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## \*\*\*Inland Waterways 1AC\*\*\*

### Inherency

#### Catastrophe is coming now – conditions are deteriorating along inland waterways without increasing investment

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

While Pittsburgh has some of the oldest locks and dams in the nation, conditions along the rest of the nation's 11,000-mile inland waterway system are not much better. One high-ranking Corps official speaking at an industry meeting last month in Washington, D.C., described the situation as "a crisis headed for a catastrophe."

#### No changes coming the SQ—the IWTF is broke and congress and the president are at an impasse

CRS 12 [Inland Waterways: Recent Proposals and Issues for Congress Charles V. Stern Analyst in Natural Resources Policy April 12, 2012, Congressional Research Report]

Inland waterways are a significant part of the nation’s transportation system. Because of the national economic benefits of maritime transport, the federal government has invested in navigation infrastructure for two centuries. As a result, barge shipping has received significant support through federal funding for operational costs, capital expenditures, and major rehabilitation on inland waterways. Since the Water Resources Development Act of 1986, expenditures for construction and major rehabilitation projects on inland waterways have been cost-shared on a 50/50 basis between the federal government and users through the Inland Waterways Trust Fund (IWTF). Operations and maintenance costs for inland waterways typically exceed these construction costs, and are a 100% federal responsibility pursuant to WRDA 1986. Future financing for the inland waterway system is uncertain. The IWTF is currently supported by a $0.20 per gallon tax on barge fuel, but its balance has declined significantly due to a combination of increased appropriations, cost overruns, and decreased revenues in previous years. Without changes to the financing system, IWTF spending is likely to be extremely limited. Previously the Bush and Obama administrations have recommended replacing the fuel tax with one or more user fees that would increase revenues beyond their current baseline. However, Congress and industry interests have rejected these proposals. In 2010, the Inland Waterways Users Board (IWUB), a federal advisory committee advising the U.S. Army Corps of Engineers on inland waterways, endorsed an alternative proposal that is supported by many barge industry interests. The proposal would increase the fuel tax by $0.06-$0.08 per gallon, but would also require that the federal government handle the full cost for some projects that are currently costshared. The Obama Administration generally opposes this approach, and has previously submitted multiple proposals to increase trust fund revenues with new user fees, in addition to the fuel tax. Most recently, the Administration submitted, in its plan to the Joint Committee on Deficit Reduction, a proposal for new waterway user fees in 2011, and included new revenues from an unspecified new inland waterways fee in its FY2013 budget request. To date, none of these changes have been enacted.

### Plan

#### Plan: The United States Federal Government should substantially increase capital investment in inland waterway infrastructure in the United States.

### 1AC Terrorism advantage (1)

#### Advantage\_\_: Terrorism

#### Waterway infrastructure has passed its expiration date – that send the signal of an easy option to terrorist organizations.

Randy Van Dyne, 7-27-2007, Executive Director of the All Hazards Training Center at The University of Findlay, “The Inland Waterway Invitation to Terrorism,” The Homeland Security Blog, <http://www.thehomelandsecurityblog.com/2010/07/27/the-inland-waterway-invitation-to-terrorism/>

But here at The All Hazards Training Center at The University of Findlay, it is the maritime component of the bill that caught our attention. Findlay is part of the Rural Domestic Preparedness Consortium, and we provide security training and planning for waterway officials in rural areas. So we watch events in the maritime sector of domestic security. Many are surprised at the immense traffic of rural inland waterways. The Port of Huntington-Tri-State, our largest inland port, handles nearly 80 million tons of cargo each year but is barely within 3 hours of any city of a half-million people or more. And ports and marine terminals are only the most obvious component of marine commerce. River and seaway locks are also a vital part of the nation’s waterway system. Infrastructurereportcard.org is a fascinating site created by civil engineers that provides their report card for categories of U.S. infrastructure. The site recently graded inland waterways a frightening D minus, citing the fact that nearly half of all locks are obsolete. Should a lock or a busy river or lake port, like Duluth, MN, or our nearby Port of Toledo, or the Soo Locks, become a victim of a terrorist attack, U.S. transportation could be altered drastically. The reverberation would not only cause major changes to the transportation of goods in the immediate days following the attack, thanks to re-routing, but the reaction of maritime security nationwide could greatly slow traffic at all ports and on all rivers. This week, New Jersey Senator Frank Lautenberg touted the current appropriations bill as crucial to the security of the Port of Newark. Clearly, a huge maritime facility like Newark is a visible and complex target with ongoing security concerns. But like many who address the needs of rural responders and security managers, our Findlay All Hazards staff wonders when terrorism will come to an inland target. It’s our hope that the programs that arise from this new appropriation bill will meet the needs of inland and rural ports and terminals, as well as those of the larger ports of the U.S.

#### A new focus on inland waterway infrastructure is key to prevent a terrorist attack on U.S. waterways – efforts are failing now.

Breanne Wagner, November 2007, staff writer, National Defense, “License to Boat?,” Vol. 92 Issue 648, p. 22, Ebsco Host

\*\*\*cites Dana Goward, director of Coast Guard maritime domain awareness\*\*\*

Small boats have been used by terrorists to carry out attacks around the world and they are likely to be employed as weapons in U.S. water ways, the government has recently warned. Officials believe small vessels—defined as those less than 300 gross tons—are a poten-tial threat because they are easy to obtain and there are few defenses in place to stop them from being used as a platform to launch an attack, "We are very concerned about people doing harm with small vessels because we have breaches every week," said Dana Goward, director of Coast Guard maritime domain awareness. An estimated 14 uniden-tified boats reach U.S. shores each week. DHS and the Coast Guard have put the spotlight on the possibility of such an attack, emphasizing the need to protect U.S. water-ways. But despite efforts to create new security measures, officials are failing to gar-ner the support of small boat owners and operators because of the lack of a clear, cohe-sive plan. During a speech in December 2006, Adm. Thad Allen, commandant of the Coast Guard, singled out the threat of water borne improvised explosive devices on boats, saying that the issue needed extra attention.

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

Scott C. Truver, Winter 2008, is Executive Advisor, National Security Programs, at Gryphon Technologies LC, specializing in national and homeland security, and naval and maritime strategies, doctrines, programs and operations, the interagency task force drafting the U.S. President’s National Strategy for Maritime Security, Ph.D. in Marine Policy Studies from Naval Postgraduate School, and the U.S. Merchant Marine Academy, Naval War College Review, Vol. 61 Issue 1, “MINES AND UNDERWATER IEDS IN U.S. PORTS AND WATERWAYS,” p. 108-9, Ebsco Host

Mines and UWIEDs are easy to acquire or build and are cheap, ranging from a few tens of dollars to $25,000 for the most advanced, multiple-influence weapons. Even then, their low cost belies their potential for harm. They can be deployed by submarines, surface warships, small craft, commercial vessels, dhows, fishing vessels, pleasure boats, aircraft and helicopters. They are designed for operations from the surf zone (less than 10-foot water depth) to deep water (greater than 200 feet). They can range from a few pounds to several tons of high explosive and can have a variety of firing mechanisms: remote control and command; contact; and magnetic, acoustic, seismic, pressure or combinations of some/all such “influence” signatures of ships. They can be buoyant and suspended in the water column, close-tethered to the bottom, resting on the bottom or even buried under sediments to confound mine-hunting and –sweeping. Some mines are mobile, capable of being launched from submarines thousands of yards from intended minefields, while others have torpedo or rocket-propelled warheads that dramatically expand potential damage zones against submarine and surface targets. Limpet mines are designed to be placed directly on targets by combat swimmers or, in the future, unmanned undersea vehicles (UUVs). Old mines can be refitted with modern, highly sophisticated components and all mines with counter-countermeasure features to frustrate EOD and sweeping and hunting operations. They can be fabricated from fiberglass and plastic, making them extremely difficult to detect, identify and counter...once in the water. And they are a broad-spectrum, global threat. According to Navy data, more than a quarter million naval mines of all types are in the inventories of more than 50 navies, in addition to U.S. weapons. More than 30 countries produce and more than 20 countries export these weapons. Even highly sophisticated weapons are available on the “black market,” usually on a cash-and carry basis. And, these Navy data do not include UWIEDs, which can be fabricated easily, as the Iraqi “bicycle” floating anti-small boat mine encountered during Operation Desert Shield proved.

#### Terrorist attacks will be used on U.S. waterways resulting in devastating psychological effects and spurring disastrous economic and military blowbacks

Scott C. Truver, Winter 2008, is Executive Advisor, National Security Programs, at Gryphon Technologies LC, specializing in national and homeland security, and naval and maritime strategies, doctrines, programs and operations, the interagency task force drafting the U.S. President’s National Strategy for Maritime Security, Ph.D. in Marine Policy Studies from Naval Postgraduate School, and the U.S. Merchant Marine Academy, Naval War College Review, Vol. 61 Issue 1, “MINES AND UNDERWATER IEDS IN U.S. PORTS AND WATERWAYS,” p. 107-8, Ebsco Host

In the American experience, the first use of UWIEDs came in September 1776, when the patriot (or, in English eyes, terrorist) David Bushnell attempted to fix a limpet mine on Lord Howe's flagship HMS Eagle in the Hudson River.\* Bushnell's attack was frustrated by bad luck and the "passive protection" of the ship's iron fittings. Fifteen months later, Bushnell used floating kegs of gun-powder fitted with contact-firing mechanisms against the British fleet above Philadelphia; four British sailors die trying to retrieve the kegs from the Dela-ware River—an early example of explosive ordnance disposal (EOD) against an unknown threat—but the fleet was unscathed.^ More than two centuries on, terrorists can use or threaten to use mines and UWIEDs for a variety of political, economic, or military ends, often with psy-chological effects foremost in mind. While small devices might have no more than nuisance value, as a way to exacerbate anxieties (Boston's reaction to "guer-rilla marketing" in early 2007 comes to mind), larger mines can be placed sur-reptitiously in channels and harbors to achieve spectacular effects—against, for example, the Staten Island Ferry, crammed with 2,500 commuters during an evening rush hour, or a cruise ship with four thousand vacationers and crew on board leaving Miami or Seattle.\*The tragedy of hundreds of bodies floating in a port would intensify the psychological message about the true security of Amer-ica' s home waters. Mines can directly attack the nation's waterborne trade. More than 90 percent of American exports and imports by volume transits U.S. ports, and the efficient and safe movement to four foreign, coastal, and inland-waters trades is critical for America's globalized, just-in-time, and just-enough economy. The economic consequences of just a few mines in our ports could be catastrophic, as the two-week West Coast labor slowdown in the fall of 2002 implies—a $1.95 billion impact per day. According to a University of California at Berkeley analysis, the direct and indirect economic impacts of a twenty-day longshoremen's work ac-tion would cost the U.S. economy more than $50 billion (in 2002 dollars). 'Even if no ships were sunk or damaged and no channels were blocked, explosions in a few key ports on East, Gulf, and West coasts and in the Saint Lawrence Seaway— clearly not an impossible feat, as September 11th tragically proved—would have a chilling effect on commercial shipping in terms of increased insurance costs and vessel lay days. The economic tremors would reverberate throughout the nation and to trading partners overseas. There could be serious military impacts, as well. Mines in critical waterways could slow the movement of military cargoes in crisis and conflict. During World War II, the port of Charleston, South Carolina, was closed for sixteen days by mines from German submarines. In all, U-boats managed to lay 327 mines from Halifax, Nova Scotia, to the Mississippi Delta, closing several ports for a to-tal of forty days and sinking or damaging eleven ships. Today, while mines might not be "showstoppers," they would certainly be "speed bumps"; just a few weap-ons in the approaches to the port of Savannah, Georgia; the Houston Ship Chan-nel; and one or two other waterways could hamper the military sealift that undergirds war plans.

#### UWIEDs will be nuclear – they are both easy to use and have a record of success

James J. Carafano, 4-28-2008, is Assistant Director of the Kathryn and Shelby Cullom Davis Institute for International Studies and Senior Research Fellow for National Security and Homeland Security in the Douglas and Sarah Allison Center for Foreign Policy Studies at The Heritage Foundation, The National Terror Alert, “Homeland Security Unveils Plans To Thwart Small Boat Terror Attacks,” <http://www.nationalterroralert.com/2008/04/28/homeland-security-unveils-plans-to-thwart-small-boat-terror-attacks/>

As boating season approaches, the Bush administration wants to enlist the country’s 80 million recreational boaters to help reduce the chances a small boat could deliver a nuclear or radiological bomb along the country’s 95,000 miles of coastline and inland waterways. According to a Wednesday intelligence assessment obtained by the Associated Press: “The use of a small boat as a weapon is likely to remain al-Qaeda’s weapon of choice in the maritime environment, given its ease in arming and deploying, low cost, and record of success.” While the United States has so far been spared this type of strike in its own waters, terrorists have used small boats to attack in other countries. The millions of humble dinghies, fishing boats, and smaller cargo ships that ply America’s waterways are not nationally regulated as they buzz around ports, oil tankers, power plants, and other potential terrorist targets. This could allow terrorists in small boats to carry out an attack similar to the USS Cole bombing, said Adm. Thad Allen, the Coast Guard commandant. That 2000 attack killed 17 U.S. sailors in Yemen when terrorists rammed a dinghy packed with explosives into the destroyer. “There is no intelligence right now that there’s a credible risk” of this type of attack, Allen said. “But the vulnerability is there.” To reduce the potential for such an attack in the United States, the Department of Homeland Security has developed a strategy intended to increase security by enhancing safety standards. The Coast Guard is part of the department.

#### Even a conventional attack causes retaliation

Daniel Byman, September 2007, director of the Center for Peace and Security Studies at Georgetown’s School of Foreign Service, “US Counter-Terrorism Options,” Survival, Vol. 49 Issue 3, JSTOR

One of the biggest problems with containment is the home front. Containment is the antithesis of a ’crush‘ strategy, and thus appears as weakness to domestic audiences who are scared, angry and hungry for vengeance after a terrorist attack. This public response is not based on a rational calculation of the risks. Yet terrorism scares people. Even a limited number of deaths, particularly on home soil, thus has a disproportionate psychological effect. Work stops, and people refuse to travel. Public confidence in government plunges. This may be irrational from an actuarial point of view, but policymakers must adjust policy to cope with the behaviour of their citizens. Moreover, every government must ensure the security of its citizens to be credible, and the deliberate murder of civilians is a direct challenge to a government’s legitimacy. It is impossible for politicians not to respond to such provocations. The Bush administration has spent the years since 11 September telling the American people how dangerous the threat is, and most Democratic politicians have joined in the chorus. When politicians try to soften their rhetoric on terrorism, they face tremendous criticism. During the waning days of the 2004 elections, Democratic presidential candidate John Kerry told the New York Times that he wanted to turn terrorism into a ‘nuisance’ like crime; President Bush told reporters that the United States would never achieve a clear victory in the war. The public outcry forced both to ‘clarify’ – that is, to disown – their statements. One cannot take the politics out of counter-terrorism. The painful reality might be that ‘doing something‘ – whether spending money on homeland security or acting aggressively abroad – is necessary to reassure people after a massive attack on the homeland, since a perception that the government was passive could contribute to a massive overreaction. Reaction may be necessary to prevent overreaction.

#### Consensus is that the U.S. would target Pakistan after an attack.

Steve Watson, 12-5-2008, “Propaganda Recycled: US Report Blames Pakistan for Future WMD Attack,” <http://www.infowars.net/articles/december2008/051208Propaganda.htm>

In a blatant effort to bolster the ailing war on terror, a report produced as part of a mandate by the U.S. Congress has concluded that a major terror attack will occur somewhere in the world before 2013 and that the blame will firmly fall at the feet of Pakistan. The Commission on the Prevention of Weapons of Mass Destruction Proliferation and Terrorism, singled out Pakistan as a grave concern because of its network of terror groups, history of instability and nuclear capabilities, reports Reuters. The panel, chaired by former head of the joint congressional inquiry into 9/11 Sen. Bob Graham, concluded that a large scale attack will likely involve the use of nuclear or biological weapons on a major city. “Were one to map terrorism and weapons of mass destruction today, all roads would intersect in Pakistan,” the report states, adding that “the focus of US policy should be to help Pakistan achieve political and economic stability”. While acknowledging that Pakistan is an ally of the US, the report also states, “there is a grave danger it could also be an unwitting source of a terrorist attack on the United States — possibly using weapons of mass destruction”. “The risk that radical Islamists — Al Qaeda or Taliban — may gain access to nuclear material is real,” the report urges, adding “Should the Pakistani government become weaker, and the Pakistani nuclear arsenal grow, that risk will increase. With each new facility, military or civilian, comes added security concerns,” The report advises the US to “build a national security workforce for the 21st century” by establishing a countrywide program of education and training. The panel also urges President-elect Barack Obama to "take a tough line" with the so called rogue states of Iran and North Korea. White House Press Secretary Dana Perino yesterday said that the Bush administration agreed with the report stating “I have no reason to disagree with it,” when asked by reporters. The report smacks of recycled propaganda in an effort to shift the primary focus of the war on terror on to Pakistan. In 2002 and 2003 exactly the same rhetoric was used in the build up to the Iraq war in order to garner support for an armed invasion. In 2005 Dick Cheney tasked the United States Strategic Command (STRATCOM) with drawing up a contingency plan to be employed in response to another 9/11-type terrorist attack on the United States. The plan involved a massive air strike on Iran which included the use of nuclear weapons. The publication reported that, "The response is not conditional on Iran actually being involved in the act of terrorism directed against the United States," meaning that any such attack would immediately be blamed on Iran and any evidence to the contrary would be buried. Now the exact same strategy is being employed in regard to Pakistan, a country that the US military continues to unlawfully strike with missiles, often killing innocent civilians. As we highlighted last week, the terror attacks in Mumbai were almost immediately blamed on Pakistan, despite much evidence to suggest the perpetrators were homegrown Indian extremists. The attacks have provided a perfect pretext for Barack Obama to increase U.S. aggression inside the Pakistan as he promised to do during his election campaign. With the CPWMDPT report it now becomes the default position to blame Pakistan for any major attack that may occur in the near future, thus justifying the continued military occupation of more of the middle east in the name of the war on terror.

### 1AC Commodities Advantage (1)

#### Advantage\_\_: Commodities

#### Current water way infrastructure is insufficient to support freight needs

Jackson, ‘7 [Donaldson E. Jackson United States Army “Leveraging the Strategic Value of the U.S. Inland Waterway System,” <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>]

**Inland waterway infrastructure recently received a grade of D- from the American Society of Civil ¶ Engineers** (ASCE) in their 2005 Report Card for America’s Infrastructure, released in March ¶ 2005.The report highlights the concern that lock condition is declining at the same time ¶ waterway usage is increasing. This is a significant challenge facing the inland waterway ¶ system, indicative of problems facing other industry sectors as well, casting doubt on the future ¶ viability of our national freight transportation system. ¶ Historically, the transportation infrastructure of the **United States has allowed this country ¶ to become the world economic powerhouse it is today by providing a high quality, inexpensive, ¶ and expansive network of roads, bridges, rails, inland waterways, and ports. This expansive system requires full integration of all transportation modes** through an efficient national ¶ intermodal network. Intermodal freight transportation defines the transit of cargo through two or ¶ more modes from origin to its final destination. As the U.S freight transportation system ¶ **advances further into the 21st Century, the need for managing the demand on the system and ¶ monitoring the volume of freight handled by each transportation mode becomes more critical.¶** Each mode contributes to meet strategic freight transportation requirements, improving the ¶ efficiency of the U.S. national economy holistically. Individual industries offer unique capabilities ¶ historically preferable to various commodity shippers; however, advances in technology and ¶ operating procedures now open opportunities for more flexible origin to destination ¶ transportation planning. **Adopting a more balanced approach among transport modes should ¶ be a national objective, potentially leading to increased throughput and lower costs to shippers’ ¶ and potential customers.**

#### Waterways are key to agricultural industry through the transportation of coal, oil, grain, corn, and soy beans

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

More than 200 locks and related dams move about 550 million tons of freight annually: coal to power plants, grain from farms to market, fuel oil to New England. More than 20 percent of the coal used to generate electricity and 30 percent of oil and other petroleum products move by barge. About 90 percent of the corn and soy beans exported from Mississippi gulf ports gets there by barge.

#### Scenario 1: Soybeans

#### Specifically, 89% of soybeans are transported via waterway—lock closure would cause a price spike

USB 12 [Crumbling Inland Waterway System Puts Farmers, Consumers at Risk, Jan 24, 2012 Soybean checkoff study finds that United States could lose global competitiveness, http://www.unitedsoybean.org/media-center/releases/crumbling-inland-waterway-system-puts-farmers-consumers-at-risk/]

Just on the Ohio River alone, the accumulated shipping delays at broken-down locks has more than tripled since 2000, rising from 25,000 hours to 80,000 annually. And that gets expensive. This study shows that a three-month lock closure would increase the cost of transporting 5.5 million tons of oilseeds and grain, the average shipped by barge during that period, by $71.6 million. A failure at any of the locks examined by the study could cost U.S. farmers up to $45 million in lost revenue. The U.S. inland waterways represent key infrastructure for transporting U.S. soybeans. Up to 89 percent of soybeans exported through the lower Mississippi ports, such as the Port of New Orleans, arrive at those ports in barges that must transit multiple locks for the trip downstream.The study, conducted by the Texas Transportation Institute at Texas A&M University, examined the condition of locks on the Upper Mississippi River, Illinois River and Ohio River. The study also calculated the economic impact of specific lock failures on districts within states, showing the effect on agricultural commodity prices—and on fertilizer and coal prices, which also depend on upstream river barge shipping. “It is important that we have a robust transportation system,” adds Foell. “Only by using a combination of the lock and dam system, rail system and truck system can we continue to move our products in a manner that will help us feed the world.” The USB GO program and STC, which is made up of USB, the American Soybean Association and 11 state soybean checkoff boards, plan to examine new and different ways to fund lock and dam and other rural transportation infrastructure improvements. USB made public and private investment in transportation infrastructure one of its top two priority issues. USB is made up of 69 farmer-directors who oversee the investments of the soybean checkoff on behalf of all U.S. soybean farmers. Checkoff funds are invested in the areas of animal utilization, human utilization, industrial utilization, industry relations, market access and supply. As stipulated in the Soybean Promotion, Research and Consumer Information Act, USDA’s Agricultural Marketing Service has oversight responsibilities for USB and the soybean checkoff.

#### Soybean spikes are coming and will destabilize China and the Middle East American Interest 4/29 April 29, 2012, Uh Oh: World Food Prices Spike As Soy Harvest Collapses, http://blogs.the-american-interest.com/wrm/2012/04/29/uh-oh-world-food-prices-spike-as-soy-harvest-collapses/

Among the things we watch here at Via Meadia are trends in world food prices. Middle class Americans grumble when prices go up at the supermarket ($5 bucks for a box of cornflakes? Are these people insane?) but for billions of people all over the world rising food prices can mean the difference between happy kids and hungry ones, between having a little money for extras at the end of the week and skipping meals. The news on that front is suddenly not good: as the FT reports, the soybean harvest in Latin America has been badly hit by La Niña caused droughts. That doesn’t just mean a sharp increase in edamame prices at the local sushi spot and a sharp spike in tofu down at Whole Foods. For much of the world, soybeans are a primary source of protein and because they are used to feed animals, soybean price increases affect many other foods. Soybean is also an important source of cooking oil in baked goods (like bread), and this year’s spike in soy prices is made worse by rising prices for other edible oils.The US Department of Agriculture believes that soybean production is headed for its biggest global drop ever — or at least since 1965 which is when the US started tracking global soybean production. Prices are now higher than they have been in four years, and could reach record levels later in the year. This is particularly bad news in China, where food inflation already worries a government facing social unrest and economic instability. Soybeans generally, and Latin American soybeans in particular, play a major role in the Chinese diet. But it also suggests trouble across the Middle East and southern Europe, where economic unrest has shaken governments from Portugal to Pakistan. A lot of people are going to be hurting, and some of them will be hungry. 2012 could be even more… interesting than we thought

#### Chinese instability will trigger World War III

**THE STRAITS TIMES**, June 28, **2003**, p. online

But imagine a China disintegrating- on its own, without neo-conservative or Central Intelligence Agency prompting, much less outright military invasion because the economy (against all predictions) suddenly collapses. That would knock Asia into chaos. A massive flood of refugees would head for Indonesia and other places with poor border controls, which don’t’ want them and cant handle them; some in Japan might lick their lips at the prospect of of World War II revisited and look to annex a slice of China. That would send Singapore and Malaysia- once occupied by Japan- into nervous breakdowns. Meanwhile, India might make a grab for Tibet, and Pakistan for Kashmir. Then you can say hello to World War III, Asia style. That’s why wise policy encourages Chinese stability, security and economic growth – the very direction the White House now seems to prefer.

#### Scenario 2: Fertilizer

#### Waterways key to fertilizer transportation

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

While coal accounts for the majority of traffic on Pittsburgh's rivers, barges also move gravel, sand and limestone used in construction, fuel oil, fertilizer and other goods.

#### A strong fertilizer industry is vital to low global food prices

Bennett 08 (Michael, CEO – Terra Industries, Remarks at Republican Senate Conference Forum, Federal News Service, 5-16, Lexis)

Nitrogen is an essential nutrient for plant growth. The United States needs reliable and plentiful supplies of natural gas to produce nitrogen and meet critical agriculture and food production needs. Natural gas is the fundamental feedstock ingredient for the production of nitrogen fertilizer and represents nearly 90 percent of the production cost of one ton of anhydrous ammonia, which is the building block for most other forms of commercial nitrogen plant nutrients. The nitrogen industry accounts for nearly 2 percent of the total natural gas consumed in this nation. Since 2000, the U.S. nitrogen industry has permanently closed 26 nitrogen production facilities, due primarily to high natural gas prices. Currently, only 30 nitrogen plants are operating in the United States and 55 percent of the U.S. farmers' nitrogen fertilizer is imported. In less than 10 years, we went from basically being self-sufficient in nitrogen fertilizer to importing more than half of our needs. America's food security, and by extension our national security, will be jeopardized if action is not taken to address our country's current natural gas crisis. According to the May 1st, 2008 GAO study entitled, "Implications of Switching from Coal to Natural Gas", U.S. natural gas production peaked in 1973 and the average productivity of our wells has declined for the past 35 years - due to diminishing output of older wells and lower yields and depletion rates. The EIA projects that natural gas production will not increase in the lower 48 states over the next 20 years. And according to the GAO, the U.S. has already found and used its easily recoverable natural gas and finding new gas requires deeper drilling in more inaccessible locations. It is increasingly difficult to keep output constant, because about one-third of our production has to be replaced every year. Thus, the U.S. has limited capacity to meet growing demand for gas with domestic production. Consequently, widespread fuel switching at electricity generating units would increase demand for natural gas beyond the capabilities of existing and projected supply. The U.S. would require nearly twice as much gas supply by 2030, as projected by EIA, if the U.S. were to replace all coal-fired power plants with natural gas. The ongoing U.S. natural gas crisis, which really began in the winter of 1999-2000, has evolved into a domestic and global energy and food supply crisis. Fertilizers are currently responsible for 40 percent of the world's food supply and are a necessary part of solving today's global food crisis.

#### High food prices kill half the planet

Brown 05 (Lester, President – Earth Policy Institute, , People and the Planet, “Falling Water Tables 'Could Hit Food Supply'”, 2-7, http://www.peopleandplanet.net/doc.php?id=2424)

Many Americans see terrorism as the principal threat to security, but for much of humanity, the effect of water shortages and rising temperatures on food security are far more important issues. For the 3 billion people who live on 2 dollars a day or less and who spend up to 70 per cent of their income on food, even a modest rise in food prices can quickly become life-threatening. For them, it is the next meal that is the overriding concern."

### 1AC Economy Advantage

#### Advantage\_\_: the Economy

#### The U.S. economy is stalling now – housing prices and unemployment indicate instability

VOA. 4/24 [Voices of America Newspaper, “Central Bank says US economy expanding “Moderately”” April 24, 2012]

http://www.voanews.com/content/central-bank-us-economy-expanding-moderately-148916055/370433.html

The bank said the country's labor market has improved, even though **the jobless rate, 8.2 percent in March, remains high**. But Federal Reserve Chairman Ben Bernanke said at a news conference that policy makers now think that as the economy improves, the jobless rate could fall to a range of 7.8 to 8 percent late this year and improve even more in the next two years. **Home prices in the U.S. continue to fall** like a rock **as well**. **They have declined for six months** in a row **and are now down** a total of **35 percent from the peak of the housing bubble**. **The last time that home prices** in the United States **were this low was back in 2002.** Nearly **13 million American workers remain unemployed**, with **many of them jobless for extended periods.** **The jobless rate is** considerably **above the 5 percent level that is more normal in the U.S.**

#### Inland waterway infrastructure is needed now to prevent economic decline – potential costs and multiple industries, including agriculture depend on waterways

Davisdon, ‘12, Paul, reporter at USA Today, “USA’s creaking infrastructure holds back economy”, May 5,

http://www.usatoday.com/money/economy/story/2012-05-20/creaking-infrastructure/55096396/1

Locks and dams raise or lower barges from one water level to the next, but breakdowns are frequent. For example, the main chamber at a lock on the Ohio River near Warsaw, Ky., is being fixed. Maneuvering 15-barge tows into a much smaller backup chamber has increased the average delay at the lock from 40 minutes to 20 hours, including waiting time.The outage, which began last July and is expected to end in August, will cost American Electric Power and its customers $5.5 million as the utility ferries coal and other supplies along the river for itself and other businesses, says AEP senior manager Marty Hettel. As the economy picks up, the nation's creaking infrastructure will increasingly struggle to handle the load. That will make products more expensive as businesses pay more for shipping or maneuver around roadblocks, and it will cause the nation to lose exports to other countries — both of which are expected to hamper the recovery. "The good news is, the economy is turning," says Dan Murray, vice president of the American Transportation Research Institute. "The bad news is, we expect congestion to skyrocket."The ancient lock-and-dam system is perhaps the most egregious example of aging or congested transportation systems that are being outstripped by demand. Fourteen locks are expected to fail by 2020, costing the economy billions of dollars. Meanwhile, seaports can't accommodate larger container ships, slowing exports and imports. Highways are too narrow. Bridges are overtaxed. Inland waterways, for example, carry coal to power plants, iron ore to steel mills and grain to export terminals. But inadequate investment led to nearly 80,000 hours of lock outages in fiscal 2010, four times more than in fiscal 2000. Most of the nation's 200 or so locks are past their 50-year design life. A prime example is an 83-year-old lock on the Ohio River near Olmsted, Ill. Congress set aside $775 million to replace it and another nearby lock in 1988. The project began in 1993 and was scheduled to be finished by 2000 but still isn't complete, in part because of engineering modifications intended to save $60 million. Now, the cost has ballooned to $3.1 billion, and the new lock won't be ready until 2020 or later.

#### Waterway costs accumulate: degrading infrastructure has a real impact on U.S. economic output

Davidson, 5/20 [Paul, “USA's creaking infrastructure holds back economy,” USA Today, May 20, 2012, http://www.usatoday.com/money/economy/story/2012-05-20/creaking-infrastructure/55096396/1]

"I call this a stealth attack on our economy," says Janet Kavinoky, executive director of transportation and infrastructure for the U.S. Chamber of Commerce. "It's not like an immediate crisis. It's something that's sneaking up on us."

Freight bottlenecks and other congestion cost about $200 billion a year, or 1.6% of U.S. economic output, according to a report last year by Building America's Future Educational Fund, a bipartisan coalition of elected officials. The chamber of commerce estimates such costs are as high as $1 trillion annually, or 7% of the economy.

#### Renovating our inland waterways would generate jobs

Miller 12 [Rina, “Improving Michigan’s ports, waterways could generate jobs”, Michigan Radio, 06/30, <http://www.michiganradio.org/post/improving-michigans-ports-waterways-could-generate-jobs>]

Michigan's agriculture leaders gathered in Detroit recently to talk about how the state's ports and waterways can be used more effectively.¶ Michigan's agriculture industry generates about $91 billion a year. But some think transportation of the state's products could be improved.¶ "We've got 36 ports within Michigan. About four of them are actively dealing with commercial traffic," says Gordon Wenk, Chief Deputy Director of the Michigan Department of Agricultural and Rural Development. "So I think we've got tremendous potential if we can increase the viability of transporting material in and out of those additional ports."¶ Wenk also says the state's planned new bridge between Detroit and Windsor will help ease a traffic bottleneck at the border.¶ Better transportation and logistics network would create jobs in Michigan, Wenk believes.

#### Inland waterways will increase U.S. economic competitiveness

Jackson, ‘7, Donaldson E. Jackson United States Army, “Leveraging the Strategic Value of the U.S Inland Waterway system, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

The United States is currently the international leader in economic prosperity, producing the highest Gross Domestic Product (GDP) in the world. As the only remaining military superpower, the United States also has the ability to rapidly project combat forces anywhere in the world to protect its vital national interests. **Experts, however, predict U.S. economic dominance may be overcome by the year 2020.** **Globalization creates unlimited potential for both international economic growth and conflict around the world. In order to maintain a competitive edge, the United States must assure the** strategic **mobility of our economic** and military **elements of power**. This project examines **the strategic value inland waterways provide to the current and future economic prosperity** and national security of the United States. The research reveals **that the strategic contributions of these inland waterways** are not well understood. The lack of adequate understanding impacts decisions contributing to efficient management, adequate funding, and effective integration with other modes of transportation at the national level. Recommendations demonstrate that **leveraging the strategic value of U.S. inland waterways will contribute to building an effective and reliable national transportation network for the 21st Century.**

#### Independently, a decline in agriculture would collapse collapses the overall economy

Kugler 98 (Lane, Columnist, “American Farmers Are Struggling”, Journal of Commerce, 12-31, Lexis)

U.S. agriculture prices have reached lows not seen in 10, 20 or even 30 years, while the costs of living, labor and machinery are at record highs. The only thing missing that was present 70 years ago is a stock-market plunge and massive unemployment. If this country continues to allow its agriculture to sink to Depression-era levels, how can it keep the stock market from tumbling, too? Think about the stock market's falling to levels of 30 years ago, say around 700, instead of flirting with 9,000. Impossible? In just over two years, cash grain prices have dropped over 70 percent from the high posted in July 1996. Hog prices also reflect a near-70 percent decline since 1990. Many things have contributed to this dramatic decline of commodity prices. Some have directly benefited the consumer, like lower petroleum prices that were passed on at the gas pump. However, this has not been the case with meats and other commodities in 1997 and 1998. Processors and retailers decided they could increase their margins rather than passing on the savings to the consumer (which would have cleaned up the oversupply). Supplies continue to build, benefiting only processors and retailers, not consumers. Free markets have been stymied. I am not trying to tell you we are heading for a sequel of the Great Depression. But why is the greatest production machine in the world, American agriculture, going through such difficult times? Why should a minority, those who produce the majority of our food, be subjected to cost inflation and price deflation at the same time? U. S. taxpayers coughed up $6 billion dollars this year to help the farmer. Along with next year's Freedom to Farm payments, the extra cash is helping us through the crisis. Thank you, it is just what we needed: another Band-Aid. Government policy for the past 60 years has been to intravenously feed farmers the ""antibiotic'' of farm subsidies and price supports. But the wound has never healed. The Freedom to Farm Act attempts to wean agriculture from subsidies and supports by initiating a ""withdrawal'' process. The problem is, other grain-producing countries around the world don't see it that way. They continue to subsidize their producers. The livestock producer gets no help from taxpayers. But if these prices continue, it is a pretty sure bet the banks holding his notes will get bailed out. We can make our products much more affordable to foreign buyers by devaluing the dollar. But, you say, that will cause inflation. Maybe investors should rethink inflation. Maybe a little inflation is much better than another Depression. If you look at government money-supply figures, it would appear that Washington may have started to print money (which, in hindsight, could have prevented the Great Depression). I hope this is the case. The enormous power of the hedge funds that continuously short commodity futures - the pricing mechanism of the world these days - is staggering. If agriculture dies an economic death, the rest of the economy is sure to follow.

#### Global economic crisis causes war---strong statistical support—also causes great power transitions

Royal 10 – Jedediah Royal, Director of Cooperative Threat Reduction at the U.S. Department of Defense, 2010, “Economic Integration, Economic Signaling and the Problem of Economic Crises,” in Economics of War and Peace: Economic, Legal and Political Perspectives, ed. Goldsmith and Brauer, p. 213-214

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson’s (1996) work on leadership cycle theory, finding that rhythms in the global economy are associated with the rise and fall of pre-eminent power and the often bloody transition from one pre-eminent leader to the next. As such, exogenous shocks such as economic crises could usher in a redistribution of relative power (see also Gilpin, 10981) that leads to uncertainty about power balances, increasing the risk of miscalculation (Fearon, 1995). Alternatively, even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power (Werner, 1999). Seperately, Polllins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium, and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland’s (1996,2000) theory of trade expectations suggests that ‘future expectation of trade’ is a significant variable in understanding economic conditions and security behavior of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if the expectation of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases , as states will be inclined to use force to gain access to those resources. Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states. Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in turn returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p.89). Economic decline has also been linked with an increase in the likelihood of terrorism (Blomberg, Hess, & Weerapana, 2004), which has the capacity to spill across borders and lead to external tensions. Furthermore, crises generally reduce the popularity of a sitting government. ‘Diversionary theory’ suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to create a ‘rally round the flag’ effect. Wang (1996), DeRouen (1995), and Blomberg, Hess and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997) Miller (1999) and Kisanganie and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. DeRouen (2000) has provided evidence showing that periods of weak economic performance in the United States, and thus weak presidential popularity, are statistically linked to an increase in the use of force.

#### Economic collapse risks extinction

Austin 09 (Michael, Resident Scholar – American Enterprise Institute, and Desmond Lachman – Resident Fellow – American Enterprise Institute, “The Global Economy Unravels”, Forbes, 3-6, http://www.aei.org/article/100187)

What do these trends mean in the short and medium term? The Great Depression showed how social and global chaos followed hard on economic collapse. The mere fact that parliaments across the globe, from America to Japan, are unable to make responsible, economically sound recovery plans suggests that they do not know what to do and are simply hoping for the least disruption. Equally worrisome is the adoption of more statist economic programs around the globe, and the concurrent decline of trust in free-market systems. The threat of instability is a pressing concern. China, until last year the world's fastest growing economy, just reported that 20 million migrant laborers lost their jobs. Even in the flush times of recent years, China faced upward of 70,000 labor uprisings a year. A sustained downturn poses grave and possibly immediate threats to Chinese internal stability. The regime in Beijing may be faced with a choice of repressing its own people or diverting their energies outward, leading to conflict with China's neighbors. Russia, an oil state completely dependent on energy sales, has had to put down riots in its Far East as well as in downtown Moscow. Vladimir Putin's rule has been predicated on squeezing civil liberties while providing economic largesse. If that devil's bargain falls apart, then wide-scale repression inside Russia, along with a continuing threatening posture toward Russia's neighbors, is likely. Even apparently stable societies face increasing risk and the threat of internal or possibly external conflict. As Japan's exports have plummeted by nearly 50%, one-third of the country's prefectures have passed emergency economic stabilization plans. Hundreds of thousands of temporary employees hired during the first part of this decade are being laid off. Spain's unemployment rate is expected to climb to nearly 20% by the end of 2010; Spanish unions are already protesting the lack of jobs, and the specter of violence, as occurred in the 1980s, is haunting the country. Meanwhile, in Greece, workers have already taken to the streets. Europe as a whole will face dangerously increasing tensions between native citizens and immigrants, largely from poorer Muslim nations, who have increased the labor pool in the past several decades. Spain has absorbed five million immigrants since 1999, while nearly 9% of Germany's residents have foreign citizenship, including almost 2 million Turks. The xenophobic labor strikes in the U.K. do not bode well for the rest of Europe. A prolonged global downturn, let alone a collapse, would dramatically raise tensions inside these countries. Couple that with possible protectionist legislation in the United States, unresolved ethnic and territorial disputes in all regions of the globe and a loss of confidence that world leaders actually know what they are doing. The result may be a series of small explosions that coalesce into a big bang

### 1AC Trade Advantage

#### Global trade growth is inevitable – it’s only a question if the U.S. is engaged

IWR 12 (US Army Corps of Engineers, Institute for Water Resources, June 20, “U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels”, pg. 14-15)

Despite the recent worldwide recession, the expected general trend for international trade is one of continued growth as the world’s population and standard of living grow. As international trade expands, the number of post-Panamax vessels is expected to increase. The Nation’s ability to attract these vessels and allow efficient use of their capacity is the key to realizing the transportation cost savings these vessels represent. For example, the Corps investigation of the Port of Savannah indicates a $652 million dollar investment where the benefits far exceed the cost. Growth is expected in overall trade and deployment of post-Panamax vessels to U.S. ports is certain for multiple trade routes. The expansion of the Panama Canal, currently underway, will accelerate the timing of the deployment of these vessels to more U.S. ports. There is, however, uncertainty in the port specific details: at which ports they will call; when these vessels will arrive in large numbers; how deep these vessels will draft arriving and departing; and the supporting infrastructure needed (channel depth and width, number and sizes of cranes, size of available container storage area). Despite the lack of port specific certainty, the Nation can move forward identifying individual projects using established risk informed decision making methods. The Panama Canal expansion is scheduled to be completed in 2014 and will double its existing capacity. The new locks will be able to pass vessels large enough to carry three times the volume of cargo carried by vessels today. The availability of larger, more efficient vessels passing though the new locks on the canal is expected to potentially have at least three major market effects. (1) Currently, there is significant freight shipped to the eastern half of the United States over the intermodal land bridge formed by the rail connections to West Coast ports. The potential for reduced cost of the water route through the canal may cause freight traffic to shift from West Coast to East Coast ports. (2) To take full advantage of the very largest vessels that will be able to fit through the expanded canal but may be too large to call at most U.S. ports, a transshipment service in the Caribbean or a large U.S. port may develop. The largest vessels would unload containers at the transshipment hub for reloading on smaller feeder vessels for delivery to ports with less channel capacity. (3) On the export side the ability to employ large bulk vessels is expected to significantly lower the delivery cost of U.S. agricultural exports to Asia and other foreign markets. This could have a significant impact on both the total quantity of U.S. agricultural exports and commodities moving down the Mississippi River for export at New Orleans. There is uncertainty in the port specific details of when such vessels will arrive in large number, which ports they will call, how deep vessels calling will draft and, consequently, how deep navigation channels must be. Over time these uncertainties will reduce as experience replaces expectation. Even in the face of this uncertainty, individual ports are actively engaged in port expansions and studies to deepen and widen Federal access channels. We can predict that in the June 20, 2012U.S. ARMY CORPS OF ENGINEERS XV INSTITUTE FOR WATER RESOURCES absence of transshipment centers post-Panamax vessels will call in large numbers, they will call at most major ports and their sailing drafts will become known. Our challenge is to invest in capacity expansion in the right places at the right time consistent with industry needs. Port capacity depends upon channel depths, channel widths,

IWR 12 continues . . .

turning basin size, sufficient bridge heights, and port support structures such as dock and crane capacity to offload and onload goods. The deepest channel requirements are likely to be driven by “weight trade” services. Vessels can be filled to their weight capacity or their volume capacity. Vessels loaded to their weight capacity sail at their maximum design draft; they sit deeper in the water. For volume trade routes, channel width and turning basin size may be of greater importance than additional channel depth at some ports, as vessels loaded to their volume capacity often sail at significantly less than their design draft. The Asian export trade is considered a “cube trade” (i.e. volume trade). Careful consideration is needed when determining channel depth requirements at U.S. ports for this trade route.

#### Inland waterways are key to boosting exports

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

Industry officials say more reliable locks and dams could boost U.S. exports, a critical element of President Barack Obama's economic recovery plan. They point to an expansion of the Panama Canal that will allow more and bigger ships to pass through the canal, which links the Caribbean Sea with the Pacific Ocean. The Panama project could benefit American coal and grain producers eyeing booming markets in Asia if they can efficiently ship products down the Ohio and Mississippi rivers to New Orleans for export.

#### Trade liberalization boosts our economy--increased exports, empirically true

C. Fred **Bergsten**, Director, Peterson Institute for International Economics, “Trade Saves the Day,” WASHINGTON POST, September 17, 20**08**, p. A19.

Globalization is paying off for the United States just when we need it. Our traditional strategy of helping other countries, especially in the developing world, strengthen their economies is redounding to our major benefit. Our continuing effort to correct the huge trade and currency imbalances is paying large dividends. The trade liberalization of the past 50 years remains incomplete but has opened markets that our firms and workers can exploit. Efforts to derail the integration of the world economy in the face of current developments would be contrary to U.S. national interests. We should be making new compacts to reduce barriers as rapidly as possible rather than fearing to implement those already negotiated, such as the free-trade agreements with Colombia and Korea that are languishing in Congress.

#### Expanding trade checks war, civil violence, and genocide

Erich **Weede**, Professor, Sociology, University of Bonn, “The Diffusion of Prosperity and Peace by Globalization,” INDEPENDENT REVIEW v. 9 n. 2, September 22, 20**04**, p. 165+.

Earlier I referred to the wider concept of a "capitalist peace" instead of to the narrower concept of a "democratic peace." Fortunately, some crucial steps on the road to a capitalist peace exert a pacifying impact: prosperity, or high average income, contributes to the viability of democracy. A country achieves prosperity by economic growth. FDI is one helpful background condition for growth that also seems to promote democratization (Burkhart and de Soysa 2002). Export orientation, active foreign trade, FDI inflows, and economic openness are other useful determinants of economic growth (Dollar 1992; Edwards 1998; de Soysa and Oneal 1999; Bleany and Nishiyama 2002). As argued earlier, international trade by itself reduces the risk of war between trading nations. Thus, a beneficial means (namely, free trade) directly and indirectly (via prosperity and democracy) contributes to a desirable end: the avoidance of war between nations. Moreover, economic openness also reduces the risk of civil violence (de Soysa 2003) and of genocides or other political mass murders (Harff 2003), and the intervening variable of prosperity--in-between trade and war avoidance--also happens to reduce the risk of domestic instability and violence (Henderson and Singer 1999; World Bank 2003). The policy implications of the capitalist-peace strategy are simple: promote economic freedom and globalization. If the policy succeeds, one gets more prosperity, more democracy, less civil war, and less interstate war.

#### Expanding free trade prevents extinction

Pazner 08 (Michael J., Faculty – New York Institute of Finance, Financial Armageddon: Protect Your Future from Economic Collapse, p. 137-138)

The rise in isolationism and protectionism will bring about ever more heated arguments and dangerous confrontations over shared sources of oil, gas, and other key commodities as well as factors of production that must, out of necessity, be acquired from less-than-friendly nations. Whether involving raw materials used in strategic industries or basic necessities such as food, water, and energy, efforts to secure adequate supplies will take increasing precedence in a world where demand seems constantly out of kilter with supply. Disputes over the misuse, overuse, and pollution of the environment and natural resources will become more commonplace. Around the world, such tensions will give rise to full-scale military encounters, often with minimal provocation. In some instances, economic conditions will serve as a convenient pretext for conflicts that stem from cultural and religious differences. Alternatively, nations may look to divert attention away from domestic problems by channeling frustration and populist sentiment toward other countries and cultures. Enabled by cheap technology and the waning threat of American retribution, terrorist groups will likely boost the frequency and scale of their horrifying attacks, bringing the threat of random violence to a whole new level. Turbulent conditions will encourage aggressive saber rattling and interdictions by rogue nations running amok. Age-old clashes will also take on a new, more heated sense of urgency. China will likely assume an increasingly belligerent posture toward Taiwan, while Iran may embark on overt colonization of its neighbors in the Mideast. Israel, for its part, may look to draw a dwindling list of allies from around the world into a growing number of conflicts. Some observers, like John Mearsheimer, a political scientists at the University of Chicago, have even speculated that an “intense confrontation” between the United States and China is “inevitable” at some point. More than a few disputes will turn out to be almost wholly ideological. Growing cultural and religious differences will be transformed from wars of words to battles soaked in blood. Long-simmering resentments could also degenerate quickly, spurring the basest of human instincts and triggering genocidal acts. Terrorists employing biological or nuclear weapons will vie with conventional forces using jets, cruise missiles, and bunker-busting bombs to cause widespread destruction. Many will interpret stepped-up conflicts between Muslims and Western societies as the beginnings of a new world war.

### 1AC Hegemony Advantage

#### Advantage\_\_: Hegemony

#### Hegemony is sustainable – doomsayers are wrong.

Carla **Norrlof**, **2010**, an Associate Professor in the Department of Political Science at the University of Toronto, “America’s Global Advantage US Hegemony and International Cooperation”

The United States has been the most powerful country in the world for more than sixty years. Throughout this period, it has had the world’s largest economy and the world’s most important currency. For most of this time, it had the world’s most powerful military as well – and its military supremacy today is beyond question. We are truly in an era of US hegemony, a unipolar moment, a Pax Americana, which has enabled Americans to enjoy the highest standard of living in human history. Is this privileged position being undercut by serial trade deficits? The pessimists are growing more numerous by the day. They see the country’s spendthrift ways as a disaster waiting to happen. They warn that the cavernous gap in merchandise trade, well above 6 percent in 2006, is an ominous sign of competitive slippage. In 2008, the liabilities acquired to finance the shortfall in exports reached an amazing 29 percent of GDP. A falling dollar, military overstretch, the rise of the euro, the rise of China, and progressively deeper integration in East Asia are among the factors that many believe herald the imminent decline of American hegemony. In my view, the doomsayers are mistaken. I argue that American hegemony is stable and sustainable. While the United States certainly does face a number of challenges, an analysis of the linkages between trade, money, and security shows that American power is robust. This book is a story about why and how American hegemony works, and what other states would have to do to emulate or, on other grounds, thwart, America’s power base. As I will show, the United States benefits from running persistent trade deficits as a result of its special position in the international system. I will argue that any comparably situated country would choose to pursue the same cyclical deficit policy as the one encouraged by the US government. A series of size advantages cut across trade, money, and security: the size of the American market, the role of the dollar, and American military power interact to make a trade deficit policy rewarding and buffer the United States from the extreme consequences that a sustained deficit policy would otherwise have.

#### Degrading waterway infrastructure threatens US hegemony

**Martin, 2009** Cornel Martin, President and CEO, Waterways Council, "Inland Waterways Investment Is Critical to Economic Recovery - and it's Green” 2009 waterwayscouncil.org/Media%2520Center/articles/Page\_%2520from\_Cornel\_OPED\_Marex.pdf

The New Year brings much uncertainty about the economy, the future of certain industries and businesses, the housing market, and a new administration’s plans. But one thing that is certain is the value of our inland waterways transportation system for providing a less costly, fuel-efficient and environmentally friendly way to move our nation’s “building block” commodities, both domestically and for export. Our inland waterways system transports about 20 percent of our nation’s coal to generate electricity in utility plants and around 22 percent of our domestic petroleum products. This system is the primary artery for more than half our grain and oilseed exports. All told, more than 625 million tons of freight commodities valued at more than $70 billion move on America’s inland navigation system annually. And with worldwide trade expected to double over the next decade and with our highways and railways facing serious capacity issues, our inland rivers may be even more critical tomorrow than they are today for transporting products efficiently. There are other considerations as well. A new study by the National Waterways Foundation underscores the “green” value of this transport mode. Inland waterways relieve congestion on our already over-crowded highways and railways. One jumbo barge has the same capacity as 70 trucks or 16 rail cars. A typical 15-barge tow on our nation’s rivers is equal to 1,050 trucks – in other words, just one barge movement equals 1,050 truck movements! To sustain these many benefits and stimulate economic recovery for our nation, investment in our inland navigation system of locks and dams is critical. Many of our locks and dams are more than 50 years beyond their economic design life and are deteriorating rapidly, impacting efficiency, safety, and our world **competitiveness**. We must modernize our lock-and-dam system so that our farmers, coal miners, oil producers and stone/aggregate suppliers can transport their products cost-effectively and efficiently, allowing them to remain competitive in world markets. It took only two to three years to build some of the first modern locks and dams on our nation’s rivers in the 1920s and 1930s, but today it takes increasingly longer periods of time to bring new locks online. We must find ways to improve the current waterways project delivery system and ensure that navigation projects supported by expenditures in the Inland Waterway Trust Fund are built in a timely and cost-effective manner. The need for improvement in the process is evident when comparing current projects with lock-and-dam modernization projects authorized a little more than 20 years ago under the Water Resources Development Act (WRDA) of 1986. Construction for all seven of the WRDA ’86 lock-and-dam modernization projects proceeded at a pace that saw the new or modernized locks become operational fairly quickly, anywhere from four to eight years, with the average for all seven projects equaling 6.3 years. Since then, the estimated time to complete lock-and-dam modernization projects has ballooned well beyond reasonable time and costs; only one post-WRDA ’86 project thus far has seen its modernized lock become operational (Marmet, near Charleston, West Virginia). An example of this disappointing project delivery system is the Lower Mon project on the Monongahela River near Pittsburgh, under construction for 13 years with the Corps of Engineers’ current estimates for completion being another 13 years at best – around 2022 – with cost overruns pushing original estimated costs from $550 million to new estimates exceeding $1.3 billion. This is a problem not only for commercial users of the system, who need efficient and reliable ways to move the nation’s commodities, but also for every taxpaying citizen who cares about how government should perform on its behalf. Our nation must fix this problem and work harder to modernize our lock-and-dam system if we want to remain world leaders. For example, China has announced plans to spend a half-trillion dollars over the next three years to stimulate its economy. Last November Waterways Council, Inc. (WCI) submitted testimony to Congress urging the inclusion of $1.5-$2.0 billion for the nation’s critical lock-and-dam infrastructure system under the second economic stimulus package focused on infrastructure investment, job creation, and economic recovery. WCI specifically urged Congress to fund a total of 16 congressionally-supported, lock-and-dam modernization projects with approximately $1-$1.5 billion that could productively and quickly (perhaps within 90 days of enactment) expedite job-creating construction work associated with the projects. It also requested an additional $500 million to be appropriated in the stimulus bill for productive, high-priority, employment-enhancing operation and maintenance (O&M) work on the inland waterway system. At press time it was unclear when the full economic stimulus package would be presented or what priority would be given to our nation’s inland waterways infrastructure, but we will continue to urge our leaders in Congress and the new Administration to recognize the importance of our nation’s inland navigation system and address its critical needs. America’s inland navigation system offers our

Martin 9 continues . . .

country an opportunity to compete in the world market, but if we don’t make necessary investments now, our future as a world leader is in jeopardy.

#### Strong waterway infrastructure will stave off global challengers, decline will cause loss of status

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

The importance of a viable national transportation system to the security and economic prosperity of the United States is even more important today than it was at the time of the Lewis and Clark Expedition. Accessibility to world markets, providing quality goods at competitive pricing, and adaptability to an ever-changing environment characterizes the explosive growth of the U.S. economy over the past century. The 21st Century, however, provides interesting challenges for which we may be ill prepared. The era of globalization provides unique opportunities for other nations and international coalitions, such as the European Union (EU), to prosper and compete in international markets, **challenging the preeminent standing** of the U.S. economy. Economists predict the U.S. economy will double, if not triple, between now and the year 2020. 2 Globalization reinforces the need for highly efficient connections where the U.S. and international transportation networks meet. 3 Feeding these connections, domestically, are a myriad of road, rail, and waterway networks ensuring American export commodities can reach their international destinations. No single domestic transportation industry, whether trucking, rail, or waterway, can provide universal coverage for all commodities. Integrating industry capabilities is essential to ensuring cargo is delivered to port in the most efficient and cost-effect manner. Each industry plays an important role in the movement of freight, whether hauling large quantities of bulk commodities or perishables over great distances, carrying smaller packages to the main streets and back roads of America, or flying high-value merchandise to and from our trading partners abroad. 4 The collaborative efforts of U.S. transportation industries, and the infrastructure upon which they operate, provide the lifelines of American economic prosperity. Viable transportation infrastructure is essential to our national security, providing power projection platforms access to sea and aerial ports of embarkation capable of rapidly moving American military forces, equipment, and material anywhere in the world. Capable and reliable transportation infrastructure is a **vital national interest** of the United States. Domestic transportation infrastructure must be efficiently managed, adequately funded, and effectively integrated at the national level to serve as productive commercial conduits that support future economic growth. The United States has become one of the wealthiest nations in the world, in part, by leveraging its reliable and effective transportation infrastructure; only through further advancements in this imperative system **will it maintain this status**. 5 Transportation infrastructure requires a strategic-level approach to management, funding, and integration. National policy makers must balance the strengths and limitations of each transportation industry sector, ensuring their collective capabilities support projected U.S. economic and national security requirements. Based upon the capabilities inherent in each of these industries, supporting infrastructure must be available, expanded, or modernized that enable them to meet current and future transportation requirements. American transportation infrastructure requires continual investment to remain a viable means of moving freight, as well as routine maintenance, periodic modernization, and expansion to maintain adequate operability. The federal government has a Constitutional responsibility to provide adequate transportation infrastructure that supports the nation’s economy, as a means of regulating interstate commerce. While federal responsibilities for transportation infrastructure are collectively substantial, they are, however, widely disbursed and not well coordinated. 6 Congress is responsible for synchronizing the efforts of industry stakeholders and government entities, making tough decisions on resource allocations that collectively meet the strategic requirements of the transportation system. This effort requires both an interagency and intragovernmental approach.

#### Maintaining growth differential is key to prevent a great power transition and maintain U.S. hegemony

Ashley J. Tellis, Spring 2009, Senior Associate at Carnegie Endowment for International Peace, specializing in international security, defense and Asian strategic issues, Research Director of the Strategic Asia program at the National Bureau of Asian Research, “Preserving Hegemony: The Strategic Tasks Facing the United States,” Global Asia, Vol.4 No. 1,

Precisely because the desire for dominance is likely to remain a permanent feature of US geopolitical ambitions — even though how it is exercised will certainly change in comparison to the Bush years — the central task facing the next administration will still pertain fundamentally to the issue of US power. This concern manifests itself through the triune challenges of: redefining the United States’ role in the world, renewing the foundations of US strength, and recovering the legitimacy of US actions. In other words, the next administration faces the central task of clarifying the character of US hegemony, reinvigorating the material foundations of its power, and securing international support for its policies. The challenge of comprehensively strengthening US power at this juncture, when the United States is still in the early phase of its unipolar role in global politics, arises importantly from the fact that the hegemony it has enjoyed since 1991 represents a “prize” deriving from victory in intense geopolitical competition with another great power. The historical record suggests that international politics can be unkind to such victors over the long term. A careful scrutiny of the hegemonic cycles since 1494 confirms quite clearly that power transitions at the core of the global system often occur because successes in systemic struggles — of which the Cold War is but one example — can irreparably weaken otherwise victorious hegemonies. The annals of the past actually corroborate the surprising proposition that no rising challenger, however capable, has ever succeeded, at least thus far, in supplanting any prevailing hegemony through cold or hot war. Over the centuries, Spain, France, Germany, Japan and the Soviet Union all tried in different ways but failed. This reassuring fact notwithstanding, hegemonic transitions still occurred regularly in international politics, a reality that points to two critical insights about succession struggles in the international system — which is a subject that ought to be of great significance to the United States and its allies as well as to its adversaries. First, struggles for hegemony in global politics are rarely limited to dyadic encounters between states. These struggles involve not only the existing hegemon and the rising challenger as the preeminent antagonists — roles that many expect will be played respectively by the United States and China over the long term — but also the entire cast of international characters, including non-state actors involved in economic processes, and the nature of their involvement in the competition become relevant to the succession process. Thus, the nature of the alliances orchestrated and managed by the United States (and possibly China as well) in the future, the relationship between state entities and the global economic system and the relative burdens borne by every actor involved in this contest become relevant to the outcome. Second, and equally importantly, who wins in the ensuing struggle — whether that struggle is short or long, peaceful or violent — is as important as by how much. This is particularly relevant because the past record unerringly confirms that the strongest surviving state in the winning coalition usually turns out to be the new primate after the conclusion of every systemic struggle. Both Great Britain and the United States secured their respective ascendancies in this way. Great Britain rose through the wreckage of the wars with Louis XIV and with Napoleon. The United States did so through the carnage of the hot wars with Hitler and Hirohito, finally achieving true hegemony through the detritus of the Cold War with Stalin and his successors. If the United States is to sustain this hard-earned hegemony over the long term, while countering as necessary a future Chinese challenge should it emerge, Washington will need to amass the largest differential in power relative not only to its rivals but also to its friends and allies. Particularly in an era of globalization, this objective cannot be achieved without a conscious determination to follow sensible policies that sustain economic growth, minimize unproductive expenditures, strengthen the national innovation system, maintain military capabilities second to none and enjoin political behaviors that evoke the approbation of allies and neutral states alike. The successful pursuit of such policies will enable the United States to cope more effectively with near-term challenges as well, including the war on terrorism and managing threatening regional powers, and will ineluctably require — to return full circle — engaging the central tasks identified earlier as facing the new US administration.

#### Inland waterways are key to military mobility

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

The inland waterway system is a potential resource upon which we can increase the flow of military cargo. Continued application of technology to barge operations and integration of the inland waterway system into the nation’s intermodal system makes this an area ripe for additional development. 50 Waterways already move important national defense resources and other supplies in large quantities for the armed forces. 51 As a mode of transportation, the inland waterway system is quiet, low profile, and off the public radar. 52 12 U.S. Inland Waterways contribute to efficient management on a national level by offering an excellent alternative form of transport for a variety of non-traditional commodities. The inland waterway system is an efficient, cost-effective, and environmentally friendly way to move large volumes of bulk commodities, not requiring a fast transit time, over long distances. Towboats and barges do not compete with trucks and commuters in urban areas. Barging operations continue to improve, allowing more cargo to be moved with less effort. USACE promotes inland waterways as the most efficient mode of freight transportation. Towboats push barges lashed together to form a “tow”. A tow may consist of four or six barges on smaller waterways up to over 40 barges on the Mississippi River below its confluence with the Ohio River. A 15-barge tow is the most common barge configuration. Such tows are an extremely efficient mode of transportation, moving about 22,500 tons of cargo as a single unit. The cargo capacity of a typical barge is equivalent to that of 15 large railroad cars, or 58 semi-trucks. A representative 15-barge tow on a main stem waterway moves the same cargo as 870 trucks stretching 35 miles on the interstate highway system. That same 15-barge tow would require two 100-car unit trains, extending nearly three miles in length. 53 The inland waterway system is a cost-effective mode of transportation, saving shippers and consumers more than $7.8 billion annually compared to alternate transportation modes. 54 Barges transport materials at relatively low cost per ton. The inland and intracoastal waterway system handles about 300 billion ton-miles of cargo annually, or about 18% of all intercity freight ton-miles. 55 This cargo principally includes raw materials and liquid and bulk primary products, like coal, petroleum, chemicals, grain, processed metals, cement, sand, and gravel. 56 It is the primary artery for more than half of the nation’s grain and oilseed exports, over 20% of the coal consumed to produce the electricity we depend upon to run our homes, offices, and industries, and about 22% of domestic petroleum movements. 57 On average, a gallon of fuel allows one ton of cargo to be shipped 70 miles by truck, 420 miles by rail, and 530 miles by barge. 58

#### Military mobility is key to power projection and hegemony

Donald E. Jackson Jr. & John F. Troxell, 3-30-2007, Colonel in the United States Army, economics instructor at the U. S. Military Academy, Woodrow Wilson School, Princeton University, held assignments in the Department of Army War Plans Division and as a force planner for the Assistant Secretary of Defense for Strategy and Requirements, “Leveraging the Strategic Value of the U.S Inland Waterway System,” USAWC STRATEGY RESEARCH PROJECT, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

In order to maintain our competitive edge, we must assure the strategic mobility of our economic and military elements of power. The inland waterway system can provide a key, strategic capability that enables the current and future economic prosperity and national security of the United States. The federal government, however, must efficiently manage, adequately fund, and effectively integrate inland waterways with other modes of transportation at the national level for this to achieve success. Promotion of the inland waterway system, using an interagency and intra-governmental approach, positions this capability to provide the additional capacity necessary to meet current and future freight transportation requirements. Leveraging the strategic value of inland waterways is integral to building an effective and reliable national transportation network for the 21 st Century

#### Hegemony prevents the escalation of global hotspots - retrenchment causes bickering internationally over leadership and prevents cooperation.

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For if America falters, the world is unlikely to be dominated by a single preeminent successor -- not even China. International uncertainty, increased tension among global competitors, and even outright chaos would be far more likely outcomes. While a sudden, massive crisis of the American system -- for instance, another financial crisis -- would produce a fast-moving chain reaction leading to global political and economic disorder, a steady drift by America into increasingly pervasive decay or endlessly widening warfare with Islam would be unlikely to produce, even by 2025, an effective global successor. No single power will be ready by then to exercise the role that the world, upon the fall of the Soviet Union in 1991, expected the United States to play: the leader of a new, globally cooperative world order. More probable would be a protracted phase of rather inconclusive realignments of both global and regional power, with no grand winners and many more losers, in a setting of international uncertainty and even of potentially fatal risks to global well-being. Rather than a world where dreams of democracy flourish, a Hobbesian world of enhanced national security based on varying fusions of authoritarianism, nationalism, and religion could ensue. RELATED 8 Geopolitically Endangered Species The leaders of the world's second-rank powers, among them India, Japan, Russia, and some European countries, are already assessing the potential impact of U.S. decline on their respective national interests. The Japanese, fearful of an assertive China dominating the Asian mainland, may be thinking of closer links with Europe. Leaders in India and Japan may be considering closer political and even military cooperation in case America falters and China rises. Russia, while perhaps engaging in wishful thinking (even schadenfreude) about America's uncertain prospects, will almost certainly have its eye on the independent states of the former Soviet Union. Europe, not yet cohesive, would likely be pulled in several directions: Germany and Italy

Brzezinski 2012 continues . . .

toward Russia because of commercial interests, France and insecure Central Europe in favor of a politically tighter European Union, and Britain toward manipulating a balance within the EU while preserving its special relationship with a declining United States. Others may move more rapidly to carve out their own regional spheres: Turkey in the area of the old Ottoman Empire, Brazil in the Southern Hemisphere, and so forth. None of these countries, however, will have the requisite combination of economic, financial, technological, and military power even to consider inheriting America's leading role. China, invariably mentioned as America's prospective successor, has an impressive imperial lineage and a strategic tradition of carefully calibrated patience, both of which have been critical to its overwhelmingly successful, several-thousand-year-long history. China thus prudently accepts the existing international system, even if it does not view the prevailing hierarchy as permanent. It recognizes that success depends not on the system's dramatic collapse but on its evolution toward a gradual redistribution of power. Moreover, the basic reality is that China is not yet ready to assume in full America's role in the world. Beijing's leaders themselves have repeatedly emphasized that on every important measure of development, wealth, and power, China will still be a modernizing and developing state several decades from now, significantly behind not only the United States but also Europe and Japan in the major per capita indices of modernity and national power. Accordingly, Chinese leaders have been restrained in laying any overt claims to global leadership. At some stage, however, a more assertive Chinese nationalism could arise and damage China's international interests. A swaggering, nationalistic Beijing would unintentionally mobilize a powerful regional coalition against itself. None of China's key neighbors -- India, Japan, and Russia -- is ready to acknowledge China's entitlement to America's place on the global totem pole. They might even seek support from a waning America to offset an overly assertive China. The resulting regional scramble could become intense, especially given the similar nationalistic tendencies among China's neighbors. A phase of acute international tension in Asia could ensue. Asia of the 21st century could then begin to resemble Europe of the 20th century -- violent and bloodthirsty. At the same time, the security of a number of weaker states located geographically next to major regional powers also depends on the international status quo reinforced by America's global preeminence -- and would be made significantly more vulnerable in proportion to America's decline. The states in that exposed position -- including Georgia, Taiwan, South Korea, Belarus, Ukraine, Afghanistan, Pakistan, Israel, and the greater Middle East -- are today's geopolitical equivalents of nature's most endangered species. Their fates are closely tied to the nature of the international environment left behind by a waning America, be it ordered and restrained or, much more likely, self-serving and expansionist. A faltering United States could also find its strategic partnership with Mexico in jeopardy. America's economic resilience and political stability have so far mitigated many of the challenges posed by such sensitive neighborhood issues as economic dependence, immigration, and the narcotics trade. A decline in American power, however, would likely undermine the health and good judgment of the U.S. economic and political systems. A waning United States would likely be more nationalistic, more defensive about its national identity, more paranoid about its homeland security, and less willing to sacrifice resources for the sake of others' development. The worsening of relations between a declining America and an internally troubled Mexico could even give rise to a particularly ominous phenomenon: the emergence, as a major issue in nationalistically aroused Mexican politics, of territorial claims justified by history and ignited by cross-border incidents. Another consequence of American decline could be a corrosion of the generally cooperative management of the global commons -- shared interests such as sea lanes, space, cyberspace, and the environment, whose protection is imperative to the long-term growth of the global economy and the continuation of basic geopolitical stability. In almost every case, the potential absence of a constructive and influential U.S. role would fatally undermine the essential communality of the global commons because the superiority and ubiquity of American power creates order where there would normally be conflict. None of this will necessarily come to pass. Nor is the concern that America's decline would generate global insecurity, endanger some vulnerable states, and produce a more troubled North American neighborhood an argument for U.S. global supremacy. In fact, the strategic complexities of the world in the 21st century make such supremacy unattainable. But those dreaming today of America's collapse would probably come to regret it. And as the world after America would be increasingly complicated and chaotic, it is imperative that the United States pursue a new, timely strategic vision for its foreign policy -- or start bracing itself for a dangerous slide into global turmoil.

### Solvency

#### Now is key – delays will only increase the difficulty and expense of repairs and maintenance

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

The longer the delays, the more difficult and expensive it becomes to maintain the aging locks and dams. More than half of the nation's locks, which were designed to last 50 years, have been moving along river traffic far longer. About 40 percent of the 89 locks in the Corps' Great Lakes and Ohio division, which includes Pittsburgh, are more than 70 years old.

#### Piecemeal funding can’t solve – doesn’t surmount the cost of construction delays.

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

Congress has authorized $8 billion in projects that would replace or rehabilitate aging river infrastructure. But it has not fully funded the projects up front. The piecemeal funding the projects receive generates significant cost overruns and construction delays counted in decades, not months or years.

#### States don’t have jurisdiction over plan

Stern 12 (Congressional Research Service, Anaylst in Natural Resources Policy, April 12, “Inland waterways: recent proposals and issues for congress”, <http://www.fas.org/sgp/crs/misc/R41430.pdf>, pg. 1)

Through the early 1800s, inland waterway development was left to the states, until the SupremeCourt gave the United States authority over interstate commerce in 1824. 4 Shortly thereafter, the federal government began to provide funding and support to these waterways to improve interstate and international commerce. Improvements in other forms of transportation, including rail and highway, have decreased reliance on inland waterways as a means of commercial freight transportation, but these waterways remain a significant component in the nation’s transportation mix for many bulk commodities.

#### Funding k2 solve shutdowns and delays

Mitchell 6/13 [<http://blog.al.com/press-registerbusiness/2012/06/waterway_association_we_need_m.html>, Waterway Association: We need more money Published: Wednesday, June 13, 2012, By Ellen Mitchell, Press-Register ]

Funding for the operation and maintenance of waterways is not getting the support needed to adequately improve the infrastructure, said panelists at the annual Warrior-Tombigbee Waterway Association meeting in Mobile. Matt Woodruff, chairman of Waterways Council Inc., said that the challenges before the inland waterways are extensive. "We're in a situation today where we're under a lot of funding pressure in terms of cost overruns and projects which are extending their completion time and pushing back the start time for projects in line behind them," he said. "We need more funding and a system for completing these projects in a timely manner." Woodruff said the biggest incomplete project in the Gulf region is the replacement of the Inner Harbor Navigation Canal Lock in New Orleans, the only route from the Mississippi River to the east on the Gulf's Intracostal Waterway. "Any cargo heading east of the Mississippi River has to go through that line," Woodruff said. "The lock was originally authorized for replacement in 1956. It's still not finished and at the rate we're going, we won't finish it in our lifetime." Should the lock fail, Woodruff said, ships would have to use a longer, more time-intensive route through other U.S. waterways to move cargo from the Mississippi River to Mobile and further east.

# \*\*Inherency Extensions\*\*

### Inherency: Inland Waterways

#### There is no method for maintaining and repairing locks and dams now.

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

The precarious status of the waterway system stems from what government and industry officials agree is a broken method of maintaining and replacing aging locks and dams.

#### Lock failure imminent now – 14 by 2020.

Davidson, 5/20 [Paul, “USA's creaking infrastructure holds back economy,” USA Today, May 20, 2012, http://www.usatoday.com/money/economy/story/2012-05-20/creaking-infrastructure/55096396/1]

The ancient lock-and-dam system is perhaps the most egregious example of aging or congested transportation systems that are being outstripped by demand. Fourteen locks are expected to fail by 2020, costing the economy billions of dollars. Meanwhile, seaports can't accommodate larger container ships, slowing exports and imports. Highways are too narrow. Bridges are overtaxed.

#### Dam or lock failure would shut down a waterway for years.

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

Corps and industry officials say it would take three or more years to replace a failed lock and even longer if a dam had to be replaced.

#### Funding insufficient now.

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

Steve Fritz, the Corps official managing the project, said if Congress authorizes only minimum annual funding, work will drag into the 2030s and cost upward of $1.7 billion. "The longer you go into the 2030s, the higher that number will climb," Mr. Fritz said. By then, the Elizabeth lock and dam -- built to last 50 years -- would be nearly 125 years old.

### Inherency: Transportation Infrastructure

#### Our infrastructure is bad now- plan will bring numerous economic benefits.

Ritholtz 11 [Barry, Columnist for Washington Post, “Repairing infrastructure can help repair economy”, Washington Post, October 22nd, http://www.washingtonpost.com/business/repairing-infrastructure-can-help-repair-economy/2011/10/17/gIQADkui6L\_story.html]

If you have spent much time traveling around the United States, you likely have noticed that our infrastructure looks a bit worn and tired and in need of some refreshing. If you spend much time traveling around the world, however, you will notice that our infrastructure is shockingly bad. So bad that it’s not an exaggeration to declare it a national disgrace, a global embarrassment and a massive security risk. That was then. In the ensuing decades, we have allowed the transportation grid to get old and out of shape. Our interstate highway system is in disrepair; our bridges are rusting away, with some collapsing now and then. The electrical grid is a patchwork of jury-rigged fixes, vulnerable to blackouts and foreign cyberattacks. Don’t take my word for it. The American Society of Civil Engineers recently issued a U.S. Infrastructure Report Card (see infrastructurereport-card.org) that reviewed key civil engineering projects on their quality and state of repair. The society graded aviation, bridges, dams, drinking water, energy, hazardous waste, inland waterways, levees, public parks and recreation, rail, roads, schools, solid waste, transit and wastewater. Overall, America’s infrastructure GPA was a “D.” We earned our highest grade in solid waste — a C+ (insert your own infrastructure joke here). To get to an “A” would require a five-year infrastructure investment of $2.2 trillion dollars. You can understand why recent proposals of $50 billion were so underwhelming. That is 10 percent of what is required to return the United States to a competitive level with the rest of the developed world. Even the emerging world outshines us in these areas. A massive infrastructure program would have numerous benefits, not the least of which would be giving a boost to the economy when it could use one. The big advantage of infrastructure rebuilds is that they create a lasting effect by creating tools and platforms that the private sector can build upon. Consider the vast economic benefits we have enjoyed from the interstate highway system, DARPAnet and NASA, and you have a sense of what a massive infrastructure program can yield

# \*\*\*Advantage Extensions\*\*\*

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

### Inherency: Asian Carp

#### Currently Locks are open that allow Carp to enter the Great Lakes

Flesher and Tareen, 2010, [John and Sofia, “Judge: Chicago locks can stay open over Asian carp”, Businessweek, Dec 2nd,

http://www.businessweek.com/ap/financialnews/D9JS47U03.htm

A federal judge Thursday turned down a plea from five states to order the immediate closure of shipping locks on Chicago-area waterways to prevent Asian carp from entering the Great Lakes, where scientists fear they could disrupt the food chain and starve out other fish.

#### All Previous measures have Failed

Schaper, 2009, [David, “Chicago Canal flooded with Toxin to kill Asian Carp”, npr, Dec 4th, <http://www.npr.org/templates/story/story.php?storyId=121104335>

Scientists discovered the Asian carp DNA earlier this fall in water samples taken from areas upstream of the kill zone and well beyond the $10 million electric barrier designed to zap and stun the fish into turning back.¶ "It hasn't worked," said Henry Henderson, Midwest director of the Natural Resources Defense Council. He and many other environmentalists and conservation groups are calling on the Army Corps of Engineers to close three Chicago navigational locks into Lake Michigan, at least temporarily, to keep Asian carp from getting into the Great Lakes. Michigan Gov. Jennifer Granholm is threatening legal action to force the corps to close the locks, to protect a $7 billion-a-year sport fishing industry in the Great Lakes. "In the short term, we're concerned that the emergency response plan isn't sufficient," said Ken DeBeaussaert, director of the Michigan office of the Great Lakes. "Closing the locks would be an appropriate additional response that should be pursued."

### Solvency: Asian Carp

#### Dams block invasive species such as the Asian carp from spreading further.

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

In-stream behavioral barriers such as Sound Projector Arrays (SPA) and Bubble Acoustic Fish Fences (BAFF) are being evaluated for efficacy against Asian carp, but the most effective deterrents are physical barriers such as waterfalls and dams. Asian carp are able to navigate upstream against currents, rapids and the like, but dams and waterfalls are nearly 100 percent effective in preventing their upstream proliferation.

### Internal Link: Asian Carp Decrease Biodiversity

#### Asian Carp bad for Great Lakes; decrease Bio Diversity

Hansen, 2010 [Michael, Chair Great Lakes Fishing Committee, “The Asian Carp Threat to the Great Lakes”, Great Lakes Fishery Commission, Feb 9th, <http://205.145.143.68/fishmgmt/Hansen_testimony_aisancarp.pdf>

Asian carp have the ability to spread rapidly, reproduce in large numbers, and become the predominant ¶ species in an ecosystem. Once established, fishery managers have little chance to control the fish. Like ¶ the sea lamprey, they could become a permanent element of the Great Lakes if they enter the system. ¶ The term “Asian carp” is a generic term to describe several species of related fish originating from Asia. ¶ Two species of Asian carp primarily comprise the current invasion via the Illinois Waterway System—the ¶ “bighead” and “silver” carps. These species were imported into the southern United States to keep ¶ aquaculture facilities clean and to serve the food fish industry. Bighead carp were imported from China ¶ in 1972. A year later, in 1973, silver carp were brought into the United States from China and eastern ¶ Siberia (Chick and Pegg 2001; Hoff 2008; Schrank and Guy 2002; Tucker et al. 1996). By 1980, bighead ¶ and silver carps, which had escaped from aquaculture facilities, had been captured in the wild by fishers ¶ in Arkansas, Louisiana, and Kentucky (Williamson and Garvey 2005). Flooding events in the 1980s and ¶ 1990s allowed the bighead and silver carps to greatly expand their range. The floods provided extensive ¶ spawning and rearing habitat that facilitated high survival rates for offspring. ¶ Since their escape nearly two decades ago, bighead and silver carps have overwhelmed the Mississippi ¶ and Illinois River systems. Bighead and silver carp are filter feeders. They eat plankton (e.g., algae and ¶ microscopic animals), the very foundation of the food web. Their feeding habits were the reason they ¶ were imported into the United States by the aquaculture industry: by feasting on plankton, they kept¶ aquaculture facilities clean. Nevertheless, when loose in the wild, where plankton were abundant and ¶ predators were few, the Asian carp had a field day. Between 1991 and 2000, as the invasion was ¶ unfolding, biologists observed an exponential increase in bighead carp numbers in the Illinois River, near ¶ St. Louis (Chick and Pegg 2001). Such increases played out time and again as the carp expanded their ¶ range northward. Commercial harvest of bighead carp in the Mississippi River Basin, for instance,¶ increased from 5.5 tons to 55 tons between 1994 and 1997 (Chick and Pegg 2001). Biologists reported ¶ dietary overlap among Asian carp and native fishes in the Mississippi and Illinois Rivers, which suggests¶ the Asian carp would likely outcompete native fish for food. In fall 1999, an investigation of a fish kill in ¶ off-channel waters of a National Wildlife Refuge near St. Louis documented that Asian carp made up ¶ 97% of the biomass (MICRA 2002), which indicates that, at least in that area, the fish community ¶ consisted of almost nothing but Asian carp. During this period, commercial fisherman began reporting ¶ that they were abandoning their traditional fishing sites because they were unable to lift nets that were ¶ “loaded” with Asian carp. Today, commercial fishers in the Illinois River regularly catch upwards of ¶ 25,000 pounds (11,000 kg) of bighead and silver carp per day (Irons et al. 2007). A half of an acre can ¶ often yield thousands of pounds of Asian carp (Chapman 2003), an astonishing amount of fish and an ¶ indicator of just how much of total fish biomass Asian carp can represent. The commercial value of ¶ Asian carp is extremely low and much less valuable than the native fish they replaced.¶ Biologists and policy makers are particularly troubled by the fact that Asian cap can grow to extremely¶ large size because an Asian carp is capable of eating 40% of its body weight each day (Hoff 2004). ¶ Bighead and silver carp voraciously consume plankton, stripping the food web of the key source of food ¶ for small and big fish. ¶ The silver variety of the Asian carp has a unique characteristic that makes it particularly dangerous to ¶ humans: the sound of a boat motor startles the fish, causing it to leap as high as ten feet out of the water. ¶ These flying fish—some weighing more than twenty pounds—serve as a projectile, landing in boats, ¶ damaging property, and injuring people. Biologists on the Illinois River need to follow new safety ¶ protocols to avoid serious injuries from these fish. Waterskiing and other aquatic activities have grown ¶ extremely dangerous. The newspapers

Hansen 2010 continues . . .

and YouTube are replete with accounts of people being injured by ¶ Asian carp, including a story about woman who nearly died in 2004 after being knocked unconscious ¶ from her Jet Ski near Peoria, Illinois (Meersman 2004). Said Duane Chapman of the U.S. Geological ¶ Survey, a biologists in the thick of these fish, “You may imagine it would be quite novel for a 20-pound ¶ fish to jump into your boat, but being hit by a large Asian carp would be similar to being hit by a bowling ¶ ball. Even if the fish don't hit you, they can break fishing rods, windshields, electronics or anything else in ¶ your boat. As if adding insult, the carp will leave slime, blood and excrement on everything it touches” ¶ (Chapman 2010). The public’s safety and property are clearly at risk.

### Internal Link: Great Lakes K2 Economy

#### Healthy Great Lakes are important to Economy

Hansen, 2010 [Michael, Chair Great Lakes Fishing Committee, “The Asian Carp Threat to the Great Lakes”, Great Lakes Fishery Commission, Feb 9th, <http://205.145.143.68/fishmgmt/Hansen_testimony_aisancarp.pdf> Madam Chair, thank you for inviting me to appear before this subcommittee to discuss the threat of the Asian carp invasion into the Great Lakes. My name is Michael Hansen. I am the chair of the Great Lakes Fishery Commission. I am also a professor of fisheries at the University of Wisconsin at Stevens Point. The Great Lakes are an extremely valuable resource for both the United States and Canada. The Great Lakes’ commercial, recreational, and tribal fisheries are valued at more than $7 billion annually (ASA 2008). The lakes provide drinking water for 40 million people and are a rich tourist draw. They are a way of life for the people of the region and a healthy, vibrant Great Lakes ecosystem is immeasurable in economic terms alone. The Great Lakes—and the way of life they support—are under assault from invasive species. Invasive species are defined as non-native animals and plants, both aquatic and terrestrial, that enter new environments, become established, and spread. The Great Lakes are “ground zero” for aquatic invasions.

### Internal Link: Health/Jobs

#### Invasive marine species like the Asian Carp impact human health and decrease jobs, production, and welfare.

Bax et. Al. 03 [Nicholas Bax¶ Angela Williamson¶ Max Aguero¶ Exequiel Gonzalez¶ Warren Geeves, Researchers at the Centre for Research on Introduced Marine Pests, Marine Policy Vol. 27, 2003, <<http://cmbc.ucsd.edu/Students/Current_Students/SIO286/Baxetal2003.pdf>>]

The main economic and social impacts of invasive¶ alien marine species are negative impacts on human¶ health and decreases in economic production of¶ ARTICLE IN PRESS¶ Fig. 1. Number of North Paciﬁc seastars estimated to be in Port¶ Phillip Bay (Victoria, Australia). Early dates are numbers caught by¶ scallop dredgers (Don Hough, Victorian DSE pers. comm.).¶ 314 N. Bax et al. / Marine Policy 27 (2003) 313–323activities based on marine environments and resources¶ such as ﬁsheries, aquaculture, tourism and marine¶ infrastructure. These effects have related social impacts¶ through decreases in employment in economic activities¶ directly affected by invasive alien species but also¶ through decreases in people’s welfare from the reduced¶ quality of their environments and natural surroundings.¶ There is an associated opportunity cost to economies¶ and societies from the foregone beneﬁts of ﬁnancial¶ resources, labour and scientiﬁc and technical capacities¶ diverted to the management of invasive alien marine¶ species.

### Internal Link: Species Extinction

#### Invasive species have caused 40% of all known animal extinctions, and have cost the US over 138 billion dollars every year.

Berger 10’ [Matthew, from IPS, part of the Guardian Environment Network, “Invasive species threaten US biodiversity”, The Guardian, January 5, 2010, <http://www.guardian.co.uk/environment/2010/jan/05/invasive-species-us-waterways>

The UN says some experts put the rate at which species are disappearing at 1,000 times the natural rate, and invasive species – which consume the food or habitat of native species, or the native species themselves – are one factor contributing to this acceleration. Climate change is another major factor.¶ "Often it will be the combination of climate change and [invasive] pests operating together that will wipe species out," says Tim Low of the Australia-based Invasive Species Council.¶ The International Union for Conservation of Nature says that 38% of the 44,838 species catalogued on its Red List are "threatened with extinction" – and at least 40% of all animal extinctions for which the cause is known are the result of invasive species.¶ But just as invasives are not the only threat to biodiversity, the threat to biodiversity is not the only problem caused by the havoc – ecological as well as economic – wreaked by species that are transported to a foreign habitat, get a foothold there and spread, often voraciously.¶ The UN Convention on Biological Diversity says the spread of invasives costs 1.4 trillion dollars a year globally in damages and control measures. The US alone loses 138 billion dollars a year in the fight.¶ The problem can be seen throughout US waterways, from Asian clams in California's Lake Tahoe to snakehead fish in the East Coast's Potomac River. One of the most immediate threats – Asian carp – is currently on the doorstep of the Great Lakes ecosystem, where it could decimate a seven-billion-dollar fishing industry among other economic and ecological assets.

### Impact: Magnifier

#### The advent of invasive species is being ignored by both governments and environmental groups. Prioritize our impacts, as they are the primary causes of ecological change and loss of biodiversity as well as completely irrevisable.

Bax et. Al. 03 [Nicholas Bax¶ Angela Williamson¶ Max Aguero¶ Exequiel Gonzalez¶ Warren Geeves, Researchers at the Centre for Research on Introduced Marine Pests, Marine Policy Vol. 27, 2003, <<http://cmbc.ucsd.edu/Students/Current_Students/SIO286/Baxetal2003.pdf>>]

The marine invasive species problem is getting worse¶ but the growing environmental, social and economic¶ risks, and the negative impact on people’s well-being¶ (loss of net socioeconomic beneﬁts) are still being largely¶ ignored by governments and environmental interest¶ groups. Only one vector (ballast water) is being¶ addressed—the fact that ballast water is being addressed¶ has perhaps led to the incorrect conclusion that the¶ problem as a whole is being addressed. In fact, almost¶ nothing is being done to manage the majority of vectors¶ responsible for distributing invasive alien marine species¶ around the world. These other vectors are responsible¶ for introducing some of the most damaging invasive¶ species (e.g. Caulerpa taxifolia in the Mediterranean and¶ California; white spot syndrome virus throughout the¶ Paciﬁc). Marine invasive species are primary drivers of¶ ecological change—they create and modify habitat; eat¶ or outcompete native fauna; act as disease agents or¶ vectors; and threaten biodiversity. Their diverse and¶ widespread impacts means that they affect all other¶ marine conservation programs including: marine protected areas; habitat management (effects of ﬁshing);¶ marine mammal conservation, etc. Unlike most other¶ environmental impacts (but similar to species extinction)¶ they are irreversible.

### Solvency: Infrastructure Solves

#### Infrastructure can stop the Asian Carp Invasion

Hansen, 2010 [Michael, Chair Great Lakes Fishing Committee, “The Asian Carp Threat to the Great Lakes”, Great Lakes Fishery Commission, Feb 9th, <http://205.145.143.68/fishmgmt/Hansen_testimony_aisancarp.pdf>

While current work to prevent Asian carp migration are certainly appropriate, the only solution to this problem is to achieve what is called “ecological separation,” that is, altering the canal system in a way where it is impossible for species of any kind to move from the Mississippi basin to the Great Lakes or vice versa. This separation was included as a recommendation of the Aquatic Invasive Species Summit convened by Chicago Mayor Richard M. Daley in 2003 (Anonymous 2003). The recommendation from 2003 was to achieve that separation “within 10 years,” so much needs to be done in a short amount of time. In fact, the Great Lakes do not have any time to lose. Ecological separation must occur immediately. To kick-start the investigation into the feasibility of ecological separation, the Great Lakes Fishery Commission and the Great Lakes Fishery Trust co-commissioned a study to examine transportation patterns on the waterways, the hydrology, and options for achieving separation. That report (Brammeier et al. 2008) was completed about a year ago and its conclusions have never been more relevant. The commission appreciates Mr. Brammeier and his co-author’s work on this issue and thanks the chair for including him at this hearing, because his insights are critical to understanding ultimate policy solutions.

## \*\*Commodities Advantage Ext.\*\*

### Brink: Soybeans

#### A poor growing season has put Soybean supplies and prices on the brink

Des Moines Register, June 29, 2012 [Supply fears send soybean prices soaring Sales in May were the second-largest on record, spiking worries about tight stocks. Jun 29, 2012 , http://www.desmoinesregister.com/article/20120630/BUSINESS01/306300031/0/news/?odyssey=nav%7Chead]

“Soybeans are going to be the story of the summer,” said Sal Gilbertie, president of Teucrium, a publicly traded grain investment fund. “Everybody has worried about corn, with the dry and hot weather. But soybean stocks are extremely tight right now.” The U.S. Department of Agriculture said Friday that despite an 8 percent gain in soybean stocks in storage, the soybean disappearance, or sales, of 707 million bushels for May was the second-largest disappearance on record. Analysts have worried about soybean stocks with the 5 percent jump in corn acres planted this year, compared with just a 1 percent increase in soybean acres to 76.1 million acres nationally. Iowa’s 8.8 million acres is the lowest in the state since 2001. “Clearly, world demand remains strong, particularly from China,” said Dean Coleman of Humboldt, president of the Iowa Soybean Association. “We would not be surprised to see exports increased further, which will draw down the stocks more than the USDA is estimating. With the short South American crop and weather concerns for the U.S., this fall will be tight.”

### Solvency: Agriculture

#### Transporting agriculture by waterway is more efficient than all other methods

**KAR** (Kentucky Association of River Ports, Water Transportation Benefits <http://kentuckyriverports.com/water_transport_benefits/>)

Water transportation provides tremendous carrying capacity while consuming far less energy compared to other modes of transport such as truck, rail or air. Shippers select barge transportation because these energy efficiencies lead to substantial cost savings. One gallon of fuel can move one ton of cargo 514 miles by barge compared to 202 miles by train and only 59 miles by truck. Roadway congestion is decreased as freight is transferred to waterways where significant capacity is available without additional infrastructure expenditures. Water transportation stimulates the regional economy through attraction of new industries, jobs and growth in the tax base. A fully loaded covered-hopper barge can carry enough wheat to make almost 2.5 million loaves of bread. That is nearly enough product to provide a loaf of bread to nearly every Kansas resident. A loaded tank barge carrying oil can satisfy the current annual gasoline demand of approximately 2500 people for one full year. The marine fuel efficiency rates are based on TVA energy consumption data; the railroad efficiency rates are based on an analysis of railroad industry, Surface Transportation Board (STB), and Security and Exchange Commission (SEC) data; and truck efficiency rates are based on EPA MOBILE6 data. Both rail and truck statistics include incidents involving only vehicular crashes or derailments. However, the waterborne database reports incidents resulting from a wide variety of causes.

#### A Reliable Waterway System Is Important to Agriculture

McGregor ‘12[Brian McGregor, Supervisory agricultural Marketing Specialist, A Reliable Waterway System Is Important to Agriculture, February 28 2012, http://www.ams.usda.gov/AMSv1.0/ams.fetchTemplateData.do?startIndex=1&template=TemplateA&navID=AgriculturalTransportation&leftNav=AgriculturalTransportation&page=ATImportanceOfWaterways&description=A%20Reliable%20Waterway%20System%20is%20Important%20to%20Agriculture&acct=atpub]

A Reliable Waterway System Is Important to Agriculture describes the importance of marine transportation to fiscal 2012 agricultural exports, forecast at $131 billion. Agriculture will provide a $24.5 billion trade surplus to the American economy, with imports forecast at $106.5 billion. Forestry and fishery products, and critical farm inputs such as fertilizer, feed, and fuel move on the waterway system as well. Agriculture Secretary Tom Vilsack noted that every $1 billion in farm exports supports roughly 8,400 jobs in the United States.

### Solvency: Soybean Prices

#### Plan solves breakdown of locks which would spike international prices for soybeans, especially china

Farmweek 04 EnvironmenT 'Overwhelming' support shown at lock hearings Wednesday, June 23, 2004 http://farmweek.ilfb.org/viewdocument.asp?did=6755&drvid=104&r=0.6584741

“The bill introduced in the Senate has gotten very strong bipartisan support because of the ag-labor coalition.” Tolman noted “fairly regular breakdowns” at outdated locks have an almost immediate impact on rail and truck freight rates, boosting overall grain transportation rates. An upsurge of nearly 425 million bushels of corn exports over the past two years supports Corps projections of growing grain transportation demand, he said. Tolman sees significant potential in China’s likely transition from grain exporter to importer, which also would create market “vacuums” in Southeast Asia “that really only the United States can fill.” Expansion of China’s river infrastructure to accommodate oceangoing “Panamax” vessels offers major shipping advantages and new inland access for U.S. exporters. At the same time, Wilken said large-scale navigation improvements along South America’s Amazon and Paraguay rivers are spurring northward expansion of Brazilian soybean production, and could tighten the gap between U.S. and Brazilian ag transportation costs.

### Internal Link: Chinese Food Security

#### US soybeans are key-to Chinese food security

Bloomberg, 12

Alan Bjerga and Whitney McFerron - Feb 17, 2012, U.S. Exporters Make Record Single-Day Soybean Sale to China

<http://www.bloomberg.com/news/print/2012-02-17/china-soybean-import-tops-one-day-record-as-ties-with-u-s-growers-expand.html>,

Soybean exporters in the U.S., the world’s top shipper, sold 2.923 million metric tons to China in the biggest one-day deal on record. Prices in Chicago rose to the highest in almost five months. The sale includes 2.75 million tons for delivery in the year that begins Sept. 1 and 173,000 tons prior to Aug. 31, the U.S. Department of Agriculture said today in a statement. China is the largest oilseed importer and the biggest buyer of U.S. agricultural products. U.S. and Chinese officials yesterday signed a five-year accord to cooperate on agricultural production and trade and food security. This week, China signed agreements in Iowa to purchase 8.62 million tons of soybeans as Chinese Vice President Xi Jinping visited the state. The Asian nation purchased $22.17 billion of U.S. farm products last year, helping to boost total exports to a record. “No doubt those were whopper sales,” Don Roose, the president of U.S. Commodities Inc. in West Des Moines, Iowa, said in a telephone interview. “With the Chinese in town, there’s something to that.” Cargill, ADM Sales Companies including Cargill Inc. and Archer Daniels Midland Co. signed contracts on Feb. 15 to export $4.3 billion of soybeans to China. U.S. Agriculture Secretary Tom Vilsack, who met with Xi and Chinese farm minister Han Changfu in Iowa during their visit this week, said the sales highlight a strong relationship he expects will expand. “I have a good relationship with the Chinese agriculture minister, and I think these discussions will bring progress later” on boosting sales of soybeans and other products, including some U.S. beef cuts currently banned in the country, Vilsack said. Soybean futures for May delivery rose 0.7 percent to close at $12.7375 a bushel at 1:15 p.m. on the Chicago Board of Trade. Earlier, the price reached $12.795, the highest for the most- active contract since Sept. 23. “Agriculture has become one of the highlights in U.S.- Chinese relations,” Han said yesterday at a symposium in Des Moines. “Agriculture has had a huge benefit on both countries.” The U.S. is the largest exporter of agricultural products. China, the most-populous country, bought $10.5 billion of the U.S. soybean crop last year, 29 percent of total production, according to USDA data. Global soybean consumption has soared in the past decade, fueled by economic growth in China, India and Brazil that boosted incomes and demand for vegetable oil used in fried and baked foods, candy and breads. People also are eating more meat, increasing the need for the oilseed to make livestock feed.

#### Soybeans are the only internal link to Chinese food insecurity

Dr. Wong and Dr. Huang , March 12

John Wong, Yanjie Huang, China's Food Security and Its Global Implications China: An International Journal, Volume 10, Number 1, March 2012, pp. 113-124 (Article), is Professorial Fellow at the East Asian Institute, National University of Singapore and Yanjie Huang (eaihuan@nus.edu.sg) is Research Assistant at the East Asian Institute, National University of Singapore.

China’s soybean market can be singled out as the only case where imports have substituted for domestic production. The country consumed 60 million tons of soybeans in 2009, only a quarter of which were produced domestically. This begs the question whether soaring soybean imports will pose a threat to China’s grain security. Apparently, an over-reliance on imported soybeans does “violate” the principle of self-sufficiency and pose some challenges to food security.

### Impact: Food Insecurity 🡪 Starvation

#### China is critical to world food security-lack of Chinese food security would lead to worldwide hunger and starvation

Anthea Webb, Director of the World Food Program in China, China Daily, “WHY CHINA IS CRUCIAL TO WORLD FOOD SECURITY” May 15, 2008, Lexis

For us, it is very hard to predict now how bad the impact of the calamity will be and what kinds of impact it will have on China, especially at a time when the world is sliding into a food crisis. Whatever happened, China still played a very important role in the world's food security. Last week Premier Wen Jiabao said that "China is deeply concerned about food security", and announced that the government would give $2 million to the United Nations World Food Program (WFP) in response to the extraordinary difficulties it is facing as a result of rising food prices. This brings China's donation to WFP in 2008 to $4.5 million: the largest donation ever made by China to WFP for use in other developing countries. The premier also said that by ensuring China can provide sufficient food for its population of 1.3 billion people, the country is making a major contribution to world food security. At a moment when world food security is facing unprecedented challenges from rising prices, China's role is fundamental. Over the past year the Food and Agriculture Organization (FAO)'s food price index has risen by 57 percent. On the international market, the price of staple foods like wheat and rice has more than doubled. Shoppers from Beijing to Boston to Brussels have seen their grocery bill rise rapidly. For the wealthier consumers, who spend 10 to 20 percent of their income on food, that means cutting back on the number of times they eat at restaurants, or on desserts and other treats. But for people who were just able to make ends meet last year, the increases in prices of basic foods such as bread and rice are disastrous. The people who spend more than half of their income putting food on the family table are now faced with the prospect of cutting back on more nutritious foods like meat and dairy. The very poorest - those who survive on 50 cents a day - have started to reduce the number of meager meals they eat each day. The WFP's executive director has called the effect a "silent tsunami". Like the tsunami that swept across the Indian Ocean in December 2004, this wave of high prices knows no borders. It is bringing a surge of suffering to poor people across the globe and its effects such as increased malnutrition and poverty will be felt for years to come. What has caused this dramatic change in food prices? Firstly, demand for food has changed. Once upon a time, grains like wheat, corn and rice, were used mainly as food for people. Today, however, these simple foods are also used to produce feed for animals and ethanol for biofuels. Secondly, high crude oil prices have impacted the cost of producing food. Unfortunately, few farmers are reaping the benefit of high food prices since the cost of fertilizers, fuel for their machinery and transport to market have also risen, meaning their profit margins have decreased. Thirdly, the weather also plays a big part in agriculture and recent years have seen serious droughts in major grain-exporting nations such as Australia. Cyclone Nargis, which devastated much of the Irrawaddy Delta in Myanmar, is also likely to contribute to higher rice prices, since it has destroyed much of this year's crop. On top of the suffering currently facing the people affected directly by the Cyclone, the people of Sri Lanka and Bangladesh, who had planned to buy some of that rice, will find it even harder to meet their needs this year. This uncanny convergence of factors - new demands for grains, rising production costs and reduced supply because of bad weather - have created an economic "perfect storm". Where does China fit into this picture? Already, by producing food for more than 20 percent of the world's population on less than 10 percent of its arable land, China is carrying a heavy burden for global food security. It is the world's largest producer of grain, and production has increased every year for the past four years, reaching 501.5 million tons last year. More than 95 percent of the grain it needs is grown in China. The State Grain Administration estimates its grain reserves hold between 150 and 200 million tons - enough to meet up to six months' consumption and well above the 18 percent of consumption recommended by FAO. But China is not immune to food price pressure. Food, which accounts for 30 percent of the basket of goods on which inflation is calculated, has been blamed for the high levels of inflation recorded in the past year. Those increases have been attributed to rises in three main commodities: pork because a disease killed many of the herd last year; fruit and vegetables because the snow and ice storms in southern China in January and February destroyed many horticultural crops; and cooking oil because it relies heavily on soybean imports, the international price of which has grown steadily over recent years. The government has demonstrated its concern over the issue of domestic food prices by introducing 10 measures to boost production and contain prices. These include incentives for farmers, restrictions on exports and limits on the use of food for biofuel production. Many commodity analysts - including the World Food Program - are counting on those measures to be successful. Notwithstanding the impressive increases in grain production in China over the past 30 years, the country's farmers face a tough challenge to keep increasing the amount of grain they grow at the same pace as demand is rising. The amount of land and water available for agriculture is decreasing, so much will depend on them being able to get better yields. And the best incentive is for farming to be profitable. Personally, I am optimistic that China's farmers can rise to this challenge, with the right kind of support from the

Webb in 2008 continues . . .

government. I have seen how hard-working farmers in rural Anhui province toil to grow wheat, rice, rapeseed and vegetables not just for their families but for other provinces too. I have also seen that many of them still rely on buffaloes to till their fields and on rainfall to water their crops. Better machinery and irrigation could help this productive province grow even more. China has already made so much progress, reducing the number of undernourished people by more than 150 million over the past 30 years. Then, one in three Chinese children was malnourished; today just 7 percent of children are too short for their age, a sign of poor nutrition. In fact, the average 6-year-old boy in China today is 6 kg heavier and 6 cm taller than he would have been 30 years ago. That's concrete evidence of better diets and health. China, perhaps better than any other developing country, has seen first hand how economic development depends on food security. It knows that growing economies need healthy, well-nourished and well-educated workers. Now the world is counting on its farmers being able to continue increasing the amount of grain they can grow, to meet growing requirements at home and to stabilize prices. WFP is hoping that it can learn from China's tremendous progress, and export some of the lessons - as well as financial and other support - to developing countries which are still struggling with poverty and hunger.

## \*\*Economy Advantage Ext.\*\*

### Uniqueness: Economy

#### Econ is declining. Laundry list.

Lendman 7/7/2012 [ Stephen, Stephen Lendman is a renowned author and Research Associate of the Center for Research on Globalization (CRG), “Dismal Jobs Report Reflects Economic Decline”, July 7th, <<http://www.veteranstoday.com/2012/07/07/dismal-jobs-report-reflects-economic-decline/>>]

The household survey adjusted on a comparable basis to the headline payroll one showed 153,000 June job losses. It was the third decline in the past four months. In total, 666,000 jobs are gone.¶ Average hours worked fell to 0.4% year-over year down from 4.3% in Q 1. It suggests downward GDP forecast revisions anywhere from 1.5% to contraction.¶ The University of Michigan “favorable (employment) news” index plunged to 27 in June from 34 in April and May. In March it was 38.¶ It reached a 2012 low. Since 1980, a decline of seven points month-over-month occurred only six times. In contrast, unfavorable employment new rose five points to 28. It hit a yearly high.¶ The Conference Board’s “jobs hard to get” index rose to 41.5 in June. It reflected a five-month high. In May it increased to 40.9 from 38.1 in April. The ISM jobs index fell slightly from 56.9 to 56.6 month-over-month.¶ Initial jobless claims averaged 387,000 in June. They rose 3% over May. In the past decade, months in which they increased this much saw declining payrolls over 70% of the time.¶ Average hours worked fell to 0.4% year-over year down from 4.3% in Q 1. It suggests downward GDP forecast revisions anywhere from 1.5% to contraction.¶ By any measure employment is weak. The private payrolls diffusion index measures the degree to which companies expand or contract them. It fell 1.9 points to 57.9. It dropped twice in the last three months. It’s the lowest read since last November.¶ The manufacturing diffusion index declined to 51.2 from 53.7. It hit a 2012 low. Average unemployment duration rose for the second straight month. It’s at 39.9 weeks up from 39.7 in May.¶ Part-time workers are growing at the expense of lost full-time jobs. The protracted trend shows the downsizing of American jobs, their quality, and future prospects.¶ The service sector diffusion index also fell. It’s down from 53.7 in May to 52.1. It’s the lowest figure since January 2010. Its forward looking indicators flashed weakness. Backlogs dropped from 53 to 47.5. It’s another 2012 low.¶ New orders fell to 53.5. Vendor performance slipped to 51 from 53. Export numbers declined to 49.5 from 53 in May and 58 in April. It’s the second lowest read since August 2010.¶ Prices plunged for five straight months from 68.4 in February to June’s 48.9. It’s the lowest level since July 2009. Overall, nominal non-manufacturing stands at a three-year low. Indications suggest considerably more downside.¶ Combining manufacturing and non-manufacturing indices, the composite dropped to 51.8 from 53.7 in April and May and 56.7 in February. It now stands where it did in January 2010.¶ The Conference Board’s measure of CEO confidence plunged in Q2 to 47 from 63 in Q1. Under 50 reflects negative sentiment. Only three times in the past decade did a decline this great occur. Each time it reflected the economy in recession or about to roll over.¶ Claiming the recession ended is more illusion than reality. Economic conditions are awful. Half or more of US households are impoverished or borderline.¶ Expect much worse ahead. Protracted Depression harshness shows no signs of abating.¶ Economist Jack Rasmus is a Progressive Radio News Hour regular. He explained that winter months job numbers “were grossly overestimated.”¶ They were boosted by highly suspect statistical adjustments. They were more relevant pre-2007 than today.¶ April, May and June reports were dismal. Putting a brave face on them doesn’t wash. They reflect economic decline, not growth. Later downward revisions may show they’re worse than now reported.¶ Recovery is nowhere in sight. Conditions are going from bad to worse. Main Street remains in protracted Depression.¶ On the Progressive Radio Network, economist Paul Craig Roberts called America a “third world economy.” Conditions are worse now than when crisis conditions erupted in fall 2007.¶ According to Rasmus:¶ Since the September 2008 banking crash, “the weakest (so-called) recovery on record followed. Over $3 trillion was pumped into the economy. Bankers got over $9 trillion in free money.” Some analysts estimate more than double that amount.¶ Money they got went for speculating and consolidating to greater size. Little went for economic growth. What’s reported is illusory. Weak official numbers are softening.¶ Bipartisan complicity to cut trillions of dollars in domestic spending post-election in addition to scheduled $2.2 trillion effective January 2013 promises to make tough times much harder.¶ A so-called “grand bargain” includes more corporate handouts, business tax cuts, and continuing the ones Bush instituted for rich elites. Doing so will increase the federal deficit by $4 trillion or more over the next decade.¶ At the same time, massive cuts in Medicare, Medicaid, Social Security disability, education, and virtually all other social spending are planned. Bipartisan agreement assures it.¶ Defense and homeland security are safe. So are intelligence and Pentagon black budgets believed to be in the hundreds of billions of dollars annually.¶ Expect increased corporate handouts. Their interests are prioritized over vital popular needs gone begging.¶ America is becoming banana republicanized. Disproportionally small numbers have enormous wealth. Ordinary people are exploited. Profits are privatized. Public pain is socialized.¶ Complicit

Lendman 2012 continues . . .

corporate and political kleptocrats run the country. Gangsterism defines their agenda. Freedom and other democratic values are absent.¶ Social benefits are disappearing. Austerity replaced them. Code language calls it “grand bargain/fiscal cliff” priorities.¶ Crackdowns target protesters knowing the ruse and complaining publicly.¶ Today’s America reflects the worst of all possible worlds. Hard times indicate tougher ones coming.¶ America and other global economies are weakening at an alarming rate. Over 80% show declining industrial activity. Economist David Rosenberg called EU summit results “more bones than meat.” Reality replaced initial euphoria.¶ Analysts and media scoundrels praised the outcome. Deception is the name of their game. New ways to reverse economic decline weren’t proposed. Cutting near zero interest rates solves nothing.¶ Nor does central bank money creation for banks, not economic growth. America’s in deep trouble. So is Europe. Recession conditions are worsening. Manufacturing in Germany and France are declining. So is Germany’s service sector. Spanish bond yields again hit 7%. Depression conditions are deepening.¶ A Bank of England statement said:¶ “(A) weaker outlook for UK output growth means that the margin of economic slack is likely to be greater and more persistent.”¶ In other words, BoE governor Mervy King said Britain’s economy is lousy.¶ On July 6, the Wall Street Journal headlined “Jobs Report Revives Fears for Recovery,” saying:¶ Weak job numbers were reported for the third consecutive month. The quarter was the weakest since 2010. Nomura economist Ellen Zentner said soft data reflects a growing sense of uncertainty. What’s ahead “could be the beginning of a (significant) downshift in economic activity.”¶ US manufacturing is contracting. Household spending is down. Retail sales declined. The Redbook survey finished June with sales activity way below target year-over-year expectations. Instead of 2.9%, it registered 2.2%. Month-over-month gains were weaker. Instead of forecast 0.9%, it came in at 0.2%.¶ University of Michigan and Conference Board auto buying intentions show readings well off earlier year highs. Housing is in protracted Depression. Almost 30% of US homeowners are under water or have no equity in their homes. Recovery remains distant.¶ Consumer confidence reflects crisis conditions. The Fed, IMF and mainstream economics cut US 2012 growth forecasts. They still reflect overestimates.¶ Officially recession ended in mid-2009. Unofficially things are much worse now than then and heading south.

### Solvency: Competitiveness

#### Inland Water ways key to econ competiveness

US Army Corps of Engineers 2000, Federal Role Supporting the Nation, “Inland Waterway Navigation” May http://www.spn.usace.army.mil/value\_to\_the\_nation/InlandNavigation.pdf

As the world’s leading maritime and trading nation, the **United States relies on an efficient Maritime Transportation System(MTS) to maintain its role as a global power.** The Federal government’s involvement in navigation projects dates to the early days of the United States, when rivers and coastal harbors were the primary paths of commerce in the new country. Federal interest in navigation stems from the Commerce Clause of the Constitution and subsequent Supreme Court decisions defining the Federal government’s authority to regulate commerce and navigation, and to provide navigation improvements. **Today, navigable inland waterways provide a cost-effective means for moving major bulk commodities,** such as grain, coal and petroleum. **Inland navigation is a key element of State and local government economic development and job-creation efforts, and is essential in maintaining economic competitiveness and national security**

#### New infrastructure investment is crucial - modern U.S. waterways are key to economic competitiveness – most efficient method of commerce

Cornell Martin, 2-21-2011, is president and CEO of the Waterways Council Inc., Journal of Commerce, Vol. 12 Issue 8, “WATERWAYS DESERVE FUNDS,” p. 35, Ebsco Host

THE RELEASE OF the president's fiscal 2012 budget on Valentine's Day and its historically low funding level for the U.S. Army Corps of Engineers' Civil Works Program was anything but a message of love. That's not unexpected in this fiscally conservative environment, but the slashed Civil Works budget is problematic not only for the corps, but for the nation, overall, as well. Why? America's inland water-ways are a precious natural resource, and remain the envy of the world because of the "water highway" our expansive waterways system pro-vides for commerce. But too often, our rivers and waterways are out of sight, out of mind. Nonetheless, modern lock and dam infrastructure is critical to our nation's competitiveness, to the effi-cient movement of the intermodal supply chain, to environmental pro-tection, to energy efficiency, to the sustainment of well-paying Ameri-can jobs and to traffic congestion relief. In real numbers, America's inland navigation system moves more than 600 million tons of freight commodi-ties valued at more than $70 billion each year. This includes about 20 per-cent of the coal burned to generate electricity in utility plants, roughly 22 percent of domestic petroleum products, approximately 60 per-cent of U.S. grain for export, helping our nation's farmers and growers to compete internationally at a fraction of the cost of the other bulk modes. The beneficiaries of the water-ways system are many because rivers provide stable pools of water for industrial, municipal and agri-cultural use, generate hydropower, provide flood protection, create rec-reational opportunities, and enhance.

#### Key to economic efficiency and competitiveness.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

The efficiency of the surface transportation system underlies the efficiency of the entire national economy. As recently stated by the National Surface Transportation Policy and Revenue Study Commission: Transportation is the thread that knits the country together, providing the mobility that is such an important part of overall quality of life and is so deeply embedded in our culture and history. Highways, transit, rail, and water systems provide unprecedented access to jobs, recreation, education, health care, and the many other activities that sustain and enrich the lives of American families. 22 The Federal Highway Administration (FHWA) of USDOT reports that the U.S. surface transportation system moved an average of 53 million tons of freight each day (including bulk movements on water) worth $36 billion in 2002, and estimates that by 2008 this freight tonnage had increased by 11.2 percent, reaching 58.9 million tons per day. Nearly 10 percent of this tonnage is imports and exports. 23 The surface transportation system also accommodated more than 13.6 billion passenger miles each day in 2007. 24 Although the surface transportation system has handled traffic levels exceeding original design plans, demand for freight and passenger movement has grown more rapidly than capacity for the last several decades. The rapid growth in demand and the resulting capacity constraints became evident in parts of the U.S. freight transportation system during the 1990s and became a growing source of national concern particularly in the last decade. As noted recently by the Transportation Research Board, rising freight congestion threatens to impair economic productivity with the most visible congestion occurring at certain important nodes of the system and their surrounding areas, including the largest seaports and at terminal operations at inland hubs like Chicago. 25 Similarly, the issue of congestion for travelers on highways, transit, and rail systems has become severe in certain urban areas that are the major contributors to the nation’s economic productivity. For commuters, traffic congestion can seriously impinge on quality of life. America’s Marine Highway is available to bring significant freight congestion relief along certain corridors. A study for USDOT estimated that there were a total of approximately 78.2 million trailer loads of highway and rail intermodal cargo that moved between origins and destinations 500 miles apart along the U.S. contiguous coasts in 2003. 26 This long-haul coastal truck and intermodal traffic accounted for 15 percent of total 527 million trailer loads of U.S. intercity truck and intermodal rail traffic in 2003. These movements do not include empty trailer movements or the container and trailer traffic moving on inland surface freight corridors that are also served by the U.S. inland waterway system. Moreover, they do not include potential freight on short-haul Marine Highway services. 27 As will be discussed in more detail below, congestion at major ports can occur as freight volumes increase, as was demonstrated early in the last decade when some ports experienced double-digit year-on-year growth in international freight volumes. One benefit of expanding the Marine Highway system is that international containers could be transferred at major ports to and from Marine Highway services, bypassing the need to use congested urban landside access routes. Vessel operators serving purely domestic trades could bypass deep draft ports altogether, also reducing congestion at these ports. Most of the nation’s smaller ports can handle substantial growth in container movements (subject to acquiring specialized equipment) with little or no congestion at the ports or on adjacent roads. MARAD has not yet calculated the potential volume of Marine Highway movements of cargo through and around congested ports in U.S. markets, but such movements constitute a major share of the container traffic moved by water in Europe. Several recent startup U.S. Marine Highway services have or will specialize in the transshipment of international containers, including an Oakland to Stockton and West Sacramento, CA service and a Norfolk to Richmond, VA service (see later report section on Other Progress – Marine Highway Services). It is unlikely that Marine Highway services will offer a significant contribution to the longdistance movement of passengers within the United States given the relatively low speed of water service. However, passenger ferry services between or within highly congested cities can provide important relief to local traffic congestion and needed transportation redundancy for emergency situations. Urban areas account for the great majority of U.S. traffic congestion.

#### Waterway investment is key to maintain American economic competitiveness

The Huffington Post 2012 [No specified author, “Edna Jackson, Savannah Mayor, Lobbies Obama For Waterway Renovations”, 03/14, http://www.huffingtonpost.com/2012/03/14/edna-jackson-savannah-waterway-renovations\_n\_1344553.html]

Like other East Coast states, Georgia is scrambling for federal funding and permits to deepen the Savannah River by 6 feet to accommodate supersized cargo ships expected to arrive via the Panama Canal once it finishes a major expansion in 2014. Savannah has the nation's fourth busiest container port, but officials fear losing business if its shipping channel remains too shallow. The mayor said she couldn't remember Obama's exact response, but she found him to be supportive overall. "He was quite aware of the harbor deepening and he also realized this is not just affecting Savannah, but all of Georgia," Jackson said. Obama included $2.8 million for the Savannah harbor expansion in his proposed budget last month, and he helped secure $600,000 in federal funding last year. Still, that's far from the $105 million from Washington that Georgia Gov. Nathan Deal and port officials have sought to fund the first year of construction. Deal has made expanding the Savannah harbor a top priority for improving Georgia's economy. Overall, port officials need about $360 million in federal funds, with the state paying for the rest.

### Solvency: Economy

#### Waterways Good for Econ

Nachtmann, Ph.D. 02 [Heather, University of Arkansas, “Economic Evaluation of the Impact of Waterways on the State of Arkansas”, Arkansas Waterways Commission, Mack-Blackwell Transportation Center, 07/31, <http://ww2.mackblackwell.org/web/research/ALL_RESEARCH_PROJECTS/9000s/9208/MBTC%209208%20final.pdf>]

According to the U.S. Department of Transportation, waterways provide the most economical ¶ and environmentally sound mode of moving goods and commodities¶ 22¶ . Federal, state and local ¶ government officials are interested in and supportive of using waterways for transportation in ¶ addition to recreation, flood control, and water supply. Inland waterways carry approximately ¶ 15% of the total freight transported in the U.S.¶ 21¶ . The annual value of goods exchanged between ¶ states using water transportation exceeds $100 billion¶ 11¶ , and the total impact of waterborne ¶ transportation on Arkansas’ economy is approximately $811 million. There are twenty-four ¶ river states that are linked by navigable waterways. As one of these centrally located states, ¶ Arkansas has a strategic geographic advantage. These twenty-four states account for 54% of the ¶ nation’s population, 56% of heavy manufacturing, and 61% of agricultural jobs¶ 14¶ . The navigable ¶ waterways provide a proficient and economic means for moving 2.2 billion tons of the nation’s ¶ domestic and foreign trade¶ 22¶ . Within these twenty-four river states, nearly 800,000 jobs exist in ¶ industries, which ship or receive barge-oriented commodities in counties adjacent to the ¶ waterways¶ 11¶ .

#### Waterways cause economic growth

Nachtmann, Ph.D. 02 [Heather, University of Arkansas, “Economic Evaluation of the Impact of Waterways on the Port of Cincinnati-Tristate”, Proposal RAC Chairman, <http://www.edaeast.com/rac/download/NachtmannRACproposaldraftv3.doc>]

Empirical studies indicate that inland waterways directly and indirectly contribute to economic growth, including economic value, earnings, and employment 8, 9, 10, 11, 12. Input-output analysis is the most widely used and accepted method for conducting economic impact studies of water transportation. Input-output models use regional multipliers to estimate the indirect economic impacts of an activity within a region. Each multiplier is a numerical quantity that represents the economic impact relationship between two industries for a certain region. Direct economic impacts are input into the model and multiplied by the input-output multipliers. The results are the total regional economic impacts of the activity, including both the direct and indirect impacts. This study will focus on three economic indicators: value, earnings of employees, and number of jobs. Defined by the Bureau of Economic Analysis, these metrics are the industry standard for measuring the total impact of an activity on regional output, earnings, and employment.

#### Inland Waterways increases economic output

Jackson 07, Donaldson E. Jackson United States Army, “Leveraging the Strategic Value of the U.S Inland Waterway system, http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583

The inland waterway system of the United States stands as a minimally exploited system that, if optimized, could help eliminate the congestion of overland transport, pollution, and provide a low cost alternative to long haul passages.78 The USDOT should aggressively promote inland waterways as an effective alternative to overland transportation. U.S. Inland Waterway System stakeholders must embrace emerging technologies that more efficiently manage traffic on inland waterways to mitigate lock-imposed delays. An intra-governmental approach to managing national water resources must be better integrated at the local, state, and federal level, eliminating political impediments to system efficiency. Integrated planning to effectively link the national transportation network with state and local intermodal infrastructure must be encouraged and managed strategically. The federal government must lead efforts to develop adequate funding strategies, seeking public-private collaboration, to maintain the investment streams that support new construction, operations, and maintenance of the inland waterway system, making it a reliable and affordable means of transportation in the future. Inland waterway infrastructure must be prioritized and resources focused on the most value added gateways supporting objectives of the national freight transportation system. Overall the system should be repaired and modernized and, in certain cases, enlarged to meet the industry standard requirement for locks of 1200 feet. The federal government and the USDOT, using an interagency approach, must continue to develop transportation strategies that encourage the balanced growth of each industry sector, leading leads to more effective integration of inland waterway transportation. The USTRANSCOM deployment and distribution model should be commercially replicated at the national level to highlight alternative freight transportation planning opportunities that leverage the capabilities of each transport mode. The USDOT must provide shippers incentives for increased use of inland waterways, expanding container-onbarge opportunities to alleviate congestion and increase capacity of the freight transportation system at the national level.

#### Inland Waterways increases economic output

Jackson ‘7, Donaldson E. Jackson United States Army, “Leveraging the Strategic Value of the U.S Inland Waterway system, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

**Inland waterways present a** possible **alternative to overland transport that has been underutilized in the past.** **The EU recognizes and relies upon their existing water highways,** committing to a more balanced approach for future transport. The core network links the Netherlands, Belgium, Luxemburg, France, Germany, and Austria via a myriad of easily accessible rivers and canals, carrying cargo such as heavy materials, bulk industrial goods, building products, containers, oversized loads, and waste. Inland waterway transport in the EU has experienced a growth rate of 17% over the past decade. **Inland waterways are a strategic asset to the nation, enabling the U.S. to significantly increase economic output in both domestic and international markets,** and project military power more rapidly and effectively into the 21st Century. Over the next 20 years **economists estimate that inland navigation will increase by more than 35%.49 The inland waterway system is a potential resource upon which we can increase the flow of** military **cargo.** Continued application of technology to barge operations and integration of the inland waterway system into the nation’s intermodal system makes this an area ripe for additional development.50 Waterways already move important national defense resources and other supplies in large quantities for the armed forces.51 As a mode of transportation, the inland waterway system is quiet, low profile, and off the public radar.52

#### Inland Waterways increases economic output

Jackson, ‘7, Donaldson E. Jackson United States Army, “Leveraging the Strategic Value of the U.S Inland Waterway system, <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA469583>

**In order to maintain our competitive edge, we must assure the strategic mobility of our economic** and military **elements of power**. **The inland waterway system can provide a key, strategic capability that enables the current and future economic prosperity and national security of the United States.** **The federal government, however, must efficiently manage, adequately fund, and effectively integrate inland waterways with other modes of transportation at the national level for this to achieve success**. **Promotion of the inland waterway system**, using an interagency and intra-governmental approach, positions this capability to provide the additional capacity necessary to meet current and future freight transportation requirements. **Leveraging the strategic value of inland waterways is integral to building an effective and reliable national transportation network for the 21st Century.**

#### Transportation is economically beneficial

Cambridge, 02[economic benefits of transportation investment, Cambridge systematic inc., jan. 5th, <http://www.transportation.org/sites/planning/docs/nchrp22_1.pdf>]

The sheer volume of freight in motion in the United States underscores the importance of¶ the transportation system to the national economy. In 1997, the country’s roadways, rail¶ lines, airways, waterways, and pipelines shipped 11.1 billion tons of freight valued at¶ nearly $7 trillion. In fact, the value of all the goods¶ shipped annually in the United States is more than¶ four-fifths as large as the entire U.S. gross domestic¶ product (GDP). Some 2.7 trillion ton-miles of¶ freight traffic moved over an average shipment¶ length of 472 miles.

### Solvency: Jobs

#### Water Transportation provides jobs and is economically viable

Natchtmann 02, Heather,” Ph.D. Department of Industrial Engineering University of Arkansas “Economic Evaluation of the Impact of Waterways on the State of Arkansas, July 31, http://ww2.mackblackwell.org/web/research/ALL\_RESEARCH\_PROJECTS/9000s/9208/MBTC%209208%20final.pdf

According to the U.S. Department of Transportation, waterways provide the most economicaland environmentally sound mode of moving goods and commodities22. Federal, state and local government officials are interested in and supportive of using waterways for transportation in addition to recreation, flood control, and water supply. Inland waterways carry approximately 15% of the total freight transported in the U.S.21. The annual value of goods exchanged between states using water transportation exceeds $100 billion11, and the total impact of waterborne transportation on Arkansas’ economy is approximately $811 million. There are twenty-four river states that are linked by navigable waterways. As one of these centrally located states, Arkansas has a strategic geographic advantage. These twenty-four states account for 54% of the nation’s population, 56% of heavy manufacturing, and 61% of agricultural jobs14. The navigable waterways provide a proficient and economic means for moving 2.2 billion tons of the nation’s domestic and foreign trade22. Within these twenty-four river states**,** nearly 800,000 jobs exist in industries, which ship or receive barge-oriented commodities in counties adjacent to the waterways11**.**

#### Modernizing inland waterway infrastructure would immediately add new jobs.

Martin, 2009 Cornel Martin, President and CEO, Waterways Council, "Inland Waterways Investment Is Critical to Economic Recovery - and it's Green” 2009 waterwayscouncil.org/Media%2520Center/articles/Page\_%2520from\_Cornel\_OPED\_Marex.pdf

Last November Waterways Council, Inc. (WCI) submitted testimony to Congress urging the inclusion of $1.5-$2.0 billion for the nation’s critical lock-and-dam infrastructure system under the second economic stimulus package focused on infrastructure investment, job creation, and economic recovery. WCI specifically urged Congress to fund a total of 16 congressionally-supported, lock-and-dam modernization projects with approximately $1-$1.5 billion that could productively and quickly (perhaps within 90 days of enactment) expedite job-creating construction work associated with the projects. It also requested an additional $500 million to be appropriated in the stimulus bill for productive, high-priority, employment-enhancing operation and maintenance (O&M) work on the inland waterway system. At press time it was unclear when the full economic stimulus package would be presented or what priority would be given to our nation’s inland waterways infrastructure, but we will continue to urge our leaders in Congress and the new Administration to recognize the importance of our nation’s inland navigation system and address its critical needs. America’s inland navigation system offers our country an opportunity to compete in the world market, but if we don’t make necessary investments now, our future as a world leader is in jeopardy.

#### The plan is key to jobs and the economy.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

America’s Marine Highway can support the creation and sustainment of desirable jobs for Americans. These jobs are provided through direct employment in marine transportation services and shipbuilding, as well as other services that support marine transportation. Water transportation positions are beneficial to both workers and the nation. The Bureau of Labor Statistics (BLS) reports that earnings for water transportation positions are higher than most other occupations with similar educational requirements for entry-level positions. 28 As of 2008, the nation’s domestic and international water transportation industry supported approximately 65,200 direct jobs, with an additional 97,000 jobs in port-related activities and 104,500 jobs in shipbuilding and repair. 29 The water transportation industry generated some $36.1 billion in gross output in 2007, of which $10.7 billion was value added. 30 Many of the water transportation jobs exist in the inland waterway and coastal systems moving bulk products to our gateway ports. Marine Highway services can take many forms, ranging from self-propelled vessels operating between coastal ports to tug-and-barge services serving ports along inland and coastal waterways, and can serve various freight markets and schedules. A typical tug-and-barge service carrying containers between ports offers employment opportunities for the vessel crew, stevedores, and terminal workers who facilitate the intermodal transfer of cargo to and from the barges. Such job growth may or may not substitute for jobs in other transportation modes, depending on the markets affected and the design of the service (see below). The U.S. Coast Guard (USCG) is responsible for the credentialing of U.S. mariners. With certain exceptions, individuals employed on U.S.-flag merchant vessel of 100 gross tons or over must hold a valid Merchant Mariners Credential (MMC) issued by USCG. 31 The MMC is a form of identification and contains the qualifications that a mariner holds based on training, experience, and completion of necessary examinations. Beginning April 15, 2009, all mariners holding an active license, certificate of registry, Merchant Mariner Document (MMD), or MMC issued by USCG must also hold a valid Transportation Worker Identification Credential (TWIC) issued by the Transportation Security Administration (TSA). 32 The TWIC was established by Congress through the Maritime Transportation Security Act and is administered by TSA and USCG. TWICs are tamper-resistant biometric credentials that are issued to workers who require unescorted access to secure areas of ports, vessels, and outer continental shelf facilities, and to all credentialed merchant mariners. Merchant mariners are critical to the national security and economic needs of the nation. In addition to their importance as human resources for the nation’s transportation system, many play a vital role in for crewing ships during national emergencies and wartime situations (see section below on The Marine Highway and National Defense). Qualified mariners must be ready and available when a national emergency occurs – the time required to train new mariners would make it impractical to mobilize U.S. sealift in an emergency if mariners were not already on hand. The United States is also well-positioned to meet the demand for new mariners. There are seven merchant marine academies in the United States that graduate over 700 ship officers and engineers annually. 33 Private operators, labor unions, and other associations also provide training. Over the last decade, at least 19 maritime high schools began operations in the United States. 34 In 2008, MARAD announced a new curriculum for these schools that will help prepare the next generation of high school graduates for maritime jobs. Expanded use of Marine Highway services has the potential to generate orders for new vessels. These orders could help to revitalize the U.S. shipbuilding industry and support the nation’s skilled shipyard labor base through the construction of self-propelled vessels specifically designed for container and trailer freight movement and passenger trades, such as roll-on/roll-off (RoRo) trailer ships and ferries (see section below on The Marine Highway and National Defense). The direct number of jobs created per vessel constructed would vary by vessel size and type. Building a larger self-propelled coastal ship to transport trailers and containers might generate up to 600 job years of direct labor at the shipyard. 35 Indirect jobs (jobs at steel producers and other suppliers to the shipyard) and induced jobs (jobs supported in the general economy due to spending of workers’ wages) would add significantly to the overall employment impact. Construction of Marine Highway vessels built to a standard design and in serial production runs would also reduce per vessel costs and could lead to more vessel orders and jobs over the longer term. Growth in Marine Highway activity will also support land-based job opportunities – such as short-haul truck drivers and logistical business positions at Marine Highway ports. Job creation on vessels and in ports due to the growth of the America’s Marine Highway system depends largely on the numbers and locations of Marine Highway corridors and services that eventually emerge, future growth of domestic freight movements, future funding of infrastructure in water- and land-based transportation modes, and the complex tradeoff of jobs among these modes as one modal system gains proportionately more traffic than another. Ultimately, however, the principal source of new employment from America’s Marine Highway will be its contribution to the efficiency and flexibility of the nation’s supply chain, as described in the following sections of this report. By having access to a reliable transportation alternative that can be expanded at modest cost when compared to surface transportation services, U.S. businesses can better react to changing supply chain circumstances, such as rising fuel costs, and thereby realize productivity gains and improved profitability. Profitable and productive businesses experiencing growth are the chief sources of new demand for workers throughout the economy.

### Solvency: Shipbuilding Industry

#### The plan is key to the shipbuilding industry.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

America’s Marine Highway can support the creation and sustainment of desirable jobs for Americans. These jobs are provided through direct employment in marine transportation services and shipbuilding, as well as other services that support marine transportation. Water transportation positions are beneficial to both workers and the nation. 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### Internal Link: Ag K2 Econ

#### Agricultural competitiveness key to strong economy

**NCbiofuels 12**

(organization which has as its goal the awareness of biofuel and agricultural industries) "Agriculture - The Cornerstone Of Our Old (And New) Economy." *Agriculture - The Cornerstone Of Our Old (And New) Economy*. NCbiofuels, 27 June 2012. Web. 28 June 2012. <http://ncbiofuels.net/biofuels-nc-blog/643-agriculture-the-cornerstone-of-our-old-and-new-economy.html>.

America may not currently be as aware of the economic value of agriculture as we should be, but America is changing. Many of us are quickly realizing it is not possible to sustain our planet or our economy with "throw away" products and artificially deflated costs. Both the credit and housing crises and recession of the past few years have made all of us think about our resources differently. These events brought to light the need for all of us to change, not just for our economy, but also for our planet. **How can we create jobs, increase strategic security, reduce waste, and sustain our own communities with resources we currently have available to us?** **A large part of the answer has been right in front of us all along: by creating new opportunity through agriculture. Innovating new agricultural industries is key to creating sustainable national wealth and security.** The U.S Secretary of Agriculture, Tom Vilsack, wrote recently in the White House Blog about why creating an advanced biofuels sector in the U.S. is crucial. He said, "I believe in renewable fuel production goals and I believe in the need for improved energy security, a cleaner environment, better economic opportunity and job creation in rural America." Developing the biofuels industry will create massive demand for agricultural products (specifically biomass for biofuel production) and that demand will create potentially thousands

### Internal Link: Economy K2 Heg

#### The economy is key to hegemonic power.

Du Boff 03 [Richard, is Professor Emeritus of Economics,Bryn Mawr College, CBS Moneywatch.com, ³UShegemony: continuing decline, enduring danger´ Dec 03, http://findarticles.com/p/articles/mi\_m1132/is\_7\_55/ai\_111503528/pg\_11/?tag=content;col1]

"Global hegemony" might be defined as a situation in which one nation-state plays a predominant role in organizing, regulating, and stabilizing the world political economy. The use of armed force has always been an inseparable part of hegemony, but military power depends upon the economic resources at the disposal of the state. It cannot be deployed to answer every threat to geopolitical and economic interests, and it raises the danger of imperial overreach, as was the case for Britain in South Africa (1899-1902) and the United States in Vietnam (1962-1975).

### Internal Link: Unemployment K2 Econ

#### Unemployment threatens the economy

**XINHUA GENERAL NEWS SERVICE**, “Interview: Unemployment Biggest Threat to Global Economy, Says Economist,” April 1, 20**09**, lexis.

Unemployment is the biggest threat to the global economy, Julian Callow, chief Europe economist at Barclays Capital in London, said. Callow told Xinhua in an exclusive interview he hoped leaders attending the G20 Summit would make efforts to restrain the rising unemployment rate so that demand could be boosted and the economy stimulated. Callow said since topics at the G20 Summit are about "stability, growth and jobs," employment will be given top priority. But he worried "leaders will not agree so much on a new macro-economic stimulus." As the economic crisis deepens, the unemployment rate in advanced economies is sharply rising. So far, the unemployment rate in the United States has climbed to 9.4 percent. In Britain, the number of jobless people has exceeded two million, with an unemployment rate of 6.5 percent. Callow forecast the global economy would contract 1.5 percent this year. Japan, in particular, would suffer the most, with a contraction rate of 5.8 percent. The United States, Britain and the Eurozone would contract 2.9 percent, 3.4 percent and 3.2 percent, respectively.

### Inherency: Heg Threatened

#### U.S. Heg is threatened by China’s rising Military

**Pennington ’11** [Mathew, Associated Press, China Challenges US predominance in Asia-Pacific, The Guardian, March 7, 2011, <http://www.guardian.co.uk/world/feedarticle/9533204>]

When China launched threatening war games off Taiwan 15 years ago on the eve of an election on the self-governing island, the U.S. deployed two aircraft carriers, and China quickly backed down. Things don't seem so one-sided any more. **China's military has been on a spending spree at a time that the debt-ridden U.S. government is looking to cut defense costs.** On Friday, China announced a 12.7 percent hike for **this** year, the latest in a string of double-digit increases. That **trend has triggered worries in Congress and among security analysts about whether the United States can maintain its decades-long military predominance in the economically crucial Asia-Pacific.** While the U.S. military has been drained by 10 years of costly conflicts in Afghanistan and Iraq, **China has developed air, naval and missile capabilities that could undercut U.S. superiority** in China's backyard. China is still decades away from building a military as strong as the United States. It has not fought a major conflict since a border war with Vietnam in 1979 and is not a Soviet-style rival threatening American soil.

## \*\*Hegemony Advantage Ext.\*\*

### Solvency: Competitiveness

#### Waterways are neglected in US, nurturing them is key to global competitiveness.

Palmer 04 [R. Berry, “Nurture, Don't Neglect, Our Waterways Infrastructure”, Thomas Publishing Company, June 2004, <http://www.inboundlogistics.com/cms/article/nurture-dont-neglect-our-waterways-infrastructure/>]

One of the most logical transportation alternatives with the greatest benefit to commerce and consumers is the inland waterways system. The commercially active portion of our national inland waterways system spans approximately 12,000 miles and serves 38 states—moving 16 percent of the nation's intercity freight for just two percent of the nation's total freight costs. That generates an annual transportation savings of more than $7 billion for shippers, with one typical 15-barge tow able to move the same amount of cargo as 870 trucks. But despite their integral role, the country's inland ports and waterways are in a state of neglect. Of 195 locksites in the United States—which handle more than 630 million tons of freight annually—more than half are 50 years old, or older, and beyond their economic design lives. This has very negative implications for our nation's competitiveness and for our quality of life. Without domestic water transportation, shippers would require 41 million more truck trips and 9.9 billion more gallons of fuel annually to move the same amount of cargo. This increased traffic would create 7.8 billion pounds of additional pollutants. One key to maximizing the efficiency of the waterways transportation mode is modernizing the industry's port and waterway infrastructure (locks, dams, ports, loading/unloading facilities, terminals and docks). But instead of being used promptly as originally intended, more than $400 million in Inland Waterways Trust Fund receipts have accumulated, remaining unspent as our nation's waterways infrastructure continues to erode. Perhaps policymakers are hearing our plea to utilize the trust fund to benefit the waterways and the nation. President Bush's fiscal year 2005 budget request, released earlier this year, demonstrated the administration's growing understanding of the inland waterways system's myriad benefits and the need to upgrade this transportation system. The budget request proposed FY 2005 spending between $115 and $133 million from the dedicated Inland Waterways Trust Fund for the modernization of priority projects. While still short of the Waterways Council's recommended $150-million-per-year allocation for 10 years, the President's budget request is the highest funding recommendation over the last decade. As required under current law, these trust fund expenditures will be matched by general revenue treasury funds. While the President's increasing recognition is encouraging, we must continue to push hard for full and efficient funding for all our nation's priority lock and dam projects. The condition of our waterways infrastructure is critical to maintaining our global competitiveness.

#### Infrastructure is key to US prosperity and global competitiveness. Puentes 11 [Robert, Senior Fellow at Metropolitan Policy Program, “Infrastructure Investment and U.S. Competitiveness”, Council on Foreign Relations, April 5th 2011, <http://www.cfr.org/united-states/infrastructure-investment-us-competitiveness/p24585>]

Infrastructure is central to U.S. prosperity and global competitiveness. It matters because state-of-the-art transportation, telecommunications, and energy networks--the connective tissue of the nation--are critical to moving goods, ideas, and workers quickly and efficiently and providing a safe, secure, and competitive climate for business operations. But for too long, the nation's infrastructure policies have been kept separate and apart from the larger conversation about the U.S. economy. The benefits of infrastructure are frequently framed around short-term goals about job creation. While the focus on employment growth is certainly understandable, it is not the best way to target and deploy infrastructure dollars. And it means so-called "shovel ready projects" are all we can do while long-term investments in the smart grid, high-speed rail, and modern ports are stuck at the starting gate. We often fail to make infrastructure investments in an economy-enhancing way. This is why the proposal for a national infrastructure bank is so important. So in addition to the focus on job growth in the short term, we need to rebalance the American economy for the long term on several key elements: higher exports, to take advantage of rising global demand; low-carbon technology, to lead the clean-energy revolution; innovation, to spur growth through ideas and their deployment; and greater opportunity, to reverse the troubling, decades-long rise in inequality. Infrastructure is fundamental to each of those elements. Yet while we know America's infrastructure needs are substantial, we have not been able to pull together the resources to make the requisite investments. And when we do, we often fail to make infrastructure investments in an economy-enhancing way. This is why the proposal for a national infrastructure bank is so important. If designed and implemented appropriately, it would be a targeted mechanism to deal with critical new investments on a merit basis, while adhering to market forces and leveraging the private capital we know is ready to invest here in the United States. Building the next economy will require deliberate and purposeful action, across all levels of government, in collaboration with the private and nonprofit sectors. Infrastructure is a big piece of that.

#### Increase in investment by Congress will lead to a revenue in waterway infrastructure and the competitiveness

Scott, 12 (May 2012, Doug, “Short Take from May 2012; ASCE Tells Congress More Must Be Invested in Inland Waterways,” <http://www.asce.org/ascenews/shorttakes.aspx?id=25769808619>, JMP)

The administration’s budget proposal for fiscal year (FY) 2013 for the Corps of Engineers would provide $4.7 billion, a decrease of more than 5 percent from the $5 billion approved for the current fiscal year. Rossberg said that ASCE believes this level of spending is insufficient to meet the country’s national security, economic, and environmental needs in the 21st century. ¶ “The president’s budget for FY 2013 is inadequate to meet the needs of an aging waterways infrastructure and must be increased,” said Rossberg. “Congress must increase funding for the Corps in the coming fiscal year in order to protect an essential economic asset and ensure American competitiveness in the 21st century. ¶ “The administration’s proposal for FY 2013 would reduce construction funding from $1.694 billion to $1.471 billion, a reduction of 13 percent. Operations and maintenance funding would be down slightly, from $2.412 billion to $2.398 billion. The Mississippi River and tributaries account would decline from $252 million to $234 million, or seven percent. Investigations—the money used to complete project feasibility studies—would go from $125 million to $102 million, a decline of 18 percent. In all, the [Corps of Engineers] civil works program budget for FY 2013 would be cut from $5.002 billion in FY 2012 to $4.731 billion in FY 2013, an overall reduction of 5.4 percent.” ¶ Rossberg told the subcommittee that ASCE recommends $5.2 billion in new budget authority for the Corps of Engineers in FY 2013 to account for inflation and to halt the continuing decline in funding for the Corps’s work. This level of funding is necessary to ensure safe infrastructure and a sound economy. Pubic investment in inland waterways, he said, is needed throughout the country to reverse the present course of declining infrastructure. ¶ “Forty-seven percent of all locks maintained by the U.S. Army Corps of Engineers were classified as functionally obsolete in 2006,” he told the subcommittee. “Assuming that no new locks are built within the next 20 years, by 2020 another 93 existing locks will be obsolete, rendering more than 8 out of every 10 locks now in service outdated. Most locks now are anywhere from 50 to 70 years old.

### Internal Link: Competitiveness K2 Heg

#### US may fall behind soon- competitiveness is key to leadership in the world. Segal 04 [Adam, Maurice R. Greenburg Senior Fellow in China Studies on the Council of Foreign Relations, “Is America Losing Its Edge?”, November/December 2004, Council on Foreign Relations, Inc., http://www.foreignaffairs.com/articles/60260/adam-segal/is-america-losing-its-edge#]

The United States' global primacy depends in large part on its ability to develop new technologies and industries faster than anyone else. For the last five decades, U.S. scientific innovation and technological entrepreneurship have ensured the country's economic prosperity and military power. It was Americans who invented and commercialized the semiconductor, the personal computer, and the Internet; other countries merely followed the U.S. lead. Today, however, this technological edge-so long taken for granted-may be slipping, and the most serious challenge is coming from Asia. Through competitive tax policies, increased investment in research and development (R&D), and preferential policies for science and technology (S&T) personnel, Asian governments are improving the quality of their science and ensuring the exploitation of future innovations. The percentage of patents issued to and science journal articles published by scientists in China, Singapore, South Korea, and Taiwan is rising. Indian companies are quickly becoming the second-largest producers of application services in the world, developing, supplying, and managing database and other types of software for clients around the world. South Korea has rapidly eaten away at the U.S. advantage in the manufacture of computer chips and telecommunications software. And even China has made impressive gains in advanced technologies such as lasers, biotechnology, and advanced materials used in semiconductors, aerospace, and many other types of manufacturing. Although the United States' technical dominance remains solid, the globalization of research and development is exerting considerable pressures on the American system. Indeed, as the United States is learning, globalization cuts both ways: it is both a potent catalyst of U.S. technological innovation and a significant threat to it. The United States will never be able to prevent rivals from developing new technologies; it can remain dominant only by continuing to innovate faster than everyone else. But this won't be easy; to keep its privileged position in the world, the United States must get better at fostering technological entrepreneurship at home.

#### US competitiveness is key to hegemony

Khalilzad, 95 [Zalmay , “Losing the Moment?”, RAND Corporation, Spring, 1995, The Washington Quarterly, Vol. 18, No. 2, pg. 84, Lexis]

The United States is unlikely to preserve its military and technological dominance if the U. S. economy declines seriously. In such an environment, the domestic economic and political base for global leadership would diminish and the United States would probably incrementally withdraw from the world, become inward-looking, and abandon more and more of its external interests. As the United States weakened, others would try to fill the Vacuum. To sustain and improve its economic strength, the United States must maintain its technological lead in the economic realm. Its success will depend on the choices it makes. In the past, developments such as the agricultural and industrial revolutions produced fundamental changes positively affecting the relative position of those who were able to take advantage of them and negatively affecting those who did not. Some argue that the world may be at the beginning of another such transformation, which will shift the sources of wealth and the relative position of classes and nations. If the United States fails to recognize the change and adapt its institutions, its relative position will necessarily worsen. To remain the preponderant world power, U.S. economic strength must be enhanced by further improvements in productivity, thus increasing real per capita income; by strengthening education and training; and by generating and using superior science and technology.

### Internal Link: Instability

#### US restraint would cause instability in volatile regions

Krasner 7 [Stephen D, Graham H. Stuart Professor of International Relations at Stanford University, senior fellow at the Freeman Spogli Institute and senior fellow by courtesy at the Hoover Institution; “The Case for Restraint”, The American Independent, November/December, http://www.the-american-interest.com/article.cfm?piece=339]

In the face of the prospect of radical upheaval, Barry Posen argues that the appropriate way to address the challenges facing the United States is through a policy of restraint that would scale back alliances, use force more reticently, and be more modest about the possibilities for political transformation within and among countries. I am skeptical.¶ The benefits of scaling back alliances, the clearest implications of Posen’s conception of strategic restraint, are outweighed by the risks. A more modest NATO might inspire greater security commitments from Europe, but it might not. A weaker U.S. position in Asia might lead Japan to engage its neighbors, or it might aggravate the security dilemma and precipitate an arms race. The United States could be more pointed with regard to Israeli occupation policies, but distancing itself from Israel would signal a lack of American support that would make major war more likely, not less.¶ The harder issues for the United States are not the future of its alliances but the appropriate use of military force, and the extent to which the United States, with its allies, can change domestic authority structures in other countries. External actors can promote political change, including even transformations to liberal democracy. Central Europe’s movement from communism to liberal democracy, a transformation that could not have taken place without the incentives, procedures and promise offered by the European Union, is the most successful example of democracy promotion even seen. American military intervention in the Caribbean and Central America in the 1980s and 1990s did contribute to more open and accountable regimes in several countries, if not ideal liberal democratic ones. And, of course, there are always the examples of Japan and Germany.

### Internal Link: Terrorism

#### Being viewed as weak causes terrorism, restraining our power projection turns their internal link to terrorism

Wilson 7 [James Q, Ronald Reagan Professor of Public Policy at Pepperdine University; “The Case for Restraint”, The American Interest, November/December, http://www.the-american-interest.com/article.cfm?piece=341]

It is wrong to assert that our general policy should lead us to defer to others, supply logistical aid rather than use military force, avoid preemptive strikes in areas that tolerate Islamic radicals, not supply guarantees and assistance to allies, and counter al-Qaeda with intelligence operations rather than invasions. Doing these things would leave the world unprotected and confirm Osama bin Laden and others in their view that the United States, though still the Great Satan, is an impotent and helpless devil, no better than the Soviet Union that the mujaheddin threw out of Afghanistan.¶ Indeed, when we look at the last forty years, America has relentlessly, until the overthrow of the Taliban in Afghanistan, followed a policy of restraint. The Shah was overthrown in Iran, 241 Marines were killed in Lebanon, a CIA station chief was tortured and murdered there, the ship Achille Lauro was hijacked and an American was killed, Pan Am Flight 103 was blown up over Scotland, a bomb was detonated under the World Trade Center, two of our Embassies were destroyed in Africa, the USS Cole was attacked in Yemen, and American soldiers were murdered in Somalia. When these and other attacks, all carried out by Islamic radicals, occurred, the United States did nothing except occasionally to lob a few cruise missiles into some empty buildings. By 1998, bin Laden had drawn the right conclusion. In an interview, he described the American military as a “paper tiger” who “after a few blows ran in defeat.”

### Impact: Arms Races

#### Heg and power projection are necessary to prevent arms races and maintain stability

Joffe 7 [Josef, publisher-editor of the German news weekly Die Zeit and a member of the executive committee of the AI editorial board, a fellow of Stanford University’s Hoover Institution; “The Case for Restraint”, The American Interest, November/December, http://www.the-american-interest.com/article.cfm?piece=333]

But for a great power, alas, there is more to security than just the physical ability to stave off invasion and defeat. Great powers seek order beyond their borders, and rightly so, because they have other vital interests. Protecting critical allies is such a vital interest. First, because it preserves influence. Second, precisely because U.S. guarantees relieve allies of the need to protect themselves, such “extended security” builds regional order by inhibiting intra-area rivalry and arms-racing. We don’t really want an unrestrained arms race between China and Japan in the Pacific, do we? Or between Israel and Egypt.¶ Another vital interest grows from a precautionary principle. Posen not only wants to retract the U.S. umbrella from Japan and Germany, or from Israel and Egypt; he also wants the United States to quit the Middle East. This requires faith in a sanguine assumption: that this region stretching from Beirut to Kandahar is capable of balancing itself. It never has been able to do so, as the strife-torn post-Ottoman history of this area demonstrates. It has always required an outside balancer.¶ Nor is the Middle East like Vietnam or Somalia, which could be safely abandoned. It is the strategic arena of the 21st century, replete with allies who must be sheltered and enemies who must be chastened. Hence, whatever the fate of the U.S. presence in Iraq, bases will have to be kept: informal ones like Haifa, formal ones like Qatar, Oman and Kuwait. In fact, in the penultimate moment of truth with Iran, all of Israel will be one big stationary aircraft carrier for the United States. Let’s add a “minor” item like oil and gas—strategic resources par excellence, whose flow will not be regulated by market forces alone, as the Russians and Chinese so well understand.¶ So “hands off” and “over the horizon”—Great Britain’s historical recipe, plus nukes—will not add up to a post-Iraq grand strategy. Especially since Britain’s behind was twice saved by the United States—when Albion so grievously miscalculated the European balance of power in the first and third decades of the 20th century. But who will save the American posterior once the chickens of aloofness come home to roost? A great power must carry great burdens, or it stops being one.

### Impact: World Peace

#### U.S. Heg Keeps peace in the World

**Kagan ‘12** [Robert, Writer of the New Republic, The stakes of American Hegemony, The economist, Feb 2, 2012, http://www.economist.com/blogs/democracyinamerica/2012/02/world-order]

**The present world order—characterized by an unprecedented number of democratic nations**; a greater global prosperity, even with the current crisis, than the world has ever known; **and a long peace among great powers**—reflects American principles and preferences, and **was built and preserved by American power in all its political, economic, and military dimensions**. **If American power declines, this world order will decline with it**. It will be replaced by some other kind of order, reflecting the desires and the qualities of other world powers. **Or perhaps it will simply collapse**, as the European world order collapsed in the first half of the twentieth century. The belief, held by many, that even with diminished American power “the underlying foundations of the liberal international order will survive and thrive,” as the political scientist G. John Ikenberry has argued, is a pleasant illusion.

## \*\*Energy/Environment Advantage Ext.\*\*

### Solvency: Energy Efficient

#### Waterways are Most Fuel Efficient

Dot, 2011, [Department of Transportation, Feb 2nd, “Waterways: Working for America”, http://www.marad.dot.gov/documents/water\_worksREV.pdf]

Moving America’s coal, grain, petroleum and chemical¶ products, iron and steel, aggregates, and containers on the¶ nation’s navigable rivers is the most energy-efficient way to¶ transport freight. Barges can move 1 ton of cargo 576 miles¶ for the same amount of fuel as it takes a rail car to carry¶ the same amount of cargo 413 miles, and a truck to haul it¶ 155 miles.

#### Barge Transport is Energy Efficient

DoT, 1994, [Department of Transportation, “Environmental Advantages of inland Barge Transportation”, http://www.port.pittsburgh.pa.us/docs/eaibt.pdf]

The concepts of relative energy efficiency, or energy intensity¶ as it is often called, are used to measure the amount of service¶ that results from each unit of energy expended in the process.¶ Energy intensiveness for freight carriage is the number of BTUs¶ required to move one ton of cargo one mile, with energy¶ efficiency the inverse of energy intensiveness. While these¶ concepts are useful, exact comparisons are not always possible¶ due to varying situations. (For example, a study by the¶ Minnesota Department of Transportation showed that, while¶ towboats operating on the Lower Mississippi River can move as¶ much as 1,200 freight ton-miles per gallon of fuel, further¶ upriver, 514 ton-miles is a more representative figure).¶ Nevertheless, these concepts provide a fairly accurate indication¶ of different aspects of energy consumption.¶ Energy efficiency is usually measured in one of two ways: by¶ comparing how many miles each mode of transportation can carry a¶ ton of freight per gallon of fuel, or by how many BTUs are¶ expended per ton mile.¶ Numerous studies of fuel efficiency have been done, including¶ some sponsored by the United States Departments of Energy and¶ Transportation, and practically every one of these studies show¶ similar results; viz. that shallow-draft water transportation is¶ the most fuel efficient mode of transportation for moving bulk¶ raw materials, is the least energy intensive method of freight¶ transportation when moving equivalent amounts of cargo, and¶ consumes less energy than alternative modes. Of these studies,¶ two of the most comprehensive and informative have been done by¶ the U.S. Congressional Budget Office (CBO) and S.E. Eastman.

### Solvency: Environment

#### Inland waterways economically efficient and environmentally friendly

Nachtmann 02[Heather, Ph.D. Department of Industrial Engineering University of Arkansas, Economic Evaluation of the Impact of Waterways on the State of Arkansas, July 31st, <http://ww2.mackblackwell.org/web/research/ALL_RESEARCH_PROJECTS/9000s/9208/MBTC%209208%20final.pdf>]

According to the U.S. Department of Transportation, waterways provide the most economical ¶ and environmentally sound mode of moving goods and commodities¶ . Federal, state and local government officials are interested in and supportive of using waterways for transportation in ¶ addition to recreation, flood control, and water supply. Inland waterways carry approximately ¶ 15% of the total freight transported in the U.S.¶ The annual value of goods exchanged between ¶ states using water transportation exceeds $100 billion¶ , and the total impact of waterborne ¶ transportation on Arkansas’ economy is approximately $811 million. There are twenty-four ¶ river states that are linked by navigable waterways. As one of these centrally located states, ¶ Arkansas has a strategic geographic advantage. These twenty-four states account for 54% of the ¶ nation’s population, 56% of heavy manufacturing, and 61% of agricultural jobs¶ waterways provide a proficient and economic means for moving 2.2 billion tons of the nation’s ¶ domestic and foreign trade¶ Within these twenty-four river states, nearly 800,000 jobs exist in ¶ industries, which ship or receive barge-oriented commodities in counties adjacent to the ¶ waterways¶ Benefits ¶ ƒ Barges can carry more cargo than trucks or railcars (see Exhibit 1). Through barge ¶ utilization, companies can benefit from economies of scale¶ ƒ Water transportation is less costly than land or Exhibit 1 Cargo Capacity rail transportation. Typical cost per ton-mile ¶ for a barge is approximately one cent, compared to 2.5 cents for rail, and 5.3 cents for ¶ trucking¶ . A pictorial representation of the various shipment costs is provided in Exhibit 2. ¶ ƒ Fuel efficiency is another key benefit of water transportation. The number of miles one ton ¶ of cargo can be carried per gallon of fuel by a barge is 514 miles, as compared to 202 miles by ¶ train, and 59 miles by truck¶ . Fuel efficiency is represented in Exhibit 3 with the number of ¶ miles one ton can be carried plotted on the vertical axis. ¶ Exhibit 2 Typical Shipment Cost ¶ ƒ Water transportation is the safest mode of transportation, with the ability to move large ¶ quantities of chemicals and toxic materials with little danger to surrounding cities and ¶ towns¶ ƒ Water transportation is environmentally friendly in that it does not increase noise pollution ¶ and creates less air pollution than other modes of transportation¶ ƒ Shipping freight by water reduces land congestion¶ ƒ Manufacturers benefit from lower raw material costs based on resources made available by ¶ inexpensive transportation and less expensive distribution of products¶ ƒ Additional benefits are realized by American consumers through lower prices for consumer ¶ products, water related recreational opportunities, water supply for cities, farms and industry, ¶ flood reduction, and renewable hydropower generation¶

#### The plan is environmentally friendly- reduces GHGs.

Martin, 2009 Cornel Martin, President and CEO, Waterways Council, "Inland Waterways Investment Is Critical to Economic Recovery - and it's Green” 2009 waterwayscouncil.org/Media%2520Center/articles/Page\_%2520from\_Cornel\_OPED\_Marex.pdf

The New Year brings much uncertainty about the economy, the future of certain industries and businesses, the housing market, and a new administration’s plans. But one thing that is certain is the value of our inland waterways transportation system for providing a less costly, fuel-efficient and environmentally friendly way to move our nation’s “building block” commodities, both domestically and for export. Our inland waterways system transports about 20 percent of our nation’s coal to generate electricity in utility plants and around 22 percent of our domestic petroleum products. This system is the primary artery for more than half our grain and oilseed exports. All told, more than 625 million tons of freight commodities valued at more than $70 billion move on America’s inland navigation system annually. And with worldwide trade expected to double over the next decade and with our highways and railways facing serious capacity issues, our inland rivers may be even more critical tomorrow than they are today for transporting products efficiently. There are other considerations as well. A new study by the National Waterways Foundation underscores the “green” value of this transport mode. Inland waterways relieve congestion on our already over-crowded highways and railways. One jumbo barge has the same capacity as 70 trucks or 16 rail cars. A typical 15-barge tow on our nation’s rivers is equal to 1,050 trucks – in other words, just one barge movement equals 1,050 truck movements! To sustain these many benefits and stimulate economic recovery for our nation, investment in our inland navigation system of locks and dams is critical.

### Solvency: Clean Air

#### Waterway Transport leads to Clean Air

DoT, 2011, [Department of Transportation, Feb 2nd, “Waterways: Working for America”, <http://www.marad.dot.gov/documents/water_works_REV.pdf>]

The Environmental Protection Agency’s MOBILE6 model¶ estimates mobile source emission factors for several¶ hazardous air pollutants in grams per vehicle mile traveled.¶ These air pollutants include hydrocarbons (HC), carbon¶ monoxide (CO), nitrogen oxides (NOx), particulate matter¶ (PM), and Carbon Dioxide (CO2). The emission comparison¶ between inland towing, rail, and truck transportation shows¶ that fewer emissions are generated by moving products on¶ America’s inland navigation system.¶

## \*\*Terrorism Advantage Ext.\*\*

### Inherency: Terrorism

#### Inland Waterways Vulnerable To Terrorist Attack

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

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

#### Inland Waterway Traffic Invitation To Terrorism

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

Many are surprised at the immense traffic of rural inland waterways.  The [Port of Huntington-Tri-State](http://www.transportation.wv.gov/ports/Pages/WVPorts.aspx), our largest inland port, handles nearly 80 million tons of cargo each year but is barely within 3 hours of any city of a half-million people or more.  And ports and marine terminals are only the most obvious component of marine commerce. River and seaway locks are also a vital part of the nation’s waterway system. [Infrastructurereportcard.org](http://www.infrastructurereportcard.org/) is a fascinating site created by civil engineers that provides their report card for categories of U.S. infrastructure.  The site recently graded inland waterways a frightening D minus, citing the fact that nearly half of all locks are obsolete.  Should a lock or a busy river or lake port, like Duluth, MN, or our nearby Port of Toledo, or the Soo Locks, become a victim of a terrorist attack, U.S. transportation could be altered drastically.  The reverberation would not only cause major changes to the transportation of goods in the immediate days following the attack, thanks to re-routing, but the reaction of maritime security nationwide could greatly slow traffic at all ports and on all rivers.

#### Weak Maritime Security Links To Terrorism

**Maritime Executive News ‘ 11** “U.S. Commander of NATO says Maritime Security is A Weak Link Against Terrorism” http://www.maritime-executive.com/article/2004-03-09us-commander-of-nato-says-maritime-s

Maritime security is a weak link in the war on terrorism that will one day be exploited by extremists unless action is taken said ADM. Johnson. He noted that 95 percent of world’s commercial cargos moved by ship, with some 11 million containers traveling the seas every day. Admiral Johnson is based at NATO’s Afsouth headquarters in Naples, Italy. Afsouth runs a security mission code-named Active Endeavor in the Mediterranean, which controls 8 naval vessels that monitor cargo flows in strategic locations. Afsouth will be dissolved on April 2nd, and will be replaced by a more focused command structure which can carry out missions worldwide. NATO is establishing two command centers (one in Naples and the other in the Netherlands), which will run major overseas operations and deploy NATOs fast response force to tackle global emergencies. Admiral Johnson said that the more mobile we become, the more agility we build into our forces, the more relevant we are going to become in the global war on terrorism. Those who want to indulge in the business of terrorism will have to start considering the NATO equation before attacking us, Johnson said.

#### Deployment of mines and vessel IED’s can be easily deployed in a deteriorating waterway.

Grace v. Jean, January 2008, staff writer, National Defense Magazine, “Underwater Killers,” p. 29, Ebsco Host

The vessel-bourne IED is more probable than a mining scenario, said Truver, simply because it is easier to drive an explosives laden boat into the side of another ship than Maritime Security it is to go through the preparations to make a mine. But mines are still a viable altema-tive because more sophisticated variants are becoming easier to attain on the open mar-ket, headded. Sea mines are proliferating and becoming stealthier, said Capt, Bruce Nichols, director of the Navy's mine warfare branch. Sweden is producing a mine that looks like rock. Russia is exporting mines that are difficult to sweep and China is manufacturing mines that move in the water column, which complicates the neutralization part of the equation. But regardless of the type of explosive, once it finds its way into the water, it becomes difficult to distinguish in the clut-tered underwater environment. "An IED can be just as stealthy as a high-ly sophisticated fiber glass-sheathed Rock and mine," said Truver. Detecting the mine is only part of the problem. Once the explo-sive has been identified, forces still have to render it safe.

#### Waterways are vulnerable to planned attacks now.

Grace v. Jean, January 2008, staff writer, National Defense Magazine, “Underwater Killers,” p. 28-9, Ebsco Host

\*\*\*cites Admiral John Christenson, vice commander of the Naval Mine and Anti-Submarine Warfare Command\*\*\*

The U.S. Navy possesses one of the premier mine-hunting forces in the world, but it is ill-prepared to thwart terrorist attacks on U.S. ports and waterways, offi-cials said. "Underwater improvised explosive devices are a credible threat," said Rear Adm. John Christenson, vice commander of the Naval Mine and Anti-Submarine Warfare Com-mand. "We consider it an unlikely event, but if it did happen, it would have huge conse-quences that would be very expensive and difficult to recover from, "he told an indus-try audience at a recent conference. The Departments of Homeland Security and Defense have begun planning for sce-narios of IEDs and mines in U.S. ports. They have conducted war games and that show the consequences such incidents could have on a nation dependent upon the seas for 90 percent of its commerce. For example, a sin-gle World War Il-style mine in the channels of Houston, Texas, would essentially shut down the entire port, said Rear Adm. Thomas Atkin, commander of the Coast Guard's deployable operations group. From the Coast Guard's perspective, mar-itime improvised explosive devices are the number-one terrorist threat, said Ken McDaniel, deputy division chief of the office of counterterrorism and defense oper-ations' maritime counterterrorism division. "We already know that they've tried to use it with success in various forms, "he told the conference.

#### Waterways are vulnerable to a terrorist attack now – reverberations would be widespread and immediate.

Newswise, 9-7-2011, University of Arkansas, Fayetteville, “Research Addresses Security of Inland Waterways,” <http://www.newswise.com/articles/research-addresses-security-of-inland-waterways>

“We’re trying to develop a fundamental understanding of the critical interdependence of multi-modal and intermodal transportation systems as they relate to the nation’s inland waterway system,” said Heather Nachtmann, associate professor of industrial engineering and director of the Mack-Blackwell Rural Transportation Center. “Specifically, we want to enable law-enforcement and emergency-management agencies by providing vital information about commercially important rivers and the various infrastructure connected to these rivers.” The United States has approximately 12,000 navigable miles of commercially used rivers that may be vulnerable to attack, natural disaster or accidental events, Nachtmann said. If such an event were to occur, commercial traffic on these rivers could not be quickly or easily replaced by other modes of transportation, such as rail or trucking, to re-route goods and services. The loss of these waterways and related infrastructure, such as bridges, canal locks and pipelines, would have immediate and adverse social and economic impacts on a region or possibly the entire nation. With $200,000 in initial funding from Homeland Security, Nachtmann and colleagues at the Mack-Blackwell Center are developing a system, called Supporting Secure and Resilient Inland Waterways, that they hope will evolve into a prototype for the decision-support system.

### Solvency: Terrorism

#### A re-investment in waterways infrastructure is necessary to stop terrorist threats – federal focus key.

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The United States confronts the daunting task of protecting some 95,000 miles of coastlines and thousands of miles of inland/Great Lakes waterways, 361 ports, and a territorial sea/exclusive economic zone that comprises more than 3.4 million square miles of ocean space and at any time is cluttered with thousands of naval warships, commercial vessels and fishing boats, tugs and ferries...not to ignore millions of private pleasure craft. Sorting the legal from the illegal in such a complex maritime domain is a Herculean task that challenges federal, regional, state, and local agencies, commercial entities, and other non-governmental organizations to work hand-in-glove and collaborate with allies and friends to safeguard maritime security at home and abroad. Maritime Domain Awareness––what the 2005 National Strategy for Maritime Security describes as the “effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of the United States, and identifying threats as early and as distant from our shores as possible”––will thus be absolutely necessary for success against a broad spectrum of maritime threats, including mines and UWIEDs.

#### New architecture is key to solve shortfalls in waterway security gaps.

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At the federal level, domestic mine/UWIED responsibilities seem to be clear. Under the 2002 Maritime Transportation Security Act, the Coast Guard in the Department of Homeland Security is the lead federal agency (LFA) for maritime homeland security (MHLS). The Federal Bureau of Investigation, in the Department of Justice, is the LFA for terrorism/counter-terrorism; DoJ’s Bureau of Alcohol, Tobacco, Firearms and Explosives also figures prominently in investigations involving explosives. And the Navy, in the Department of Defense, is the LFA for mine countermeasures expertise and operations. Below this strategic context, however, things get a tad murky, and the frameworks for responding to a mine or UWIED threat at the operational and tactical levels need some work. Under the 2005 National Strategy for Maritime Security, the National Response Plan, the National Incident Management System and the National Incident Command System (NIMS/NICS), and the Maritime Operational Threat Response (MOTR) Plan provide the going in architecture for MHLS operations. But regional, state, local, and commercial partners must also be closely integrated and informed. Indeed, a multi-agency multiple-governmental command, control, communications, intelligence, reconnaissance, and surveillance architecture and response system is needed for each U.S. port––or at least the 17 “tier-one” facilities having significant military or economic importance––within the overall MHLS and Maritime Domain Awareness (MDA) framework. (See Figure 1.) Mines and UWIEDs are just one of many threats to U.S. maritime homeland security, but they are particularly treacherous, insidious, and deadly.

### Internal Link: Bird Flu

#### Threat of Mutated A(H5N1) Virus May Be Next Step For Bioterrorists

NY Times ’11 “Seeing Terror Risk, U.S. Asks Journals to Cut Flu Study Facts” http://www.nytimes.com/2011/12/21/health/fearing-terrorism-us-asks-journals-to-censor-articles-on-virus.html?pagewanted=all

For the first time ever, a government advisory board is asking scientific journals not to publish details of certain biomedical experiments, for fear that the information could be used by terrorists to create deadly viruses and touch off epidemics. The A(H5N1) virus largely affects birds and rarely infects people, but it is highly deadly when it does. In the experiments, conducted in the United States and the Netherlands, scientists created a highly transmissible form of a deadly flu virus that does not normally spread from person to person. It was an ominous step, because easy transmission can lead the virus to spread all over the world. The work was done in ferrets, which are considered a good model for predicting what flu viruses will do in people. The virus, A(H5N1), causes bird flu, which rarely infects people but has an extraordinarily high death rate when it does. Since the virus was first detected in 1997, about 600 people have contracted it, and more than half have died. Nearly all have caught it from birds, and most cases have been in Asia. Scientists have watched the virus, worrying that if it developed the ability to spread easily from person to person, it could create one of the deadliest pandemics ever. A government advisory panel, the National Science Advisory Board for Biosecurity, overseen by the National Institutes of Health, has asked two journals, Science and Nature, to keep certain details out of reports that they intend to publish on the research. The panel said conclusions should be published, but not “experimental details and mutation data that would enable replication of the experiments.”

### Impact: Extinction

#### Biowarfare and Bioterrorism Has Potential to Wipe out Population

The Extinction Protocol ’11, “Andromeda Strain: Scientists tinker with a deadly influenza virus that could wipe out civilization” http://theextinctionprotocol.wordpress.com/2011/12/01/andromeda-strain-scientists-tinker-with-a-deadly-influenza-virus-that-could-wipe-out-civilization/

A group of scientists is pushing to publish research about how they created a man-made flu virus that could potentially wipe out civilization. The deadly virus is a genetically tweaked version of the H5N1 bird flu strain, but is far more infectious and could pass easily between millions of people at a time. The research has caused a storm of controversy and divided scientists, with some saying it should never have been carried out. The current strain of H5N1 has only killed 500 people and is not contagious enough to cause a global pandemic. But there are fears the modified virus is so dangerous it could be used for bio-warfare, if it falls into the wrong hands. Virologist Ron Fouchier of the Erasmus Medical Centre in the Netherlands led a team of scientists who discovered that a mere five mutations to the avian virus was sufficient to make it spread far more easily. He conducted his tests on ferrets as the animals have become a model of choice for influenza and has similar respiratory tracts to humans. Fouchier is so prepared for a media storm that he has hired an advisor to help him work on a communication strategy. The research done was part of an international drive to understand H5N1 more fully. Fouchier admitted the strain is ‘one of the most dangerous viruses you can make’ but is still adamant he wants to publish a paper describing how it was done. The study is one of two which has caused serious debate about scientific freedom and about regulating research which might have potential public health benefits but at the same time could also be useful for bio-terrorism. The other paper, also on H5N1, was done by a joint team at the University of Wisconsin and the University of Tokyo. Both papers are now being reviewed by the U.S National Science Advisory Board for Bio-security (NSABB). NSABB does not have the power to prevent the publication but it could ask journals not to publish. Paul Keim, chairman of NSABB, said: ‘I can’t think of another pathogenic organism that is as scary as this one.

### A2: Low Risk of Bioterror

#### Threat of Bioterrorism Evident

Hoffman 11 (David E. Hoffman is a contributing editor to FP. His 2009 book, [The Dead Hand: The Untold Story of the Cold War Arms Race and Its Dangerous Legacy,](http://www.amazon.com/gp/product/0385524374?ie=UTF8&tag=fopo-20&linkCode=as2&camp=1789&creative=390957&creativeASIN=0385524374" \t "_blank) is the winner of the 2010 Pulitzer [Prize](http://www.foreignpolicy.com/articles/2010/04/12/time_is_of_the_essence?page=0,1" \t "_blank" \o "Powered by Text-Enhance) for General Nonfiction, March/April 2011, “The New Virology”, [http://www.foreignpolicy.com/articles/2011/02/22/the\_new\_virology&page=full](http://www.foreignpolicy.com/articles/2011/02/22/the_new_virology&page=full" \t "_blank))ON FEB. 8, 2000, Joshua Lederberg, one of the founders of American microbiology and a Nobel Prize laureate, spoke at a Rand Corp. conference on bioterrorism and homeland defense in Santa Monica, California. Lederberg, a geneticist who had been concerned for years about the United States' vulnerability to the use of biological agents in war and terrorism, told the group there would be no warning of such an attack, no big boom to alert everyone. "We perhaps put too much stress on an acute incident, an explosion, a compelling notice that something really awful has happened," [Lederberg said](http://books.google.com/books?id=9iRnuWrOcf0C&lpg=PA269&dq=%22We%20perhaps%20put%20too%20much%20stress%22&pg=PA269" \l "v=onepage&q=%22We%20perhaps%20put%20too%20much%20stress%22&f=false" \t "_blank" \o "Confronting Fear: A History of Terrorism, p. 269 | Google Books). "No shrewd user" of a biological weapon "is going to give you that opportunity," he warned. "The 'incident' will be people accumulating illness, disease, death." Within two years, it happened. In the fall of 2001, at least five envelopes containing anthrax bacteria were mailed to two senators in Washington and media organizations in New York City and Boca Raton, Florida. At least 22 people contracted anthrax as a result; five died. Ten thousand people were given antibiotics as a precaution. With just five envelopes, 35 postal facilities and commercial mailrooms were contaminated. The bacteria were found in seven buildings on Capitol Hill. The U.S. Postal Service closed two heavily contaminated processing centers; one in Washington did not open for two years, and one in New Jersey did not open for four years. More than 1.8 million letters, packages, and magazines were stuck in quarantine at the two centers, which cost roughly $200 million to clean up. After the attack, the FBI and the U.S. Postal Inspection Service set up a task force to investigate who had done it. In the seven years that followed, more than 10,000 witnesses were interviewed, 5,750 grand jury subpoenas issued, and 6,000 items of evidence collected. In 2007, the FBI determined that the anthrax originated from a batch created and maintained by Bruce E. Ivins, a researcher at the U.S. Army's biodefense laboratory at Fort Detrick, Maryland. Aware that he was under investigation, Ivins committed suicide in July 2008, leaving open the issue of his possible role and motives. There is still some uncertainty about the FBI's microbial forensics, now under review by a committee of the National Academy of Sciences. Regardless, the investigation showed how hard it is to crack such a case. Amy E. Smithson, a senior fellow at the James Martin Center for Nonproliferation Studies of the Monterey Institute of International Studies, has attempted to investigate and analyze how decision-makers would react to a future biological attack. "The pressures to finger the bad guy are going to be tremendous," Smithson told me. Last year, Smithson assembled three teams of people for simulations of how high-level decision-makers might react. The groups were told they were playing the National Security Council, sitting in the White House Situation Room during the opening of a hypothetical G-8 summit in San Francisco, when a detector signaled the presence of a pathogen, Burkholderia pseudomallei, a bacterium that causes the disease melioidosis, which can be lethal if inhaled. The teams had been given several briefings on microbial forensics and the available intelligence, but still found themselves unsure how to untangle the evidence and how to respond. Was the pathogen intended to harm the world leaders, or was it just a dispersal into the air, intended to shock? "They were massively frustrated at what microbial forensics and intelligence didn't tell them," Smithson said. "The effort to pinpoint a perpetrator is bound to confound, and the detection systems are not likely to deliver as much data as fast or as clearly as the policymakers want."

### A2: No Retaliation

#### Terrorism sparks U.S. retaliation globally.

Nicole Schwartz-Morgan, 10-10-2001, Assistant Professor of Politics and Economics at Royal Military College of Canada, “Wild Globalization and Terrorism,” <http://www.wfs.org/mmmorgan.htm>

The terrorist act can reactivate atavistic defense mechanisms which drive us to gather around clan chieftans. Nationalistic sentiment re-awakens, setting up an implacable frontier which divides "us" from "them," each group solidifying its cohesion in a rising hate/fear of the other group. (Remember Yugoslavia?) To be sure, the allies are trying for the moment to avoid the language of polarization, insisting that "this is not a war," that it is "not against Islam," "civilians will not be targeted." But the word "war" was pronounced, a word heavy with significance which forces the issue of partisanship. And it must be understood that the sentiment of partisanship, of belonging to the group, is one of the strongest of human emotions. Because the enemy has been named in the media (Islam), the situation has become emotionally volatile. Another spectacular attack, coming on top of an economic recession could easily radicalize the latent attitudes of the United States, and also of Europe, where racial prejudices are especially close to the surface and ask no more than a pretext to burst out. This is the Sarajevo syndrome: an isolated act of madness becomes the pretext for a war that is just as mad, made of ancestral rancor, measureless ambitions, and armies in search of a war. We should not be fooled by our expressions of good will and charity toward the innocent victims of this or other distant wars. It is our own comfortable circumstances which permit us these benevolent sentiments. If conditions change so that poverty and famine put the fear of starvation in our guts, the human beast will reappear. And if epidemic becomes a clear and present danger, fear will unleash hatred in the land of the free, flinging missiles indiscriminately toward any supposed havens of the unseen enemy. And on the other side, no matter how profoundly complex and differentiated Islamic nations and tribes may be, they will be forced to behave as one clan by those who see advantage in radicalizing the conflict, whether they be themselves merchants or terrorists.

#### Even an unsuccessful attack triggers this.

Mohamed Sid-Ahmed, August/September 2004, political analyst, Al-Ahram Weekly On-Line, <http://weekly.ahram.org.eg/2004/705/op5.htm>

We have reached a point in human history where the phenomenon of terrorism has to be completely uprooted, not through persecution and oppression, but by removing the reasons that make particular sections of the world population resort to terrorism. This means that fundamental changes must be brought to the world system itself. The phenomenon of terrorism is even more dangerous than is generally believed. We are in for surprises no less serious than 9/11 and with far more devastating consequences. A nuclear attack by terrorists will be much more critical than Hiroshima and Nagazaki, even if -- and this is far from certain -- the weapons used are less harmful than those used then, Japan, at the time, with no knowledge of nuclear technology, had no choice but to capitulate. Today, the technology is a secret for nobody. So far, except for the two bombs dropped on Japan, nuclear weapons have been used only to threaten. Now we are at a stage where they can be detonated. This completely changes the rules of the game. We have reached a point where anticipatory measures can determine the course of events. Allegations of a terrorist connection can be used to justify anticipatory measures, including the invasion of a sovereign state like Iraq. As it turned out, these allegations, as well as the allegation that Saddam was harbouring WMD, proved to be unfounded. What would be the consequences of a nuclear attack by terrorists? Even if it fails, it would further exacerbate the negative features of the new and frightening world in which we are now living. Societies would close in on themselves, police measures would be stepped up at the expense of human rights, tensions between civilisations and religions would rise and ethnic conflicts would proliferate. It would also speed up the arms race and develop the awareness that a different type of world order is imperative if humankind is to survive. But the still more critical scenario is if the attack succeeds. This could lead to a third world war, from which no one will emerge victorious. Unlike a conventional war which ends when one side triumphs over another, this war will be without winners and losers. When nuclear pollution infects the whole planet, we will all be losers.

### A2 No waterways terrorist tech

#### Kerry UWIED scare proves tech is easy to manufacture.

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Finally, although there might well be more incidents that remain unreported, on 21 April 2004 a tugboat operator in Lake Ponchartrain, Louisiana, spotted a suspicious floating bag and called the U.S. Coast Guard. The Coast Guard contacted the Jefferson Parish bomb squad, which fished the bag out of the water. It proved to be an UWIED with a couple of pounds of explosive in plastic pipes and a timer wrapped in trash bags to keep it afloat. One possible target was presidential hopeful Senator John Kerry, who had been scheduled for a campaign trip on the lake. The bomb squad used a water cannon to neutralize the device. In addition to showing how easily an UWIED can be built, this last incident also highlights the challenge of who’s in charge to respond to a mine crisis in U.S. ports and waterways: The Coast Guard or the Navy? Local police bomb squads? Fire departments? Natural resources police? Is it a homeland security or a homeland defense “problem,” and who makes the call one way or the other?

#### Terrorism on waterways is likely – will use a variety of different means nuclear being included.

James J. Carafano, 6-11-2007, is Assistant Director of the Kathryn and Shelby Cullom Davis Institute for International Studies and Senior Research Fellow for National Security and Homeland Security in the Douglas and Sarah Allison Center for Foreign Policy Studies at The Heritage Foundation, “Small Boats, Big Worries: Thwarting Terrorist Attacks from the Sea,” <http://www.heritage.org/research/reports/2007/06/small-boats-big-worries-thwarting-terrorist-attacks-from-the-sea>

Globally, terrorists have shown an increasing inter­est in using small boats to attack military and com­mercial shipping and maritime facilities. The tactics and techniques of using commercial or non-commer­cial vessels (under 500 tons) or swimmers to emplace or deliver improvised explosive devices have proven effective and exportable. Contemporary operational practices by transnational terrorist groups include refining proven attack methods, sharing lessons learned, and encouraging others to adopt effective tac­tics. Thus, the possibility of such attacks in U.S. waters should not be ignored. The small-boat threat needs to be addressed, but rather than focusing on this particular terrorist tactic, Congress and the Administration should invest in assets that improve the overall security of the maritime domain. The maritime sector is a large and diverse field with unique and daunting threats. Efforts should be expanded to improve U.S. situational awareness and law enforcement response rather than fixating on specific attack scenarios involving small boats or other terrorist threats. The Small-Boat Threat The definition of "small-boat threat" encompasses a variety of possible weapon-delivery vehicles, tactics, and payloads. Vessels include everything from large craft such as small freighters, large privately owned yachts, fishing trawlers, and commercial tugs to din­ghies, jet-skies, and submarines, including mini-sub­marines like those used by the Japanese in the attack on Pearl Harbor. An attack could involve suicide bombers, as in the case of the attack on the USS Cole, or vessels on autopilot or remotely controlled. Improvised explosive devices could be delivered or emplaced by boats or swimmers (assisted or unassisted by breathing devices). This could involve placing a "parasite" on the hull of a craft or deploying teth­ered (anchored to the sea bottom) or untethered (floating) mines in a sea lane, waterway, or port traffic area. Besides conventional explosives, the bombers could detonate nuclear, biological, chemical, or radiological devices. Attacks could occur while the targeted ship is docked at shore, approaching a port, sailing in international waters, or in U.S. or Canadian coastal waterways. In addition to ships, attacks could target port facilities; commercial infra­structure (e.g., an entertainment pier, bridge piling, or pipeline); or public events.

### A2: Not nuclear

#### Have means to acquire nuclear weapons.

Matthew Bunn, November 2008, Associate Professor of Public Policy at the Belfer Center for Science and International Affairs at the John F. Kennedy School of Government, “Securing the Bomb,” Ebsco Host

Terrorists are still seeking nuclear weapons— and al-Qaeda is reconstituting its ability to plan and conduct complex operations in the mountains of Pakistan. If a technically sophisticated terrorist group could get the needed nuclear materials, it might well be able to make at least a crude nuclear bomb—capable of turning the heart of a modern city into smoldering ruins. The horror of a terrorist nuclear attack, should it ever occur, would transform America and the world—and not for the better. But despite substantial progress in improving nuclear security, some stockpiles of potential bomb material remain dangerously insecure. In Russia, there have been major improvements in nuclear security—the difference between the security in place at many nuclear sites today and the security in place in 1994 is like night and day. But Russia has the world’s largest stockpiles of nuclear weapons and materials, located in the world’s largest number of buildings and bunkers; some serious security weaknesses still remain, ranging from poorly trained, sometimes suicidal guards to serious under-funding of nuclear security; and the upgraded security systems must face huge threats, from insider theft conspiracies to terrorist groups who have shown an ability to strike in force, without warning or mercy. In Pakistan, a relatively small nuclear stockpile, believed to be heavily guarded, faces even more severe threats, both from nuclear insiders with violent Islamic extremist sympathies and from outsider attack, potentially by scores or hundreds of al-Qaeda fighters. Some 130 nuclear research reactors around the world still use highly enriched uranium (HEU) as their fuel, and many of these have only the most modest security measures in place—in some cases, no more than a night watchman and a chain-link fence. The break-in by armed attackers at the Pelindaba site in South Africa in November 2007—a site with hundreds of kilograms of weapon-grade uranium—is a reminder that nuclear security is a global problem, not just a problem in the former Soviet Union. And incidents such as the inadvertent flight of six nuclear warheads to Barksdale Air Force Base make it clear that nuclear security requires constant vigilance, and that every country where these stockpiles exist, including the United States, has more to do to ensure that they are effectively secured.

## \*\*Trade Advantage Ext.\*\*

### Uniqueness: Trade Inevitable

#### As trade increases, the U.S. need the waterways to accommodate

U.S. Army Corp of Engineers 6/20

Institute for water resources, “U.S. Port and Waterway Modernization: Preparing for post-Panamax vessels.” US Army Corp of Engineers. Written June 20th, 2012. Accessed June 27, 2012. <http://www.iwr.usace.army.mil/docs/portswaterways/rpt/June_20_U.S._Port_and_Inland_Waterways_Preparing_for_Post_Panamax_Vessels.pdf>

Congress directed the USACE Institute for Water Resources to submit to the Senate and House committees on appropriations a “report on how the Congress should address the critical need for additional port and inland waterways modernization to accommodate post-Panamax vessels.” This report fulfills that request. This report identifies capacity maintenance and expansion issues associated with the deployment of post-Panamax vessels to trade routes serving U.S. ports. This identification has been accomplished through an evaluation of the future demand for capacity in terms of freight forecasts and vessel size expectations and an evaluation of the current capacity of the Nation’s inland waterways and coastal ports. Despite the recent worldwide recession, the expected general trend for international trade is one of continued growth as the world’s population and standard of living grow. As international trade expands, the number of post-Panamax vessels is expected to increase. The Nation’s ability to attract these vessels and allow efficient use of their capacity is the key to realizing the transportation cost savings these vessels represent. For example, the Corps investigation of the Port of Savannah indicates a $652 million dollar investment where the benefits far exceed the cost. Growth is expected in overall trade and deployment of post-Panamax vessels to U.S. ports is certain for multiple trade routes. The expansion of the Panama Canal, currently underway, will accelerate the timing of the deployment of these vessels to more U.S. ports. There is, however, uncertainty in the port specific details: at which ports they will call; when these vessels will arrive in large numbers; how deep these vessels will draft arriving and departing; and the supporting infrastructure needed (channel depth and width, number and sizes of cranes, size of available container storage area). Despite the lack of port specific certainty, the Nation can move forward identifying individual projects using established risk informed decision making methods. The Panama Canal expansion is scheduled to be completed in 2014 and will double its existing capacity. The new locks will be able to pass vessels large enough to carry three times the volume of cargo carried by vessels today. The availability of larger, more efficient vessels passing though the new locks on the canal is expected to potentially have at least three major market effects. (1) Currently, there is significant freight shipped to the eastern half of the United States over the intermodal land bridge formed by the rail connections to West Coast ports. The potential for reduced cost of the water route through the canal may cause freight traffic to shift from West Coast to East Coast ports. (2) To take full advantage of the very largest vessels that will be able to fit through the expanded canal but may be too large to call at most U.S. ports, a transshipment service in the Caribbean or a large U.S. port may develop. The largest vessels would unload containers at the transshipment hub for reloading on smaller feeder vessels for delivery to ports with less channel capacity. (3) On the export side the ability to employ large bulk vessels is expected to significantly lower the delivery cost of U.S. agricultural exports to Asia and other foreign markets. This could have a significant impact on both the total quantity of U.S. agricultural exports and commodities moving down the Mississippi River for export at New Orleans. There is uncertainty in the port specific details of when such vessels will arrive in large number, which ports they will call, how deep vessels calling will draft and, consequently, how deep navigation channels must be. Over time these uncertainties will reduce as experience replaces expectation. Even in the face of this uncertainty, individual ports are actively engaged in port expansions and studies to deepen and widen Federal access channels. We can predict that in the absence of transshipment centers post-Panamax vessels will call in large numbers,

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they will call at most major ports and their sailing drafts will become known. Our challenge is to invest in capacity expansion in the right places at the right time consistent with industry needs. Port capacity depends upon channel depths, channel widths, turning basin size, sufficient bridge heights, and port support structures such as dock and crane capacity to offload and onload goods. The deepest channel requirements are likely to be driven by “weight trade” services. Vessels can be filled to their weight capacity or their volume capacity. Vessels loaded to their weight capacity sail at their maximum design draft; they sit deeper in the water. For volume trade routes, channel width and turning basin size may be of greater importance than additional channel depth at some ports, as vessels loaded to their volume capacity often sail at significantly less than their design draft. The Asian export trade is considered a “cube trade” (i.e. volume trade). Careful consideration is needed when determining channel depth requirements at U.S. ports for this trade route.

### Internal Link: Waterways Key to trade

#### Inland waterways are key to keep the US competitive in the global market

U.S. Army Core of Engineers 12

Charged with U.S. waterways. “US Port and Inland Waterways Modernization Strategy: Options for the Future.” Institutes for Water Resources. Written April 12th, 2012. Accessed June 26, 2012. https://mail-attachment.googleusercontent.com/attachment/u/0/?ui=2&ik=3ba4a2a5e4&view=att&th=1382acc95893ff17&attid=0.1&disp=inline&realattid=f\_h3xin7q80&safe=1&zw&saduie=AG9B\_P95T3A0gyqnDYT-zv5lFkju&sadet=1340764597077&sads=JUt-3tnK78wds-uaCbzwSetG6EQ

The inland waterways comprise rivers, waterways, canals, and the locks and dams that provide some 12,000 miles of commercially navigable waters. The flotillas of towboats and barges that operate on this system carry approximately 15 percent of the nation’s domestic freight. Figure 22 shows how the inland waterways link the heartland of the U.S. to the coast. The biggest role of inland waterways in the export market has been in the global trade for grains and coal. U.S. producers of these commodities face stiff global competition. Investments in competing world ports are tapping production regions that were previously expensive to reach or nearly inaccessible. Examples include coal mines in Mongolia, deep water ports in Brazil for the export of soybeans, and rail lines from eastern coalfields in Colombia to the Pacific Ocean. Shallow draft river systems handled 523 million short tons of cargo in 2009, while coastal systems handled an additional 168 million short tons. Including lake, intraport and intraterritorial movements, the system moved some 857 million short tons—actually a decrease June 20, 2012U.S. ARMY CORPS OF ENGINEERS 31 INSTITUTE FOR WATER RESOURCES in activity due to the severe recession during that year. The system typically handles more than a billion tons per year. The cargoes are mostly bulk commodities and raw materials such as coal (28% of the tonnage), petroleum (37%), grain and farm products (10%), chemicals (5%), aggregates, steel, and fertilizer (Figure 23). The Mississippi River System is the primary conduit for cargoes from the nation’s Midwest grain belt to Gulf ports. Figure 24 shows traffic on the Mississippi has been declining over the last decade. U.S. government export forecasts indicate near term growth in grain and coal exports that level off over the next 20 years 17 . These forecasts indicate that the U.S. will remain the single largest participant in the global grain trade, while U.S. coal producers will continue to hold a marginal position in the global market. Grain producer forecasts see most of their exports being shipped from the Center Gulf region around New Orleans, with about one-half of the increase in grain exports transiting the Panama Canal

### **Internal Link: Key to trade with Asia**

#### Inland waterways key to trade with Asia

U.S. Army Core of Engineers 12

Charged with U.S. waterways. “US Port and Inland Waterways Modernization Strategy: Options for the Future.” Institutes for Water Resources. Written April 12th, 2012. Accessed June 26, 2012. https://mail-attachment.googleusercontent.com/attachment/u/0/?ui=2&ik=3ba4a2a5e4&view=att&th=1382acc95893ff17&attid=0.1&disp=inline&realattid=f\_h3xin7q80&safe=1&zw&saduie=AG9B\_P95T3A0gyqnDYT-zv5lFkju&sadet=1340764597077&sads=JUt-3tnK78wds-uaCbzwSetG6EQ

Inland waterways, such as the Mississippi, Columbia-Snake and Ohio River systems, have the highest impact on grains, oilseeds and coal exports. Alternatively, northeast Asia is the largest export trading partner for West Coast ports. Ocean transportation rates determine the geographic break point between making the long, costly haul by rail from the Midwest to the West Coast versus the relatively inexpensive barge haul to New Orleans along the Mississippi River System to make the lengthy ocean voyage to Northeast Asia. Oceangoing containership rates are generally stable due to negotiated rates. Bulk carrier rates are more susceptible to swings in demand, like the sudden rise caused by the growing Chinese demand for ores, coal and grain. In recent years, post-Panamax vessels have started to call at U.S. ports. It is believed that the Panama Canal expansion will increase the opportunities for trade as it will enable carriers to deploy larger, post-Panamax vessels to its Asia-East Coast and Asia-Gulf services ports. Previously large vessel class trade with Asian markets occurred mainly at West Coast ports. Callout: “Multi-modal” vs “Intermodal” Multi-modal refers to a multi-faceted transportation system, such as the one in the U.S. that encompasses deep-water ports, inland waterways, railways and highways in which freight carriers typically ship using at least two different methods of transportation but are liable from start to finish. Intermodal, on the other hand, refers to the ability to move containerized cargoes relatively seamlessly using a multi-modal transportation system; for example, moving goods in the same container from a ship to a truck or rail car. U.S. Port Capacities U.S. ports have been seeking ways to accommodate larger vessels as well as provide space for an anticipated increase in containers. Physical limitations such as channel depth, channel width, size and number of cranes for unloading and onloading, storage yard space, berthing facilities, turning basin dimensions and landside productivity (i.e., container turnover rates) determine how much throughput a port can potentially handle in a given year.

### Solvency: Plan Solves Trade

#### Waterways key to trade allow for exports – coal and grain

IWR 12 (US Army Corps of Engineers, Institute for Water Resources, June 20, “U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels”, pg. 30-32)

The inland waterways comprise rivers, waterways, canals, and the locks and dams that provide some 12,000 miles of commercially navigable waters. The flotillas of towboats and barges that operate on this system carry approximately 15 percent of the nation’s domestic freight. Figure 22 shows how the inland waterways link the heartland of the U.S. to the coast. Source: USACE Institute for Water Resources Figure 22: The Inland Waterway Connection: Linking the Heartland to the Coasts The biggest role of inland waterways in the export market has been in the global trade for grains and coal. U.S. producers of these commodities face stiff global competition. Investments in competing world ports are tapping production regions that were previously expensive to reach or nearly inaccessible. Examples include coal mines in Mongolia, deep water ports in Brazil for the export of soybeans, and rail lines from eastern coalfields in Colombia to the Pacific Ocean. Shallow draft river systems handled 523 million short tons of cargo in 2009, while coastal systems handled an additional 168 million short tons. Including lake, intraport and intraterritorial movements, the system moved some 857 million short tons—actually a decrease June 20, 2012U.S. ARMY CORPS OF ENGINEERS 31 INSTITUTE FOR WATER RESOURCES in activity due to the severe recession during that year. The system typically handles more than a billion tons per year. The cargoes are mostly bulk commodities and raw materials such as coal (28% of the tonnage), petroleum (37%), grain and farm products (10%), chemicals (5%), aggregates, steel, and fertilizer (Figure 23). The Mississippi River System is the primary conduit for cargoes from the nation’s Midwest grain belt to Gulf ports. Figure 24 shows traffic on the Mississippi has been declining over the last decade. U.S. government export forecasts indicate near term growth in grain and coal exports that level off over the next 20 years 17 . These forecasts indicate that the U.S. will remain the single largest participant in the global grain trade, while U.S. coal producers will continue to hold a marginal position in the global market. Grain producer forecasts see most of their exports being shipped from the Center Gulf region around New Orleans, with about one-half of the increase in grain exports transiting the Panama Canal 18 .

#### Improvement empirically leads to trade growth

U.S. Army Core of Engineers 12

Charged with U.S. waterways. “US Port and Inland Waterways Modernization Strategy: Options for the Future.” Institutes for Water Resources. Written April 12th, 2012. Accessed June 26, 2012. https://mail-attachment.googleusercontent.com/attachment/u/0/?ui=2&ik=3ba4a2a5e4&view=att&th=1382acc95893ff17&attid=0.1&disp=inline&realattid=f\_h3xin7q80&safe=1&zw&saduie=AG9B\_P95T3A0gyqnDYT-zv5lFkju&sadet=1340764597077&sads=JUt-3tnK78wds-uaCbzwSetG6EQ

New, large vessels are typically deployed on the longest and largest trade service – Asia to Northern Europe. The “smaller” vessels on that service are forced to re-deploy to the next most efficient service for that vessel size. This cascading continues until the most marginal vessels in the fleet are forced to be scrapped. This cascading typically increases average vessel size for each trade service, placing demands on the port infrastructure to support larger capacity vessels. For U.S. ports to be ready to take advantage of post-Panamax vessel opportunities, major ports not only need to be “post-Panamax ready,” but second tier ports need to be “cascade ready” to take advantage of larger vessels that begin to service their trade. For a port to be considered “post-Panamax ready,” in addition to dock and crane capacity a channel depth of about 50 feet is needed with allowances for tide. U.S. West Coast ports at Seattle, Oakland, Los Angeles and Long Beach all have 50-foot channels. Northeastern U.S. ports at Norfolk, Baltimore and New York have or will soon have 50-foot channels. Only along the Southeast U.S. and Gulf Coasts is there a dearth of ports with 50-foot channel depths. This is the area of the country with the fastest forecasted population and trade growth.

#### Improved waterways are a prerequisite to export increase

WJW 10

Waterways Journal Weekly, the news journal of record for the towing and barge industry on the inland waterways of the United States. “Improved exports would boost economies, waterway.” Waterways Journal Weekly. Written September 27th, 2010. Accessed June 27, 2012. <http://www.waterwaysjournal.net/editorial092710.htm>

Increased exports would increase production and [employment](http://www.waterwaysjournal.net/editorial092710.htm) and ultimately increase the need for transportation services. This also would include expanding container-on-barge service and increased movements to the Gulf. Moving goods by barge reduces the number of trucks and trains required to move cargo. This in turn reduces polluting emissions and creates safer driving conditions on our roadways. It also saves fuel. According to MarAd, the $3.34 million granted to the Mississippi Department of Transportation for the Cross Gulf Container Expansion Project will “help modify two barges and purchase equipment that will result in diesel fuel savings of nearly 70,000 gallons per one-way trip, 2.7 million gallons each year and save 18 million miles annually.” A Virginia Port Authority project, which is already eliminating 6,000 trucks from local highways “will remove gridlock from some of the 130,000 trucks traveling between the Hampton Roads container terminals and the rail terminals.” The Tenn-Tom project will eliminate more than 4,400 truck trips annually. To reach President Obama’s stated goal of doubling U.S. exports in five years, the government is launching the National Export Initiative designed “to help farmers and small businesses increase their exports, and reform export controls consistent with national security.” The State Department reported in March, “American companies exported $1.57 trillion in goods and services in 2009. Exports made up 11 percent of our economic output and supported more than 10 million [jobs](http://www.waterwaysjournal.net/editorial092710.htm). Export-related manufacturing jobs pay, on average, 15 percent more than the average wage.” One component of the NEI is “global rebalancing and reducing barriers to trade.” U.S. officials are to ensure that trade agreements are enforced. The program will also help [educate](http://www.waterwaysjournal.net/editorial092710.htm) companies about export opportunities; expand Export-Import Bank credit by $10 billion over the next two years; and lists government resources. Howard F. Rosen of The Peterson Institute for International Economics told the Senate Finance Committee this month that only 4 percent of U.S. companies export; just 500 companies account for 60 percent of all U.S. exports; 58 percent of exporting companies trade with only one country; exporting firms produce twice as much and employ twice as many workers as non-exporting companies; and, among other things, that since 2000, the U.S. net debtor position has been increasing at a rate of 23 percent per year, which is more than four times the annual growth of the U.S. economy. We believe the U.S. should not always get the short end of the stick when making trade agreements. The United States reported a balance of trade deficit equivalent to $42.8 billion in July. So the time is ripe for the export initiative.

#### Inland waterways key to global connections, economics, and trade – but may be in trouble

IWR 12 (US Army Corps of Engineers, Institute for Water Resources, June 20, “U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels”, pg. 30-32)

Inland waterways in the U.S. are the most advanced and extensive in the world, greatly aiding in the economic development of vast expanses of interior North America and conferring benefits to U.S. consumers of electricity, agricultural products, construction materials, petroleum products and steel – nearly everyone. The inland waterways complement a web of highways and rail lines to form a national multi-modal freight transportation system – an SSengineering and logistical marvel built, redesigned, improved and expanded throughout the Nation’s history. As a national freight network, it efficiently serves the largest and the smallest communities in the U.S. from coast to coast and allows goods produced far from ocean ports to reach and compete in global markets. Like any other piece of infrastructure, the freight network goes largely unnoticed until it becomes unreliable or is no longer there. The flexibility of the U.S. freight network has allowed each mode to cover for the other during service interruptions. Many segments of the freight community are concerned that this capability is largely played out just at a time when new opportunities are opening in the global market place.

#### Inefficiencies in water systems damages trade and markets

IWR 12 (US Army Corps of Engineers, Institute for Water Resources, June 20, “U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels”, pg. 13)

Transportation Infrastructure and Global Trade Global trade is encouraged by trade policies that act to remove barriers and protections for domestic producers. Seaborne trade linking continental land masses (e.g., Asia and North America) benefits from continuing advances in oceangoing vessel efficiencies and supporting infrastructure. In the U.S., this infrastructure includes port facilities, port channels, ocean-route canals and connecting channels, highway and rail connections to ports, and overland and waterway feeder systems and line routes. Any inefficiencies in this transportation system act as a damper on U.S. exporters’ abilities to realize the full potential of the export market and the vessels engaged in that trade.

## \*\*Solvency Extensions\*\*

### Solvency: Investment Solves

#### Increasing federal funds for waterways is key to maintaining them

**ACE ’12** (Army Corps of Engineers, “U.S. Port and Inland Waterways Modernization Strategy Options for the Future,” April 12, <http://www.iwr.usace.army.mil/docs/portswaterways/Port_and_Inland_Waterways_Options_for_the_Future_Working_Draft_v1_2012_Apr_01.pdf>)

The vision to maintain our existing infrastructure and to expand it where and when needed can ¶ only be achieved through a successful partnership between the Federal government, local ¶ sponsors and the navigation industry. The Federal role in navigation maintenance and ¶ development is coming under increased scrutiny from waterway users, shippers, port ¶ authorities, environmental groups and local governments. The USACE budget has been ¶ challenged to meet both the needs to maintain the existing system and increase capacity where ¶ needed. The USACE construction budget has declined in real terms from about $2.6 billion in FY ¶ 2006 to less than $1.7 billion in FY 2012 in constant 2010 dollars. (USACE) Only a fraction of ¶ these funds are available for navigation capacity expansion. The current budgetary environment ¶ will not sustain the dual needs to maintain and expand the nation’s navigation capacity. There will always be a Federal role in the nation’s navigation infrastructure. The need for ¶ compliance with the National Environmental Policy Act, the Clean Water Act and the ¶ Endangered Species Act ensures this. However, the current financial role played by the Federal ¶ government can only be continued with increased Federal funding. The aging infrastructure, ¶ especially on the inland waterways, is becoming increasingly costly to maintain or rehabilitate. ¶ The declining Corps budget for construction does not allow for the capacity expansions needed ¶ to meet navigation’s critical needs of the future.

#### More funding is key to maintain and meet additional future demands.

U.S. Port and Inland Waterways Modernization Strategy, 2012 “U.S. Port and Inland Waterways Modernization Strategy Options for the Future” Institute for Water Resources U.S. Army Corps of Engineers Working Draft 2 April 2012 http://www.iwr.usace.army.mil/docs/portswaterways/Port\_and\_Inland\_Waterways\_Options\_for\_the\_Future\_Working\_Draft\_v1\_2012\_Apr\_01.pdf

To fully meet the challenges of and realize the opportunities presented by increased use of postPanamax vessels in global trade, the existing capacity of the nation’s ports and waterways must be maintained and additional capacity must be built. Both paths require a significant financial commitment. The current level of USACE navigation funding is not adequate to meet the critical modernization needs of the nation and take advantage of these opportunities. Available financial options for meeting these needs vary from an increased Federal commitment to the divestiture of the Federal financial role. There is a growing consensus that the existing budgeting process and budget levels are not adequate to meet the critical needs of future modernization. The current process collects revenues for funding the Harbor Maintenance Trust Fund (HMTF), allocating those dollars to USACE navigation programs according to Federal budget priorities and assigned budget ceilings and providing additional funding for channel deepening with revenues from the general treasury. With the continuing revenue stream dedicated to the HMTF and the fund’s reserves, financial support for maintenance of existing channels could be secured for the near term. However, into the next decade the current processes (and budget ceilings) are not expected to provide significant funds for additional necessary channel deepening projects.

### Solvency: Modernization

#### Inland waterways can be more efficient but locks need to be modernized.

ASCE, 2009 The American Society of Civil Engineers, “Inland Waterways 2009 Rating D-“ <http://www.infrastructurereportcard.org/fact-sheet/inland-waterways>

Inland Waterways The average tow barge can carry the equivalent of 870 tractor trailer loads. Of the 257 locks still in use on the nation's inland waterways, 30 were built in the 1800s and another 92 are more than 60 years old. The average age of all federally owned or operated locks is nearly 60 years, well past their planned design life of 50 years. The cost to replace the present system of locks is estimated at more than $125 billion ^2.

### Solvency: Tax Credits

#### Investment tax credits stimulate growth

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

Investment tax credits have proven to be an excellent vehicle to stimulate growth, including a dramatic surge in the solar energy sector, which saw its market grow by 45 percent within two years of implementing the solar energy investment tax credit (see Solar Energy Industries Association, “Federal Policy Propels U.S. Solar Energy Industry” 2007 at http://www.seia.org/galleries/pdf/Year\_in\_Review\_2007\_sm.pdf).

#### Investment tax credits would encourage private investment in transportation infrastructure.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

Investment tax credits are reductions in the tax that companies pay on their profits if they invest in certain types of equipment or infrastructure. Private companies could receive a tax credit for qualified capital investments to start or expand a designated Marine Highway Project. Qualified expenditures could include design, construction, or modification of vessels, development or improvement of shoreside infrastructure, procurement of cargo handling equipment, intermodal connector development, or any investment that reduces fuel consumption or emissions for qualified expenditures.160 Direct beneficiaries of investment tax credits would be vessel owners and operators and shoreside infrastructure owners.

### Solvency: Trust Fund

#### Fix the Inland Waterways Trust Fund.

Critz, 2012 Critz and Doyle Advocate for Investment in Waterways Infrastructure...Fixing Trust Fund is necessary to repair and modernize region's locks and dams Jun 6, 2012, http://critz.house.gov/press-release/critz-and-doyle-advocate-investment-waterways-infrastructurefixing-trust-fund

Congressman Mark S. Critz (PA-12) joined Congressman Mike Doyle (PA-14) today on the House Floor to engage in a colloquy over the importance of our nation’s inland waterways infrastructure. In particular, the Members urged for the immediate fix of the Inland Waterways Trust Fund, which is necessary to repair and modernize the locks and dams on our river systems. The discussion took place with Congressman Rodney Frelinghuysen (NJ-11) and Congressman Peter Visclosky (IN-01), Chairman and Ranking Member of House Appropriations Subcommittee on Energy and Water Development, during the House of Representatives consideration of H.R. 5325, the Fiscal Year 2013 Energy and Water Development Appropriations Act. “We need to invest in America and keep our federal waterways open for business,” said Congressman Critz. “The Inland Waterways System is far too important to allow it to continue to languish with inadequate funding and crumbling infrastructure…and I look forward to working with the Chairman, the Ranking Member and Mr. Doyle to find a solution to this urgent need.”

### Solvency: USFG Key

#### Waterways should be solely funded by the federal government

**Stern ’12** (Charles V., Analyst in National Resources Policy at the Congressional Research Service, “Inland Waterways: Recent Proposals and Issues for Congress,” April 12, <http://www.fas.org/sgp/crs/misc/R41430.pdf>)

The IWUB report also proposes to shift more of the cost for inland waterway projects toward the ¶ federal government by increasing the number of investments on inland waterways that are funded ¶ solely by the federal government and decreasing the projects that are subject to 50/50 costsharing. Under the report’s recommendations, all dam-related expenses (construction and ¶ rehabilitation), as well as rehabilitation projects on locks with costs less than $100 million, would ¶ be exempt from WRDA 1986 cost-sharing requirements.¶ 38¶ The IWUB report also proposes to ¶ establish a “cap” on the use of IWTF funds at authorized levels to discourage construction cost ¶ overruns. Critics point out that this is an additional hidden cost, as currently all cost overruns are ¶ funded equally between the federal government and the IWTF.¶ 39¶ Cumulatively, these changes ¶ would affect the overall cost-share for IWTF projects. The subset of projects no longer requiring ¶ cost sharing under the proposal would in effect increase the overall federal share for new and ¶ major rehabilitation investments over the next 25 years from current levels (50%) to ¶ approximately 70% for the same subset of projects.¶ 40¶ Differences between the current ¶ arrangement and the report’s proposals are outlined by project type in Table 4. Proposed costshare splits under the report are divided into five-year increments in Table 5.

#### The Federal government is responsible for waterways infrastructure

**AGC ‘2011**(The Associated General Contractors of America, “THE CASE FOR ¶ INFRASTRUCTURE¶ & REFORM¶ Why and How the Federal Government Should ¶ Continue to Fund Vital Infrastructure in the New ¶ Age of Public Austerity,” http://www.agc.org/galleries/news/Case-for-Infrastructure-Reform.pdf)

With a growing political consensus in Washington for the need to cut federal spending to ¶ rein in federal deficits and the national debt, officials will increasingly need to decide between ¶ supporting programs that are in the federal interest and those that should more properly be ¶ handled at the state and local level. One area where this question is likely to arise is federal investments in infrastructure, ¶ including highways, transit systems, airports, dams, levees, federal buildings and drinking & ¶ wastewater systems. Some are likely to wonder why federal taxpayers should help subsidize ¶ financing for drinking water in Louisville, pay into a pool of funds that will add new highway ¶ capacity in Richmond, or use general treasury funds to prevent flooding and speed barge traffic ¶ by improving locks along the Ohio River. The answer is that it is clearly in the national interest to invest in infrastructure. For ¶ example, there is a clear, constitutionally defined federal role for supporting interstate commerce ¶ by investing in transportation infrastructure. Likewise, there is a strong argument to be made ¶ that the federal government has a vital role to play in maintaining our national economic security ¶ by investing in the infrastructure that is vital to commerce. Indeed, the Constitution is quite clear that it is the responsibility of the federal ¶ government to facilitate interstate commerce. Today, the vast majority of that interstate ¶ commerce travels on America’s vast, interconnected network of highways, airports and ¶ waterways. That means that if Congress and the Administration want to fulfill their ¶ Constitutional obligation to facilitate interstate commerce, they must continue to make the ¶ investments needed to maintain sufficient quality and capacity along our interstate highway ¶ network, our waterways and ensure the safety of air travelers.

#### United States Federal Gov is key to solve

Stern, 12 [Charles Analyst in Natural Resources Policy “Inland Waterways: Recent Proposals and

Issues for Congress”, CRS Report for Congress, 4-12, http://www.fas.org/sgp/crs/misc/R41430.pdf]

In 2010, the Inland Waterways Users Board (IWUB) officially adopted and transmitted to ¶ Congress a proposal of its own.¶ The final report of its Inland Marine Transportation Systems ¶ Capital Investment Strategy Team, Inland Marine Transportation Systems Capital Projects ¶ Business Model (hereinafter referred to as the IWUB report, or the user proposal), has come to ¶ represent the preferred alternative of much of the inland waterway user industry.¶ Although this ¶ report was prepared at the request of the IWUB and credited participation by the Corps, it was not ¶ endorsed by the Corps or the Administration. In subsequent hearings and other public forums, the ¶ report has continued to be touted by the IWUB and other commercial waterway users.¶ On March 29, 2012, Representative Whitfield introduced H.R. 4342, the Waterways Are Vital for ¶ the Economy, Energy, Efficiency, and Environment Act of 2012 (also known as the WAVE4 Act). ¶ The legislation would authorize the primary recommendations of the IWUB proposal discussed ¶ below, including a $0.06 cent per gallon increase to the fuel tax and alterations to the cost-sharing ¶ split for inland waterways that would make the federal government responsible for a larger share ¶ of inland waterways costs. While the legislation does not mandate increased funding for inland ¶ waterways, it requires that the Corps develop and submit an annual plan similar to the 20-year ¶ plan based on the IWUB proposal, which assumes increased funding from Congress. beyond ¶ current levels (see below section, “Increase Overall Spending on Inland Waterways”).

#### United States Federal Government involvement is value to the waterways of the nation

Stern, 12 [Charles Analyst in Natural Resources Policy “Inland Waterways: Recent Proposals and

Issues for Congress”, CRS Report for Congress, 4-12, http://www.fas.org/sgp/crs/misc/R41430.pdf]

¶ The federal government invests in inland waterways because of the value of these waterways to ¶ the nation. The federal government first began to invest in inland waterways in the early 1800s. ¶ Over time, this gave way to a significant federal investment in the form of full funding for investigations, operations and maintenance, and construction costs funded through the U.S. Army ¶ Corps of Engineers. However, legislation in the 1970s and 1980s changed this system and created ¶ user cost-sharing requirements for a subset of these costs

## \*\*\*2AC Add-Ons\*\*\*

### 2AC Coal Add-On

#### AND, Strong coal production is critical to sustain global economic and political stability

Burke 04 (Dr. Francis P. Burke, Vice President, Research & Development of CONSOL Energy, Inc, FDCH Congressional Testimony, 4-27-2004, “Sustainable Electricity Generation,” Lexis)

The United States is not unique in its dependence on coal, and it is vital to our national interest to promote the increased use of coal not only domestically, but worldwide as a key component of our energy and economic security. The most compelling evidence of this is China. This year, the Chinese will mine and consume 1.5 billion tons of coal. In 15 years, they will consume 2.5 billion tons; China's increase alone will equal our current consumption. They expect to double their coal-fueled electricity generating capacity to 600 GW by 2020. By 2040, the Chinese expect to use 4 billion tons of coal annually. Throughout the world, economic growth and political stability are tied to electrification, and electricity is tied to coal. Therefore, the desire and, in fact, the necessity of the world to utilize its abundant coal resources will not be denied. Energy availability and energy quality are key to meeting all three aspects of sustainable development: economic, societal and environmental. The question is not whether we need or will use coal for human development, but how we will use it.

### 2AC Electricity Add-On

#### Dam or lock failure would drastically increase the cost of electricity and ripples would be felt throughout the economy

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

A Corps-commissioned study produced in October estimated a lock or dam failure that closed the Lower Mon to traffic could increase electricity costs up to $1 billion annually. The figure covers only what businesses and consumers could pay and not how those price increases would ripple through the economy. But Mr. Harder, who disclosed the $1 billion estimate at an industry meeting in Pittsburgh in October, said costs would include power plants paying more to move coal by truck or rail. He said an extended closure could cause some power plants to shut down, increasing the cost of electricity for about 21 million people along the East Coast.

#### AND Low cost electricity is a critical component of the U.S. economy.

EEI, ‘6 [Edison Electric Institute, “Rising Electricity Costs: A Challenge for Consumers, Regulators, and Utilities,” May, http://www.eei.org/whatwedo/PublicPolicyAdvocacy/StateRegulation/Documents/rising\_electricity\_costs.pdf]

Electricity is the lifeblood of the U.S. economy. It powers our homes, offices, and industries; provides communications, entertainment, and medical services; powers computers, technology, and the Internet; and runs various forms of transportation. Not only is electricity the most flexible and most controllable form of energy, its versatility is unparalleled. Clearly, electricity is a crucial commodity we all take for granted. We scarcely think about it, unless we don’t have it. Fortunately, almost without exception, electricity is there for us when we flip the switch—Americans enjoy the benefits of the world’s most reliable electric system. What’s more, continuing advances in more efficient electric technologies make electricity cleaner and more valuable. And still, it remains one of the true “bargains” among crucial U.S. commodities. Today, electricity costs are generally inexpensive, comprising a modest part of most customers’ monthly expenses.

### 2AC Readiness Add on

#### Strategic Mobility low-crushes our deterrent, readiness, and de-escalation

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| Hickins ,10 [Colonel Kenneth E. Hickins, Strategic Mobility, Army Sustainment , March-April 2010, http://www.almc.army.mil/alog/issues/MarApr10/spectrum\_strategy\_mobility.html |

In 2001, I authored two articles, “Strategic Mobility: The U.S. Military’s Weakest Link” and “Transforming Strategic Mobility,” that were published in *Army Logistician*. In those articles, I made the argument that strategic mobility was the U.S. military’s greatest deficiency. In the 8 years since those articles were published, many things have changed and many have not. Logisticians are still just as guilty as other tacticians of refighting the last war. The United States continues to fight the Global War on Terrorism (with unprecedented military spending) while conducting modernization programs, the C–17 Globemaster and large medium-speed roll-on-roll-off (LMSR) vessel procurements, and base realignment. The Army has recently accomplished the largest transformation in its history; yet, despite all of the changes in procurements, modernizations, and modularity, my original argument still holds true: Strategic mobility has not been fixed and is the weakest link in the strategic chain of getting the right forces to the proper place in space and time to allow combatant commanders to deter, de-escalate, or decisively defeat an adversary.

#### Key to readiness

Gibbs, 12 [Bob Gibbs 4/13/2012, Subcommittee Chairman RE: Hearing on "How Reliability of the Inland Waterway System Impacts Economic Competitiveness." http://republicans.transportation.house.gov/Media/file/112th/Water/Water%20Briefing%20Memo%20%204-18-12.pdf ]

America's utility industry is also dependent on inland waterways. America's utility industry uses the Inland Waterways Transportation System to transport over 20% of the coal it consumes to produce electricity. More than 30% of the oil and petroleum products used across the nation, and nearly all the home heating oil and gasoline used in New England, moves by barge. Benefits to shippers and freight transportation savings are only a part of the benefits for the nation's Inland Waterways Transportation System. The Inland Waterways Transportation System also provides flood control benefits, increase nearby property values, provides water supply for nearby communities, generates hydroelectric power, provides recreational opportunities, provides local and regional economic opportunities, and enhances national security capabilities and readiness.

#### Readiness is critical to prevent rivals from lashing out and prevent war

Spencer, 2000(Jack, Research Fellow at Thomas A. Roe Institute for Economic Policy Studies, “The Facts About Military Readiness”, Heritage Foundation, September 15th, <http://www.heritage.org/Research/Reports/2000/09/BG1394-The-Facts-About-Military-Readiness>)

America's national security requirements dictate that the armed forces must be prepared to defeat groups of adversaries in a given war. America, as the sole remaining superpower, has many enemies. Because attacking America or its interests alone would surely end in defeat for a single nation, these enemies are likely to form alliances. Therefore, basing readiness on American military superiority over any single nation has little saliency. The evidence indicates that the U.S. armed forces are not ready to support America's national security requirements. Moreover, regarding the broader capability to defeat groups of enemies, military readiness has been declining. The National Security Strategy, the U.S. official statement of national security objectives,3 concludes that the United States "must have the capability to deter and, if deterrence fails, defeat large-scale, cross-border aggression in two distant theaters in overlapping time frames."4According to some of the military's highest-ranking officials, however, the United States cannot achieve this goal. Commandant of the Marine Corps General James Jones, former Chief of Naval Operations Admiral Jay Johnson, and Air Force Chief of Staff General Michael Ryan have all expressed serious concerns about their respective services' ability to carry out a two major theater war strategy.5 Recently retired Generals Anthony Zinni of the U.S. Marine Corps and George Joulwan of the U.S. Army have even questioned America's ability to conduct one major theater war the size of the 1991 Gulf War.6 Military readiness is vital because declines in America's military readiness signal to the rest of the world that the United States is not prepared to defend its interests. Therefore, potentially hostile nations will be more likely to lash out against American allies and interests, inevitably leading to U.S. involvement in combat. A high state of military readiness is more likely to deter potentially hostile nations from acting aggressively in regions of vital national interest, thereby preserving peace.

# \*\*\*Affirmative Answers\*\*

## \*\*Politics Answers\*\*

### Dems Support

#### Democrats in favor of increased waterway investment

Committee on the Budget US H.R. 12 (U.S. House of Representatives, “Top Reasons to Support Democratic Budget Alternative”, U.S. House of Representatives, May, http://democrats.budget.house.gov/committee-report/top-reasons-support-democratic-budget-alternative)

[The] budget invests in research, education, and innovation that will create a globally competitive workforce for the future.

***Education Investments*** *–* Follows the President’s request for increased investment in education and includes his request for $6 billion to prevent the interest rate on subsidized student loans from doubling this July.

***Innovation and Research Investments*** – Funds science and engineering workforce development and supports innovative manufacturing processes that will reduce costs by using less energy, improving product quality, and accelerating product development.

***Small Business Investments*** *–* Provides additional resources for the Small Business Administration (SBA) to ensure that the lending volume for loan programs remains the same, rather than shrinking and denying many small businesses’ access to capital.

***Infrastructure Investments*** *–* In addition to short-term jobs initiatives for transportation, our **budget includes the President’s six-year surface transportation proposal to create construction jobs and fuel long-term economic growth.  It also includes additional funding to maintain America’s harbors, seaports, and waterways.**

#### Democrats Support further investments in water ways

Budget Committee Democrats 2012 [No specified authors, “Summary of the 2013 Democratic Budget”, Budget Committee Democrats, 2012,<http://democrats.budget.house.gov/committee-report/summary-2013-democratic-budget>]

Infrastructure Investments –In addition to short-term jobs initiatives for transportation, this budget includes the President’s six-year surface transportation proposal.  These investments will create construction jobs and fuel long-term economic growth by modernizing our transportation systems.  The budget also includes additional funding to maintain America’s harbors, seaports, and waterways.  It rejects Republican cuts that reduce spending by one-quarter over 10 years, including a cut next year that could force cuts to current projects.

### Republicans Support

#### Republican senators call for larger investment in Waterways

Flessner 2012, [Dave, is the business editor for the Times Free Press. A journalist for 35 years, Dave has been business editor and projects editor for the Chattanooga Times Free Press. He covers energy, business and special projects, including the Tennessee Valley Authority. A 1979 graduate of the University of Michigan, Dave also studied economics at Michigan State University’s Graduate School of Business. He has won more than a dozen journalism awards for business, breaking and investigatory reporting. “GOP congressmen want more money to upgrade Chickamauga Lock”, Times Free Press, 4/23, <http://www.timesfreepress.com/news/2012/mar/23/gop-congressmen-want-more-money-upgrade-chickamaug/>]

U.S. Rep. Chuck Fleischmann, R-Tenn., criticized President Obama today for not including any maintenance money in next year’s budget proposal to shore up the crumbling Chickamauga Lock. “The president’s budget for fiscal 2013 has zero funds for the lock and that is unacceptable," Fleischmann told reporters during a tour of the Tennessee River lock today. Fleischmann hosted U.S. Rep. Bill Shuster, R-Pa., a House transportation subcommittee chairman, for a tour of the Chickamauga Lock and the Apison Pike extension to Collegedale. Both Shuster and Fleischmann said the funding formula for lock and dam repairs and upgrades needs to be changed to ensure projects like Chickamauga Lock are funded. Shuster vowed to work on the next waterway funding measure to allocate more money for the Chickamauga Lock and similar locks needing repairs. The U.S. Army Corps of Engineers has been spending from $2 million to $3 million a year on “aggressive maintenance” to preserve the 72-year-old lock, which is suffering from problems with concrete growth. The Corps began building a new and larger lock at the Chickamauga Dan nearly a decade ago, but funding ran dry from the Inland Waterways Trust Fund due to the recession and cost overruns at other, higher priority projects on the Ohio River. The Corps has spent nearly $200 million on the new Chickamauga Lock so far, but the total project expense has swollen to $693 million. Work on the new lock is stalled until more money is allocated to the Corps” inland

### Plan Bipart

#### Plan has bipartisan support

Boustany 12 – Congressional Record of the 112th Congress, second session from the House of Representatives Volume 158 Number 56 (Charles, “Congressional Record; Proceedings and debates of the 112th Congress, Second Session”, Congressional Record, 4/18/12, <http://www.gpo.gov/fdsys/pkg/CREC-2012-04-18/pdf/CREC-2012-04-18-house.pdf)//MM>

Our country depends on its maritime commerce. Without the use of our maritime transportation routes, we’re not really talking about transportation. We cannot expand exports and we cannot move our agricultural commodities or our manufactured goods to other destinations around the world if we do not have waterways that have been maintained. The Army Corps of Engineers has said to me on multiple occasions, if you take the top 60 ports and harbors in this country, fewer than 35 percent of those waterways are dredged adequately to the authorized depth and width authorized by Congress. My bill, which is now an amendment to this transportation bill, H.R. 104, is the RAMP Act. It is the Realize America’s Maritime Promise Act. It has bipartisan support with 190 Members in the House and with over 30 Senators over on the Senate side.

#### The plan is bipart

Hettel, April 18 Congressional Documents and Publications April 18, 2012 SECTION: U.S. HOUSE OF REPRESENTATIVES DOCUMENTS LENGTH: 1150 words HEADLINE: House Transportation and Infrastructure Subcommittee on Water Resources and Environment Hearing; "How Reliability of the Inland Waterway System Impacts Economic Competitiveness."; Testimony by Martin Hettel, Senior Manager, American Electric Power River Operations

AEP River Operations and hundreds of other companies and organizations believe that one critically important step that Congress should take to address this situation is to approve and send to the President for his signature H.R. 4342, the "Waterways Are Vital for the Economy, Energy, Efficiency, and Environment Act of 2012". This legislation, which Congressman Ed Whitfield from Kentucky and Congressman Jerry Costello from Illinois--a member of this important Subcommittee--and others have introduced on a bipartisan basis, would put in place what we believe is a balanced, comprehensive, workable 20-year inland waterway system modernization investment program for the Nation. A second critical step Congress should take is to assure on a continuing basis that the Corps of Engineers is provided with adequate operation and maintenance funds to keep the Ohio River and the remainder of the inland waterway system functioning at an optimal level. Our Nation's inland waterways are too important to do anything less.

### Plan Popular: Congress

#### Infrastructure spending has massive political support – democrats push bipart compromise, business community, labor unions, and the chamber of commerce

**FT 11** (global news agency for business news and analysis, Anna Fifield, “US: Obstacles to progress,” The Financial Times, August 1, 2011, <http://www.ft.com/cms/s/0/01ff75ec-bc6c-11e0-acb6-00144feabdc0.html#axzz1yTIfa77A>)

The Senate’s environment and public works committee responded with a two-year, $109bn bill that would keep spending at current levels plus inflation rather than cutting it. Though some Democrats are unhappy at maintaining the status quo rather than boosting spending, this proposal is more likely than Mr Mica’s to win bipartisan support. House Republicans “would vote down a Mother’s day resolution if it had extra spending”, he said, referring to the Tea Party caucus that generally objects to any increased spending. Infrastructure should be a promising area for bipartisan compromise, says Ryan McConaghy of the Third Way, a left-leaning think-tank. “For the left it’s a job creator with immediate effects, like FDR’s New Deal or Eisenhower’s highway system. And the business community supports it because it makes investment decisions more attractive.” Both the labour unions and the Chamber of Commerce, seldom on the same side of an issue, [support greater infrastructure spending](http://www.ft.com/intl/cms/s/0/4524ad80-773c-11e0-aed6-00144feabdc0.html#axzz1TjRydRQi). The chamber has criticised Mr Mica’s $230bn bill for being too small.

#### Congressman advocates increase in federal investment in waterways

Critz 2012(Mark,Congressman of the 12th district of Pennsylvania, “Critz and Doyle Advocate for Investment in Waterways Infrastructure...Fixing Trust Fund is necessary to repair and modernize region's locks and dams”, 6/06, http://critz.house.gov/press-release/critz-and-doyle-advocate-investment-waterways-infrastructurefixing-trust-fund)

Thank you Mr. Doyle, Mr. Visclosky, Chairman for yielding time. I would like to add my voice to Mr. Doyle’s on the issue of the aging state of our nation’s waterways, and the vast shortfalls in funding urgently needed projects. I believe the Chairman has done his best, given the limited funds available in the Trust Fund, and would like to work with the gentleman from New Jersey to find a long term solution to this issue. Consisting of over 230 lock chambers, our Inland Waterways move hundreds-of-millions of tons of cargo annually. To move this cargo on the nation's highways would require an additional 24 million trucks, would cost billions more in fuel costs, and generate millions of tons of pollution. The federal government has invested in this infrastructure for over two hundred years. The locks and dams that are the backbone of this system are built with a 50-year design life, yet many --- for example those on the Monongahela River in western Pennsylvania--- are over 100 years old! I am deeply trouble by the lack of funding for these projects, and specifically on the lack of progress on finding a solution to the funding shortfalls in the Inland Waterways Trust Fund. This fund generates roughly $85 million dollars per year through a fuel tax on barges, yet falls well short of the $380 million per year the Inland Waterways Users Board estimates is needed to fully fund capital reinvestments in the system. The Department of Transportation projects that the waterway traffic will increase 20% by 2020. We can no longer afford to sit on our hands and wait for these vital lanes of commerce to fail. We need to invest in America and keep our federal waterways open for business. The Inland Waterways System is far too important to allow it to continue to languish with inadequate funding and crumbling infrastructure. I look forward to working with the Chairman, the Ranking Member and Mr. Doyle to find a solution to this urgent need, and I yield back.

### Plan Popular: Government

#### Waterways Plan Popular – Supported by White House

Quinlan 11 [Paul, E&E Reporter, “ARMY CORPS: Industry, Obama admin wrestle over funding for waterway maintenance”, E&E Publishing, LLC, 10/3, <http://www.eenews.net/public/Greenwire/2011/10/03/3>]

President Obama's plan that calls for shipping interests to pick up more of the tab for channel-deepening projects and repairing and upgrading locks and other infrastructure along waterways is facing fierce industry opposition.¶ In the grand scheme of the federal budget, waterways funding is a small matter. Congress' "supercommittee" is tasked with drawing up a plan to cut at least $1.2 trillion in federal spending by Thanksgiving. At issue for inland waterways is $7.6 billion, the industry says.¶ It's unclear just how much of the $1 billion generated under the administration's proposed waterway fees would go toward closing the federal budget gap. Industry lobbyists say the White House has proposed investing $400 million annually in the waterways system, and the administration counted the full $1 billion as deficit reduction in its plan.¶ The waterway proposal in Obama's deficit-reduction plan would generate $1 billion over a decade by charging fees for vessels that use waterways. The proposed two-tier fee -- which would charge the most for users of locks on rivers such as the Ohio, Tennessee and Upper Mississippi -- would supplement revenue raised in an existing 20-cents-a-gallon fuel tax.

#### Former Governor of Mississippi calls for increased FEDERAL investment for waterways

Mississippi Business Journal April 2012(“Barbour: U.S. ports need investment, strategy policy”, Mississippi Business Journal, <http://msbusiness.com/2012/04/barbour-u-s-ports-need-investment-strategy-policy/>)

BILOXI — Former Gov. Haley Barbour, speaking to a regional gathering of Gulf states harbor pilots, called for a “bias for action and a sense of urgency…for increased U.S. investment in waterways infrastructure and a national strategic policy to prepare and equip U.S. ports in the Gulf of Mexico and the Atlantic Seaboard for increased cargo and container volume from ‘post-Panamax’ vessels after the Panama Canal opens in 2015.”

Barbour made his remarks to some 100 harbor pilots and harbor pilot leaders representing a dozen pilot associations from Texas, Louisiana, Mississippi and Alabama attending a joint meeting of Gulf States/Texas State Pilot Association (TSPA), said Captain Michael Morris, TSPA president.

As chairman of the National Maritime Policy Council, Barbour urged Congress and President Obama to focus on several goals:

• Declare port modernization and channel deepening a project of National Economic Significance, vital to U.S. global competitiveness and national security as well as set a goal to coincide with the opening of the expanded Panama Canal in 2015.

• Increase Federal investment in port infrastructure and expedited utilization of the Harbor Maintenance Trust Funds for dredging.

• Utilize 100 percent of the HMTF annual revenue for required maintenance with no change in local match rules.

• Authorize a three-year program to use accrued HMTF for channel deepening as well as requiring a 35 percent local match, spend down fund to no less than $1B by 2015.

• Expedite permitting by requiring the U.S. Corps of Engineers to evaluate and issue maintenance and deepening permits within one year of application.

• Promote a strategic port modernization effort to: 1) Increase port access and productivity; 2) Increase capacity of ports for containers and other cargos; and 3) Improve logistics and movement of goods and people.

“It’s absolutely critical to our nation’s future to have our ports and waterways dredged. And we must be ready for the expected boom in business following the completion of the Panama Canal expansion project in 2015. This is good for America and Texas,” said Morris.

### Plan Popular: Public

#### Local governments and communities encourage waterway development

The Huffington Post 2012 [No specified author, “Edna Jackson, Savannah Mayor, Lobbies Obama For Waterway Renovations”, 03/14, http://www.huffingtonpost.com/2012/03/14/edna-jackson-savannah-waterway-renovations\_n\_1344553.html]

SAVANNAH, Ga. (AP) — The mayor of Savannah got a chance to lobby President Barack Obama for his support on deepening the waterway to the city's booming seaport. Mayor Edna Jackson was among 14 U.S. city leaders who met with the president at the White House on Monday. She said Obama gave each of them one minute to tell him about pressing issues back home. Jackson used her time to plug the $600 million port expansion. "I told him about the importance of the deepening of the harbor because we're 25 percent below the poverty level in Savannah. It's all about job creation in our community," Jackson said Tuesday in a phone interview from Washington, where she and other mayors were attending a conference of the National League of Cities.

## \*\*Disad Answers\*\*

### A2: Spending Disad

#### United States Federal Government is teaming up with the IWTF to split cost.

Stern, 12 [Charles Analyst in Natural Resources Policy “Inland Waterways: Recent Proposals and

Issues for Congress”, CRS Report for Congress, 4-12, http://www.fas.org/sgp/crs/misc/R41430.pdf]

Inland waterways are a significant part of the nation’s transportation system. Because of the national economic benefits of maritime transport, the federal government has invested in ¶ navigation infrastructure for two centuries. As a result, barge shipping has received significant ¶ support through federal funding for operational costs, capital expenditures, and major ¶ rehabilitation on inland waterways. Since the Water Resources Development Act of 1986, ¶ expenditures for construction and major rehabilitation projects on inland waterways have been ¶ cost-shared on a 50/50 basis between the federal government and users through the Inland ¶ Waterways Trust Fund (IWTF). Operations and maintenance costs for inland waterways typically exceed these construction costs, and are a 100% federal responsibility pursuant to WRDA 1986.

#### Waterways are comparatively cheaper than rail or truck

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

Rivers provide a less expensive alternative to other transportation options. Barges are more than $14 a ton cheaper than using rail or truck, according to a 2010 report by a Corps-industry task force that recommended changes in the way lock and dam projects are funded.

#### Deficit spending is key to the economy

Amit Mitra, Secretary General of India's Apex business Chamber, the Federation of Indian Chambers of Commerce & Industry (FICCI), 7-08-09 http://www.business-standard.com/india/news/%5Cdo-fiscal-deficits-hurt-economic-growth%5C/363226/

Let us look at the various kinds of arguments made against deficits. The monetarists argue that deficits crowd out private borrowing, raise interest rates and cause inflation. So, they advocate you should not try and stimulate the economy but, over a 5-8 year period, look at a steady and sustainable increase in money supply, and economic growth will follow. This post-Friedman approach has been discredited after the financial meltdown, since the whole question of money supply has fallen flat on its face. Liquidity vanished, banks failed and various federal authorities were taken by surprise at what was happening in the world of finance capital. If the simplistic monetary theory has failed, we have no option but to stimulate in the fiscal domain, which is what is happening in the US and Europe. Which brings us to the question of how much of a fiscal stimulus is bearable. The US fiscal deficit is now likely to be 12.3 per cent of GDP in 2010 (the earlier prediction was 9-10 per cent); it is 15 per cent for the UK; six per cent for Germany; seven per cent for Italy, Spain and France. So how are these countries able to live with such high fiscal deficits? Look at their 2009 and 2010 growth projections and that’s where the answer lies. For calendar 2009, the US economy will shrink 5.5 per cent, Germany 6 per cent, Italy 4.2 per cent and so on. In 2010, the projection is that the US will be positive, UK 1 per cent, Japan 1.2 per cent … so we will have 0.5 to 2.5 per cent growth in the developed world in 2010. With growth, the fiscal deficit will be taken care of. But why doesn’t the same logic apply to India, after all our growth which is down to 6.7 per cent will also go back up to the 7-7.5 per cent range. The answer comes from Standard & Poor’s. According to S&P, India has a structural deficit (due to the fertiliser- and fuel- subsidies), while the west has a transient one caused by the stimulus, and that will go. But S&P does not talk of the US social security, medicare and other such social security … all of these increase during a downturn when government revenues are strained. So the S&P argument that the US deficit is not structural is flawed. The US can’t reduce unemployment benefits or increase the age-limits for medicare so easily — how is that any less structural? In India’s case, we have just increased the price of fuel, so we are trying to tackle our structural deficit. S&P also argues that two things can help — funding the deficit through disinvestment and a situation where the deficit generates demand. The fact that India’s growth is 6.7 per cent as compared to the 4.5 per cent projected by the IMF would suggest the stimulus has indeed been demand-creating. In the last five years, direct taxes grew 29 per cent — so, when economic growth is high, tax collections respond very well. Hence, the cure is demand-stimulating fiscal deficits. Economists also talk of a built-in stabiliser in countries like the US — if the economy tanks, welfare payments rise and tax payments fall significantly as people move down tax brackets, and that ensures increased demand that acts contra-cyclically. Since this doesn’t happen in India, we have no option apart from fiscal stimulus. Indeed, while India has a huge space to tackle deficits through disinvestment and the additional revenues guaranteed through high growth, the west does not have this space. The developed world does not have the tools to tackle its deficit, we do.

### A2 Trucks/Railroad Disads

#### Trucks and rail cannot replace the use of barges in coal transportation.

Pittsburgh Post-Gazette, ’12 [Len Boselovic, “The Consol Energy towboat Aliquippa takes two barges of sand up the Monongahela River to Monessen,” March 18, 2012,

http://old.post-gazette.com/pg/12078/ 1217742-113.stm]

Whatever the period of time needed, the 10 million tons of coal and other commodities that move through the Elizabeth locks each year would have to be moved by rail or truck, which are more expensive. Moreover, it would take more than 1,000 large trucks to move the same amount of coal a standard 15-barge tow carries. "If the Lower Mon closes, there's not enough trucks to move the coal power plants need," Mr. Harder said.

#### Better than rails or trucks🡪 too much pollution

Gibbs, 12 [Bob Gibbs 4/13/2012, Subcommittee Chairman RE: Hearing on "How Reliability of the Inland Waterway System Impacts Economic Competitiveness." http://republicans.transportation.house.gov/Media/file/112th/Water/Water%20Briefing%20Memo%20%204-18-12.pdf ]

Benefits of the Inland Waterways Transportation System are numerous. For instance, one 15-barge tow on a river can carry as much cargo as 216 rail cars or 1,050 large trucks. If the cargo transported on the inland waterways each year had to be moved by highways, it would require 58 million truck loads. A wholesale diversion of waterway traffic to the nation's rail network would require 100,000 additional rail freight cars and 2,500 additional locomotives. Barges moving on waterways are safer, more fuel efficient, and less polluting than other means of transportation. For example, on averaged, a gallon of fuel can move one ton of cargo 155 miles by truck, 413 miles by train, and 576 miles by barge. Due to these efficiencies, carbon dioxide emissions were 2.1 million metric tons less in 2005 than if rail transportation had been used, and 14.4 million metric tons less than if trucks had been used.

#### Plan saves billons and alleviates congestion

Gibbs, 12 [Bob Gibbs 4/13/2012, Subcommittee Chairman RE: Hearing on "How Reliability of the Inland Waterway System Impacts Economic Competitiveness." http://republicans.transportation.house.gov/Media/file/112th/Water/Water%20Briefing%20Memo%20%204-18-12.pdf ]

Thirty-eight states are directly served by the nation's Inland Waterways Transportation System, constituting between 500 and 700 million tons of bulk commodities valued at more than $125 billion annually. At an average savings of more than $12.00 per ton over an alternate overland mode, this equals $7 billion in annual transportation cost-savings. Water transportation also has the potential to move huge amounts of cargo that could alleviate congestion on major highway arteries, such as 1-95 on the Atlantic coast. For some goods, as much as 50% of the ultimate price paid by the consumer is attributable to transportation costs. Keeping these costs low not only benefits consumers here in the United States, it also makes products produced in the United States more competitive on the world market. Congestion at an outdated lock on a waterway can result in increased costs that rob the farmer or manufacturer of his or her profit. Delay and its associated costs also can rob a farmer or manufacturer of his or her market. Agriculture products account for 22% of all transported tonnage on the nation's Inland Waterways Transportation System.

## \*\*Counterplan Answers\*\*

### \*Disad to State/Private\*

#### Federal operation of inland waterways are key to disaster relief efforts – Hurricane Katrina proves private contractors empirically fail

IBEW, ‘6 [“Another Bad Idea: Outsource Federal Lock and Dam Operations,” April 26, <http://www.ibew.org/articles/06daily/0604/060426_dams.htm>]

That commitment was on display last August and early September, when storm waters from Hurricane Katrina seeped into New Orleans in the most tragic natural disaster in the United States in generations. Members of the National Federation of Federal Employees (NFFE) were on the job at the IHNC lock in New Orleans – as federal workers are required to be – when it was discovered that contractors who were supposed to be manning a bridge over the city’s industrial canal had deserted their posts. The operation of that bridge, the St. Claude Avenue Bridge, was vital to both evacuation and relief efforts. The road was among the only dry passages out of town, and the waterway underneath was key to barges and other vessels bringing in materials to repair the broken levees. The NFFE operators spent days raising and lowering the bridge under highly difficult conditions. Because the electricity was out, they had to power up the creaky old gas-powered back-up system. Each time they raised or lowered the bridge might have been the last time. Then someone recalled that the nearby lock once powered the bridge, so the NFFE operators rooted through underground wires to rig the electric power back through the lock, which was working. “The bridge was fully operational so the city could continue to get the repair materials in,” said Randy Erwin, NFFE (a division of the Machinists) legislative director. “What happened in New Orleans was a tragedy but it would have been worse without these guys. They were heroes.”

#### Disaster relief disproportionately hurts the poor

World Bank 04 ("Natural Disasters: Counting the Cost" web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20169861~menuPK:34457~pagePK:34370~piPK:34424~th eSitePK:4607,00.html)

Losses from natural disasters are most devastating to the poorest people, says Margaret Arnold, acting manager of the World Bank’s Hazard Management Unit. This is particularly true in developing countries. Extensive research shows the poor are more likely to occupy dangerous, less desirable locations, such as flood plains, river banks, steep slopes and reclaimed land. Disasters are closely linked to poverty as they can wipe out decades of development in a matter of hours. Because natural disasters hit poor people the hardest, implementing effective disaster recovery programs, if they are well targeted, may be an effective means of reducing poverty, according to a forthcoming report by the ProVention Consortium – an international network of public, private, non-governmental, and academic organizations dedicated to reducing the impact of disasters in developing countries. Other senior disaster recovery officials share that view: “Disasters are first and foremost a major threat to development and specifically to the development of the poorest and most marginalized people in the world. … and ensure they stay poor.”

#### Poverty makes global nuclear war inevitable

Joseph George Caldwell, PhD, The End of the World, and the New World Order, updae of an article published 10/26/00, March 6, 2003, [www.foundation.bw/TheEndOfTheWorld.htm](http://www.foundation.bw/TheEndOfTheWorld.htm).

It would appear that global nuclear war will happen very soon, for two main reasons, alluded to above. First, human poverty and misery are increasing at an incredible rate. There are now three billion more desperately poor people on the planet than there were just forty years ago. Despite decades of industrial development, the number of wretchedly poor people continues to soar. The pressure for war mounts as the population explodes. Second, war is motivated by resource scarcity -- the desire of one group to acquire the land, water, energy, or other resources possessed by another. With each passing year, crowding and misery increase, raising the motivation for war to higher levels.

#### Disaster exacerbates many other impacts.

Anthony Oliver-Smith, professor of anthropology at the University of Florida, 5-11-06 ("Disasters and Forced Migration in the 21st Century" http://understandingkatrina.ssrc.org/Oliver-Smith/)

The complexity of disasters today is demonstrated by the processes in which they can combine with and compound each other. For example, in 1998 Hurricane Mitch (a natural agent) produced floods in Honduras (a socio-natural phenomenon) that inundated warehouses full of pesticides and fertilizers (a technological hazard), producing what might be called a compound or complex disaster (Jansen 2003). Recently in the fall of 2004, Hurricane Ivan threatened New Orleans with just the same conflation of dangers. Hurricane Katrina has just fully realized the nightmare of Ivan. There is no question that environmental changes, particularly in the form of degradation, have increased the severity of socio-natural disasters. Moreover, disasters, singly or in combination, can further be compounded by the incidence of political upheaval, such as war, ethnic cleansing, or terrorism, or social factors such as racism, exclusion or religious persecution. And disasters can contribute to political instability that can lead to conflict with the potential to displace people.

### A2: Private CP

#### Government intervention key- external costs means markets fail.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

Markets are optimal for allocating resources when the costs and benefits of an activity are well understood and factored into an investment or use decision such that the benefits of the activity are greater than its opportunity costs. Factors that affect market-based transportation decisions by private users of the transportation system include shipping costs, reliability and frequency of service, time in transportation, insurance costs, and quality of service. Other costs and benefits of our transportation system, however, are not borne by the private users who cause them. These costs and benefits are “external” to the user and typically will not influence transportation decisions made by the user. Common costs and benefits that are either fully or partially external to a transportation user’s decisions include the effect that the user's decision to transport freight on a highway has on the delay experienced by all other users of that road, or certain effects that the choice of a transportation mode may have on jobs and the broader economy, the environment, public health and safety, and national security. 13 Unless such factors are addressed in comprehensive planning, investment, regulation, or market interventions, the full potential benefits of a transportation mode to both private users and the public at large may not be realized.

#### Government action is key- the shift AWAY from inland waterways was due to market assumptions.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

The shift to landside transportation modes from water transportation is attributable to a range of factors too complicated to discuss adequately in this report, including (but not limited to) the completion of the Interstate Highway System, use of larger and more specialized trucks and train cars, deregulation of motor carriers and railroads, changing technologies and logistics practices, and the implementation of pipeline capacity for petroleum transport. A critical factor contributing to the shift – the inability of markets to fully capture social costs and benefits associated with the use of different transportation modes – is described in this chapter.

#### Government intervention key.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

This Report to Congress is required by Sections 1121 and 1123 of the Energy Independence and Security Act of 2007 (Energy Act). Section 1121 directs the Secretary of Transportation (Secretary) to establish a short sea transportation program and designate short sea transportation projects under the program to mitigate landside congestion. The Maritime Administration (MARAD) has implemented this short sea transportation program as the “America’s Marine Highway Program” (the Program). The Program is intended to expand the use of our inland, Great Lakes Saint Lawrence Seaway System, intracoastal, and coastal waterways for the transportation of freight (loaded in containers and trailers) and passengers to mitigate landside congestion, reduce greenhouse gas emissions per ton-mile of freight moved, and accomplish other objectives. The first section of this report provides the justification for expanding the utilization of Marine Highway services. It describes the interests of the Federal government in encouraging greater use of Marine Highways and, through the example of Europe, shows that government policy can be successful in achieving this result. An important point of this section is that the full range of public benefits of Marine Highway services will not be realized based solely on market-driven transportation choices.

### A2: States CP

#### Federal government key- uniformity, responsibility, and experience.

Department of Transportation, 2011 April America’s Marine Highway Report to Congress, http://www.marad.dot.gov/documents/MARAD\_AMH\_Report\_to\_Congress.pdf

The correct valuation of such benefits in planning and investment decisions could justify a much greater role for America’s Marine Highway as part of a balanced national transportation system. USDOT, with its responsibility to develop and implement national freight and passenger transportation strategies and target public resources to satisfy public needs across State and other jurisdictional lines, is best positioned to see that this role is realized. The Federal government is also well-situated to coordinate the development of national standards to ensure the compatibility of infrastructure and equipment throughout the Marine Highway system. MARAD is currently working closely with other USDOT modal administrations and the Office of the Secretary of Transportation to develop national transportation strategies that maximize the positive contributions of Marine Highway services.

#### Federal action key

IBEW, ‘6 [“Another Bad Idea: Outsource Federal Lock and Dam Operations,” April 26, <http://www.ibew.org/articles/06daily/0604/060426_dams.htm>]

More than 50 members of Congress have objected in writing to the Army Corps of Engineers’ plans to privatize thousands of jobs at the country’s 230 federal locks and dams. They argue that the work of operators should be re-classified as “inherently governmental” under federal law, and therefore the sole domain of federal workers.