzine WorldNetDaily, is a possible jihadist dupe who "has enjoyed strong support from a lobbying group that backs...a Muslim terrorist group with ties to criminal drug networks and Al Qaeda." Even George W. Bush was now treasonous. "Bush," he told the Texas Constitution Party, "is post-America and post-God," a figure so indebted to foreign interests that he had allowed "communist China" to "run its gunboats up the Mississippi." In Corsi's mind, both parties were fronts for the money-masters, the Trilateralists, the plotters of Bohemian Grove--the "elitists who want to destroy the nation-state." "They don't want to offend anybody. They don't want to offend Mexico. They don't want to offend God," he railed, accidentally inverting what he meant to say. "They take God out of my money. I think we ought to offend Mexico! I think we ought to offend the sexual abusers! I think we ought to respect God." Corsi's audience went wild with applause, cheering almost as loudly as they did when he recounted a self-congratulatory tale of hanging up on a telemarketer because he was from India. Despite the mounting enthusiasm for his candidacy, Corsi unaccountably withdrew from the race just days after his Texas address. He promptly endorsed Chuck Baldwin, a theocratic Baptist pastor who had left the Republican Party in 2000 to protest what he viewed as Bush's extreme liberalism. Bush, according to Baldwin, was "in bed with homosexuals" (or "sodomites" as he likes to call them) and had gone soft on abortion providers, whom Baldwin believed should be marched en masse to the gallows. "Chuck [Baldwin], I know personally. He's a man of God," Corsi told the Constitution Party's national convention in May. "He believes in the Constitution and he believes in the United States of America." Baldwin also believes that "moneychangers" of a certain Chosen People are "Destroying America--and Christians Don't See It." That is the title of a commentary he wrote in February of 2008. In it, he wrote: "The moneychangers of Jesus' day were the equivalent of the international bankers of our day. With the consent and approbation of the Jewish leaders, these bankers set up shop in the Temple. Their purpose was to exchange whatever currency the Jewish worshipper brought with him or her into Jewish currency, which would then be used to purchase whatever sacrifice the worshipper required." For proof, Baldwin cited the investigations of his associate, "Dr. Jerry Corsi," who had bravely "exposed the moneychangers who are the driving force behind the burgeoning North American Union." Backed by Corsi, Baldwin seized the Constitution Party's nomination this May. Then he unfurled a bold new agenda, calling for "an independent investigative committee to analyze" whether the attacks of 9/11 were an inside government job. Corsi, for his part, shared Baldwin's skepticism. "The government's explanation of the jet fuel fire is not a sufficient explanation," Corsi said in January on the radio show hosted by Alex Jones, a fellow Baldwin supporter who promotes himself as "the grandfather of what has come to be known as the 9/11 Truth Movement." "With people like you starting to question 9/11 with the science," Jones marveled, "boy that's really gonna..." "That's what rattles the cage," said Corsi in a self-satisfied tone. In late 2007, with Obama in the race for the Democratic presidential nomination, Corsi gleaned a new opportunity to "rattle the cage." He punched out a proposal for an anti-Obama attack book, Obama Nation, and floated it to right-wing publishers. Mary Matalin, the longtime Republican consultant and former senior adviser to Vice President Dick Cheney, was hunting for titles for her two-year-old publishing imprint, Threshold, a conservative division of Simon and Schuster. When Corsi's proposal landed on her desk, she was thrilled. Matalin promptly signed Corsi to a lucrative deal, positioning Obama Nation as Threshold's premier release of the summer season. In anticipation of heavy sales, Matalin ordered the printing of 475,000 copies. When the book was released in early August, conservative foundations and think tanks ensured its early success with a massive bulk buy, propelling it to number one on the New York Times bestseller list. Like Unfit For Command, which wrongly claimed that Kerry had falsified combat reports in order to earn medals in Vietnam, Obama Nation was larded with crackpot smears cobbled together from assorted right-wing blog posts. Corsi asserted, for example, that Obama had "extensive connections to Islam," that he may have snorted cocaine in the Senate, and that he has staffed his campaign with card-carrying communists (including the former youth politics reporter at The Nation, Sam Graham-Felsen, an official Obama blogger and self-described progressive Democrat). But even as Media Matters for America documented an extensive litany of falsehoods and misrepresentations in Obama Nation, and a nearly unanimous chorus of reviewers panned the book--"poisonous crap," according to Time columnist Joe Klein--the Obama campaign could not afford to repeat Kerry's fatal mistake of ignoring Corsi and leaving the debunking to the press. On August 14, the Obama campaign released a forty-one-page "investigative report on the lies in Jerome Corsi's Obama Nation, entitled, Unfit For Publication. While the booklet systematically undermined the credibility of Corsi's writing, it also underlined the pivotal role Corsi played in the Republican attack machine. Thrown on the defensive by the revelation of Corsi's myriad factual errors, Matalin rushed to her author's defense. Obama Nation, she told the New York Times, "was not designed to be, and does not set out to be a political book. Instead, it is "a piece of scholarship, and a good one at that." Following Matalin's lead, the conservative movement rallied to Corsi's side. Rush Limbaugh hailed Obama Nation as a "pretty damn good" book; Fox News host Sean Hannity hosted Corsi twice on his top-rated Hannity and Colmes, asking him during his second appearance whether Obama was ever a drug dealer. Meanwhile, the National Review's Mark Levin assailed the media for "wanting to know about anything [Corsi] has ever said or written and his associations." Even John McCain refused to condemn Corsi's work. When asked by a reporter about Obama Nation, McCain responded simply, "Gotta keep your sense of humor." Though the conservative movement's most influential media personalities are clamoring for interviews, Corsi still found time to visit the fringe figures that had promoted his conspiratorial tracts during his lean years between campaigns. On August 4, Corsi reunited with Alex Jones, the 9/11 "Truther," to claim that Obama "really" was a Muslim. "We should not have anybody as President who--both their parents aren't Americans," Jones barked. "Bottom line, that's always been the way it is." Two weeks later, Corsi scheduled a spot on something called "James Edwards' Political Cesspool," a show he had already appeared on in July.

### Short version: Corsi’s homophobic and politically biased

Black 4 (Duncan Black, writing for Media Matters for America, text taken from article titled, “MMFA investigates: Who is Jerome Corsi, co-author of Swift Boat Vets attack book?” published August 6th, 2004. Text found at [http://mediamatters.org/research/2004/08/06/mmfa-investigates-who-is-jerome-corsi-co-author/131607] by Hirsh)

On FreeRepublic.com, Corsi has, among other things, said that "ragheads" are "boy buggers"; referred to "John F\*ing Kerry"; called Senator Hillary Clinton a "Fat Hog"; referred to her daughter as "Chubby Chelsie" Clinton; referred to Janet Reno as "Janet Rhino"; called Katie Couric "Little Katie Communist"; suggested Kerry was "practicing Judaism"; and expressed the wish that a small plane that had crashed into a building in Los Angeles had instead crashed into the set of NBC'S The West Wing, thereby killing actor Martin Sheen. Following are some examples. [Spelling and punctuation are Corsi's own.]

### Long version: Corsi’s xenophobic, homophobic, racist, and politically biased—multiple quotes from him

Black 4 (Duncan Black, writing for Media Matters for America, text taken from article titled, “MMFA investigates: Who is Jerome Corsi, co-author of Swift Boat Vets attack book?” published August 6th, 2004. Text found at [http://mediamatters.org/research/2004/08/06/mmfa-investigates-who-is-jerome-corsi-co-author/131607] by Hirsh)

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(03/03/2003) CORSI: So this is what the last days of the Catholic Church are going to look like. Buggering boys undermines the moral base and the laywers rip the gold off the Vatican altars. We may get one more Pope, when this senile one dies, but that's probably about it. (12/16/2002) On Islam and Arabs CORSI: Let's see exactly why it isn't the case that Islam is a worthless, dangerous Satanic religion? Where's the proof to the contrary? (04/24/2004) CORSI: Islam is like a virus -- it affects the mind -- maybe even better as an analogy -- it is a cancer that destroys the body it infects... No doctor would hesitate to eliminate cancer cells from the body. (11/26/02) CORSI: Islam is a peaceful religion as long as the women are beaten, the boys buggered, and the infidels killed. (11/22/2002) CORSI: How's this as an analogy -- the Koran is simply the "software" for producing deviant cancer cell political behavior and violence in human beings. (02/15/2002) CORSI: Think the liberal press will ever let out that these 2 were lovers -- typical Islamic boy-buggering -- older man, younger man -- black Muslims? I doubt it. Not a pretty picture, but one certain to be hidden by PC media. (11/08/2002) CORSI: Isn't the Democratic Party the official SODOMIZER PROTECTION ASSOCIATION of AMERICA -- oh, I forgot, it was just an accident that Clintoon's first act in office was to promote "gays in the military." RAGHEADS are Boy-Bumpers as clearly as they are Women-Haters -- it all goes together. (11/18/2001) On Senator John Kerry CORSI: First let's undermine the US in Vietnam. Then we can go for gay marriage. When you get to be Pres. JFK-lite, there will be no end to how much of America we can destroy. (05/17/2004) CORSI: Just don't let anybody put a tablet with the Ten Commandments in front of the school where that girl wants to wear a Muslim scarf -- OH, No then the RATS would complain. Anti-Christian, Anti-American -- just like their Presidential Candidate -- Jean Francois Kerrie. (03/31/2004) CORSI: After he married TerRAHsa, didn't John Kerry begin practicing Judiasm? He also has paternal gradparents that were Jewish. What religion is John Kerry? (03/04/2004) CORSI: Kerry has a long history of Communist supporters. (03/12/2004) CORSI: Kerry offers a clear choice. Anti-American hatred. (02/08/2004) CORSI: John F\*ing Commie Kerry and Commie Ted [Kennedy] discuss their plan to hand America over to our nation's enemies. (02/04/2004) On former President Bill Clinton CORSI: When is this guy going to admit he's simply an anti-American communist? Won't he and his leftist wife simply go away???? Enough already. (02/24/2002) CORSI: Hey, Bill, didn't you steal enough when you had the chance? (02/15/2002) CORSI: Clinton doesn't get it. Afganistan, and other Moslim countries, are not poor because they lack money. The culture itself is anti-modern. But then, maybe Slick did get it and he just wants to create another bork barrel from which he and his wife can draw slop. (02/15/2002) CORSI: Clinton was more interested in gays in the military than going after OBL. Clinton had Janet Rhino pushing the FBI to deport a child to Castro's nondemocratic Cuba, not searching out OBL sleepers in the USA. Clinton was too busy getting BJs in the Oval Office to do more than Wag the Dog after the Cole was hit. (05/16/2002) On Senator Hillary Clinton CORSI: HELL-ary loves the Arabs so much (kiss, kiss Mrs. Arab\*RAT) -- wonder how she would look in a Burkha? (05/21/2002) CORSI: Mullah Ali'Gore-ah is very proud of his new Bin Laden beard and he hopes others in the Democratic Party will follow his lead. Hell-ary is disappointed she cannot grow a beard, but her press secretary reminds us she can still enroll in flight school. (01/07/02) CORSI: Let the FAT HOG run!!! [regarding a possible presidential bid] (08/30/2003) CORSI: Hellary should resign and go away. What ever happened to the people she ran over with her car at Westchester Airport? Can't anybody sue this b\*tch? (11/17/2002) CORSI: Anybody ask why HELLary couldn't keep BJ Bill satisfied? Not lesbo or anything, is she? (06/08/2003) On Chelsea Clinton CORSI: According to Talk Magazine, Chubby Chelsea had a very great adventure on 9/11 in NYC and Hell-ary had the details wrong -- oh, it was terrible. (12/07/2001) CORSI: Did the Journalist see Chubbie Chelsea among the wives. Little Katie Communist [Katie Couric] on the NBC Today show interviewed Hillary this morning and mom is worried sick about Chelsea. She was last seen in Kandahar at a Starbucks. But now, as Little Katie Communist sighed, "Who Knows?" Even British disinformation planted reports such as this grocery crap will be useful. Anyone with information about Chubbie Chelsea's whereabouts should post it now. Mom wants to know her daughter is out of harms way. Mom also wants to be at the center of the story. (11/29/2001) CORSI: But the real question is: WHERE IS CHUBBIE CHELSEA? Is she in Kabul in danger, looking for a Starbucks? Waldo wants to know. Please, Little Katie Communist, HELP US FIND CHELSEA. THE SITUATION MAY BE URGENT. (11/29/2001) CORSI: HILLARY SAYS CHELSEA IS MISSING AND JANET RHINO DOESN'T KNOW WHERE SHE IS? (11/28/2001) On former Vice President Al Gore CORSI: Gore isn't available for television. He is growing his regulation length Bin Laden beard. Mullah Ali'Gore-ah, as he now wishes to be called, is focused on his new career as a pilot. "Want to fly like bird," he says after his stint as a professor at Columbia. "No need to learn take-off or landing, just soar like bird and look at buildings." As to Florida, Mulllah Gore-ah says, "No big buildings," dismissing the importance of the state to his future plans." (12/15/2001) On the Media CORSI: Time to FREEP Chris Matthews of MSNBC. MSNBC is beginning to stand for "More Sh\*t, Nothing But Communism." (05/16/2002) CORSI: I didn't realize Little Katie Communist of the NBC Today Show knew how to hack a website. Finally something impressive from the little wimp. [responding to news that USA Today's website had been hacked and that the hackers were mocking President George W. Bush's Christianity] (07/12/2002) CORSI: COMMUNISM -- it's simple NBC = NOTHING BUT COMMUNISM. (04/19/2004) CORSI: Susan Estrogen -- even the voice grates. But then with supporters like her and Ted Kennedy, who needs enemies. Let Susan BLAH BLAH screatch -- only Chrissy Matthews whines better. (04/13/2004) Assorted CORSI: Perfect Liberal -- lesbian, self-absorbed, hates America, anxious to impose her values on everybody else. [on Martina Navratilova] (06/26/2002) CORSI: And now we get Pooh-LEFTY pushed on us by the RATS as Minority Leader in the House -- here come the SanFrancisco liberals -- hope the RATS go back to focusing the debate on gay marriages and other pro-choice topics close to Pelosi's heart. (11/18/2002) CORSI: Too bad the plane didn't crash into the TV set of the NBC show "THE LEFT WING" -- especially when Martin Sheen was "acting." (06/07/2003)

## Prodict—Jerome Corsi (neg)

### Corsi is well researched and qualified, not a conspiracy hack

Alden 6 (Diane Alden, a researcher with the Nevada Policy Research Institute, holds degrees in political science, economics, and history, is also a writer, historian and political economist, writes a column for NewsMax.com, Etherzone, Enterstageright, American Partisan, and other publications. Text taken from article titled, “North American Union: Deconstructing the U.S.” published June 16th, 2006. Text found at [http://archive.newsmax.com/archives/articles/2006/6/15/132429.shtml] by Hirsh)

No one in their right mind would consider Jerome Corsi a liberal or a leftist. Corsi received a Ph.D. from Harvard University in political science in 1972 and has written many books and articles, including co-authoring with John O'Neill the No. 1 New York Times best seller "Unfit for Command: Swift Boat Veterans Speak Out Against John Kerry." The 2004 book was a defining character study of presidential candidate John Kerry. "Unfit for Command" may have been the single biggest reason John Kerry is not president today and George W. Bush is. He is also author of "Atomic Iran: How the Terrorist Regime Bought the Bomb and American Politicians." Corsi is not a conspiracy nut, and he does his homework on the various issues he tackles. I suggest that the American people of all political orientation give full attention to a major event that frames immigration policy, the Dubai Ports deal and badly negotiated trade deals, as well as the sellout of American interests by our favorite politicians of both parties - and no party.

### Reject their ad hominem attacks—none of their authors answer Corsi’s evidence and reasoning

Corsi 6 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “China Wins NAFTA Super-Highway Battle,” published August 9th, 2006. Text found at [http://www.humanevents.com/2006/08/09/china-wins-nafta-superhighway-battle/] by Hirsh)

Michael Medved has now published a second tirade on the issue of North American integration, this time attacking both Joseph Farah and me by name. John Hawkins has also responded briefly on his blog, taking the opportunity to issue yet another ad hominem attack, this time calling me “crazy.” Neither gentleman has yet responded to the substantive arguments or evidence that many of us have produced, demonstrating beyond a shadow of a doubt that North American integration is proceeding full speed ahead in the Bush Administration.

### Corsi apologized for his comments—and their cards quote him out of context and distort his intent—recent actions prove he’s not racist or xenophobic

Corsi 7 (Jerome Corsi, Ph.D. in Political Science, Senior Staff Reporter for World Net Daily, author of five New York Times Bestsellers, writing for Human Events. Text taken from article titled, “North American Union Isn’t Going Away,” published January 1st, 2007. Text found at [http://www.humanevents.com/2007/01/09/north-american-union-isnt-going-away/] by Hirsh)

But character assassination seems to be Medved’s preferred methodology. Somewhat surprisingly, Medved has returned to mine the ground of my old Free Republic comments. Medved, who appears to have a deficiency in his ability to do solid research, may not realize that I have repudiated those comments and apologized for them long ago. As I have explained many times, the statements on Free Republic were written to be sarcastic, some of them to be ironic, others just to be provocative. The comments, as Medved presents them, are totally out of context and not reflective of my true views. On the subject of what I truly believe, I am the final authority. Let me again state for the record that my history of working to support the state of Israel attests to my true affection for the Jewish people worldwide. Nor am I anti-Catholic, since the truth is that I was born and raised in the Catholic faith, and I plan to die a Catholic as well. Medved and Hawkins obviously want the argument about North American integration to go away. Unfortunately, their main tactics to date have been to engage in an unrelenting campaign of invective and sophomoric name-calling, tactics which in truth more disgraces them than those of us against whom their vituperation is aimed.

## Indict—Henry Lamb (aff)

## Prodict—Henry Lamb (neg)

### Henry Lamb is incredible

WND 12 (WND, America’s Independent News Network, text taken from article titled, “In Memoriam: WND Columnist Henry Lamb Dies at 74,” published May 24th, 2012. Text found at [http://www.wnd.com/2012/05/wnd-columnist-henry-lamb-dies-at-74/] by Hirsh)

“Henry Lamb was a stalwart champion of constitutional values and national sovereignty,” stated WND commentary editor Ron Strom. “He educated countless Americans about globalist schemes and threats to personal property rights. Henry was inspirational for both his fortitude and his graciousness.” Lamb was the founding chairman of Sovereignty International and the founding CEO of the Environmental Conservation Organization, as well as founder of Freedom21 Inc. His weekend column has appeared in WND since 1999. Lamb attended United Nations meetings around the world, was a frequent speaker at conferences and workshops across the country, and was a regular guest on dozens of talk-radio programs. He has provided testimony for the U.S. Congress, as well as state legislatures, and served as a consultant on U.N. affairs to Fox News. He also served on various boards and committees of organizations that promote environmental stewardship, private property rights and constitutional values. Henry attended Manatee Junior College in Bradenton, Fla.; Stetson University in DeLand, Fla.; and did his graduate work at the University of North Carolina. Lamb argued compellingly for repealing the 17th Amendment to the Constitution, which changed the way U.S. senators were chosen, and lent his support to efforts to do just that. These testimonials were recorded prior to his death: “Few people understand the mechanics and implications of global governance as intimately as Henry Lamb. He has attended dozens of United Nations meetings and studied hundreds of U.N. documents. His writings offer vital information that every American should know.” – Phyllis Schlafly, president, Eagle Forum “Without question, Henry Lamb is the foremost expert in the nation on the subject of the U.N.’s drive for global governance and its blueprint called Agenda 21. In the mid-1990s, his articles first taught me of the dangers we faced. Most of what Henry warned about then is now taking place.” – Tom DeWeese, president, American Policy Center “Henry Lamb is the best there is when it comes to national sovereignty, phony environmentalism, and global governance. Brilliant at shredding the disguises of the left and exposing hidden agendas, he is a ‘must read’ for those who want to understand the problems our country faces today. I can only think of a handful of people who have the full picture and can explain it well – Henry Lamb is one of them. To read Henry Lamb, is to read one of the Masters.” – Arizona State Sen. Karen Johnson