## The Maritime Transportation System

### Contention 1: Marine Highways

#### \*\*There are 2 scenarios

#### \*\*Scenario 1 is Trade

#### Expanding MTS is vital to US global trade leadership

Kiefer et al 2K – principal investigator for Planning and Management Consultants– study authorized by Section 401 of the Water Resources Development Act of 1999, report to the US Army Corps of Engineers (Jack, Planning and Management Consultants, “The National Dredging Needs Study of Ports and Harbors Implications to Cost-Sharing of Federal Deep Draft Navigation Projects Due to Changes in the Maritime Industry”, May 2000, <http://www.iwr.usace.army.mil/docs/iwrreports/00-R-8.pdf>) CB

2.2.2 Other Tangible Benefits Indirect benefits of Corps projects include gains

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trade are widespread and are not limited to a handful of coastal states.

#### The impact is reverse casual – governmental failure to invest in MTS collapses trade leadership

Kiefer et al 2K – principal investigator for Planning and Management Consultants– study authorized by Section 401 of the Water Resources Development Act of 1999, report to the US Army Corps of Engineers (Jack, Planning and Management Consultants, “The National Dredging Needs Study of Ports and Harbors Implications to Cost-Sharing of Federal Deep Draft Navigation Projects Due to Changes in the Maritime Industry”, May 2000, <http://www.iwr.usace.army.mil/docs/iwrreports/00-R-8.pdf>) CB

5.6 Direct Costs of Not Deepening Harbors to Accommodate Larger Ships The direct

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deep draft navigation channels should be expanded as a matter of national policy.

#### Only a federal investment can solve trade leadership

Kiefer et al 2K – principal investigator for Planning and Management Consultants– study authorized by Section 401 of the Water Resources Development Act of 1999, report to the US Army Corps of Engineers (Jack, Planning and Management Consultants, “The National Dredging Needs Study of Ports and Harbors Implications to Cost-Sharing of Federal Deep Draft Navigation Projects Due to Changes in the Maritime Industry”, May 2000, <http://www.iwr.usace.army.mil/docs/iwrreports/00-R-8.pdf>)

International trade has become increasingly important for the United States. Since 1946, the

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was implemented have changed and need to be updated for the 21st Century.

#### Lack of trade leadership causes protectionism and mercantilism

Lincicome ‘12 (Scott Lincicome is an international trade attorney with White & Case, LLP. He has extensive experience in trade litigation before with the United States Department of Commerce, the US International Trade Commission (ITC), served as a senior trade policy adviser for Senator John McCain’s Presidential campaign, former researcher for the CATO Institute, “Is Missing American Trade Leadership Beginning to Bear Protectionist Fruit?” June 12, 2012, http://lincicome.blogspot.com/2012/06/is-missing-american-trade-leadership.html, RS)

Over the past few years, I and several other US trade-watchers have

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, it has risen just as America's free trade leadership has faded away.

#### Mercantilism destroys globalization and increases international conflict

Posen ‘09 (Adam Posen, Deputy director and senior fellow of the Peterson Institute for International Economics, “Economic leadership beyond the crisis,” http://clients.squareeye.com/uploads/foresight/documents/PN%20USA\_FINAL\_LR\_1.pdf)

In the postwar period, US power and prestige, beyond the nation's military might

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rise to the challenge, it should concentrate on the following priority measures.

#### Protectionism will cause terrorism, resource war, genocide, rogue nations, and WW3 – risks extinction (because of China becoming mad at Taiwan, Iran overtly colonizing, and terrorists thinking they can get away with stuff because the US is growing weaker)

Panzner ‘08 (Michael J. Panzner, faculty at the New York Institute of Finance, 25-year veteran of the global stock, bond, and currency markets who has worked in New York and London for HSBC, Soros Funds, ABN Amro, Dresdner Bank, and JPMorgan Chase (Michael, “Financial Armageddon: Protect Your Future from Economic Collapse,” p. 136-138)

Continuing calls for curbs on the flow of finance and trade will inspire the United

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between Muslims and Western societies as the beginnings of a new world war.

#### Even if they win free trade is bad, collapse of international trade causes blocks which exacerbate the impact.

Cooke ‘09 – trade unionist, writer for Workers Action, frequent contributor to Global Research (Shamus, 11-15, “What Is At Stake With Free Trade”, <http://www.globalresearch.ca/index.php?context=viewArticle&code=COO20091115&articleId=16096>, RG)

And go alone they have. Instead of WTO-style international trade agreements,

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merely a policy of corporations to pursue wider aims within a larger system.

#### Free trade creates structural disincentives for war and deters terrorism

Griswold ‘11 (Daniel Griswold is director of the Center for Trade Policy Studies at the Cato Institute and author of Mad about Trade: Why Main Street America Should Embrace Globalization. “Free Trade and the Global Middle Class,” Hayek Society Journal Vol. 9 [http://www.cato.org/pubs/articles/Hayek-Society-Journal-Griswold.pdf Accessed 6/30/12](http://www.cato.org/pubs/articles/Hayek-Society-Journal-Griswold.pdf%20Accessed%206/30/12) BJM)

Our more globalized world has also yielded a “peace dividend.” It may not

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and less likely those gains will be destroyed by civil conflict and war.

#### \*\*Scenario 2 is Agricultural Exports

#### U.S. agricultural competitiveness decreasing now. Exports are critical to maintain competitiveness.

Kagochi ‘07 – doctor of philosophy, A Dissertation Submitted to the Graduate Faculty of Auburn University (“EVALUATING THE COMPETITIVENESS OF US AGRICULTURAL MARKET COMMODITIES”, 8/04/07, <http://etd.auburn.edu/etd/bitstream/handle/10415/1382/KAGOCHI_JOHN_16.pdf?sequence=1>)//MK

The United States (US) has incurred large and persistent agricultural and food trade

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agricultural commodities differentiation as a tool for measuring US agricultural export commodities competitiveness.

#### Investment in MTS sustains US agricultural exports

Khachatryan and Casavant ‘11—Research Associate and Director/Professor at the Freight Policy Transportation Institute at the School of Economic Sciences at Washington State University (Hayk and Ken, THE RELATIONSHIP BETWEEN U.S. TRANSPORT INFRASTRUCTURE

IMPROVEMENTS AND INTERNATIONAL TRADE, http://wstc.wa.gov/Meetings/AgendasMinutes/agendas/2011/July19-20/documents/11\_0719\_BP5\_FPTIInfrastTrdPolicyRept.pdf, EL)

The efficient and affordable freight transportation system that facilitates the linkage to international markets has

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PNW) economy to the rest of the world through the 16 ports.

#### The collapse of U.S. agricultural exports turns every impact and makes extinction inevitable

Lugar ‘04 – U.S. Senator – Indiana, (Richard, “Plant Power” Our Planet v. 14 n. 3, http://www.unep.org/OurPlanet/imgversn/143/lugar.html

In a world confronted by global terrorism, turmoil in the Middle East, burgeoning

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in the survival of billions of people and the health of our planet.

#### Starvation triggers genocidal war—comparatively worse than nuclear war

Trudell ‘05- Trudell,  J.D. Candidate 2006, 05 (Robert H., Fall, Food Security Emergencies And The Power Of Eminent Domain: A Domestic Legal Tool To Treat A Global Problem, 33 Syracuse J. Int'l L. & Com. 277, Lexis)

2. But, Is It Really an Emergency?  In his study on environmental

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emergency and we must put that fuse out before it is too late.

#### MTS critical to maintain US agricultural competitiveness.

IWR ‘12 – Institute for Water Resources (“U.S. Port and Inland Waterways Modernization: Preparing for Post-Panamax Vessels”, Institute for Water Resources, U.S. Army Corps of Engineers, June 20, 2012, <http://www.iwr.usace.army.mil/docs/portswaterways/rpt/June_20_U.S._Port_and_Inland_Waterways_Preparing_for_Post_Panamax_Vessels.pdf)//MM>

The Panama Canal expansion is scheduled to be completed in 2014 and will double its

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investments are critical to developing an effective vision for a competitive navigation system.

### Contention 2: Trafficking

#### \*\*There are 2 scenarios

#### \*\*Scenario 1 is Drug Trafficking

#### Seaports are used as vital conduits for drug trafficking

Eski ‘11 (Yarin, Ph.D. candidate at Glasgow University, Scottish Centre for Crime and Justice Research, “Port of Call: Towards a Criminology of Port Security”, <http://crj.sagepub.com/content/early/2011/07/16/1748895811414593.full.pdf>)

As mentioned previously, international drugs trafficking has been affiliated with the maritime realm for

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not the only smuggling enterprise that uses the port for the insecurity throughput.

#### Specifically cocaine is being sneaked in

McGlone ‘07 (Tim, “Drug Ring Raises Concerns About U.S. Port Security”, The Virginian Pilot, January 27, <http://hamptonroads.com/node/213521>)

Federal authorities have been investigating a drug ring involving longshoremen and illegal immigrants who smuggled

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the United States." The investigation highlights the vulnerability of the nation's ports.

#### \*\*There are 3 impacts

#### First, cocaine traffic into the U.S. decimates the Amazon

Hirsch ‘02 (Tim, BBC Correspondent, “Cocaine Industry Killing Rainforest”, <http://news.bbc.co.uk/2/hi/americas/2384303.stm>)

Cocaine-users across the world are helping to destroy the Amazon rainforest, Colombian

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the world, because this is what the world needs for its oxygen."

#### Amazon destruction leads to widespread famine and triggers a thermonuclear war – causes extinction.

Takacs ’96 (David Takacs, Professor of Environmental Humanities @ the Institute for Earth Systems Science and Policy @ California State University-Monterey Bay, 1996, The Idea of Biodiversity: Philosophies of Paradise, p. 200-1, http://www.dhushara.com/book/diversit/restor/takacs.htm, ACC: 2.15.08, p. online)

"Habitat destruction and conversion are eliminating species at such a frightening pace that extinction

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the famines could lead to a thermonuclear war, which could extinguish civilization.""

#### Second, Colombian rainforests are key to overall biodiversity AND cocaine production is the biggest threat to their survival

Doward ‘09 (Janie, Staff Writer, the Observer and the Guardian, “Columbia’s Endangered Species at the Mercy of Jungle Drug Cartels”, October 25,<http://www.guardian.co.uk/environment/2009/oct/25/colombia-endangered-species-cocaine>)

Colombia, one of the largest environmental hubs in the planet, with a territory

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are the "dirty dozen", which are highly toxic and resist biodegradation.

#### Extinction

Diner ’94 [David N. Diner 1994, Judge Advocate’s General’s Corps of US Army, Military Law Review, Winter, 143 Mil. L. Rev. 161, l/n, David N.]

**\*Gendered rhetoric not endorsed nor modified**

In past mass extinction episodes, as many as ninety percent of the existing species

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from an aircraft's wings, mankind may be edging closer to the abyss.

#### Third, cocaine revenues maintain Fuerzas Armadas Revolucionarias de Colombia fighting capability and destabilize the region

Chalk ‘11 (Peter, Senior Political Scientist at RAND, “The Latin American Drug Trade: Scope, Dimensions, Impact and Response”, RAND, http://www.rand.org/content/dam/rand/pubs/monographs/2011/RAND\_MG1076.pdf)

The drug trade has had an effect across South, Central, and North America

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undermined political stability by feeding pervasive corruption throughout the police and administrative bureaucracy.

#### Latin American instability causes global war

Manwaring ’05 – Manwaring, General Douglas MacArthur Chair and Professor of Military Strategy at the U.S. Army War College and Adjunct Professor of International Politics at Dickinson College, ‘5 (Max, October, Venezuela’s Hugo Chavez, Bolivarian Socialism, and Asymmetric Warfare, [www.strategicstudiesinstitute.army.mil/pdffiles/PUB628.pdf](http://www.strategicstudiesinstitute.army.mil/pdffiles/PUB628.pdf))

At the same time, President Chávez’s approach to Latin American security and stability requires

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and their associated problems endanger global security, peace, and prosperity.65

#### \*\*Scenario 2 is Human Trafficking

#### Seaports are vital conduits for criminal networks that force humans into sex trafficking – leads to dehumanization

Eski ‘11 (Yarin, Ph.D. candidate at Glasgow University, Scottish Centre for Crime and Justice Research, “Port of Call: Towards a Criminology of Port Security”, <http://crj.sagepub.com/content/early/2011/07/16/1748895811414593.full.pdf>)

In June 2000, 58 Chinese illegal immigrants tragically died in the back of a

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with and re-enforce each other (Albrecht, 2002: 166).

#### Human trafficking into the United States is running rampant – enforcement measures have been completely inadequate – that’s slavery – reject it

Seaport ‘10 – Sovereign Market. Seaport Security News |. "U.S. Port Security Is A Global Issue." Seaport Security News |. Sovereign Market, 23 Nov. 2010. Web. 22 June 2012. <http://www.seaportsecuritynews.com/?p=212>.

Millions of people every year are the victims of human trafficking. Slavery, which

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created, steps large and small are being made to combat the crisis.

#### Sex trafficking is the ultimate form of dehumanization

DeMarco ‘07 (Caitlin, intern in the Ronald Reagan Memorial Internship Program at Concerned Women for America Jul 12, <http://www.cwfa.org/articles/13418/BLI/dotcommentary/index.htm>)

**\*\*Gendered rhetoric not endorsed nor modified**

We have all heard the catchy song lyrics about "what happens in Mexico"

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"Exploiters must be stigmatized, prosecuted, and squeezed out of existence."

#### Dehumanization controls genocide, slavery, and exploitation

Katz ’97 (Katheryn Katz, Professor of Law, 1997, "The Clonal Child: Procreative Liberty and Asexual Reproduction," Lexis-Nexis)

**\*\*Gendered rhetoric not endorsed nor modified**

It is undeniable that throughout human history dominant and oppressive groups have committed unspeakable wrongs

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subjugation of women, and the social Darwinists' theory justifying indifference to the poverty

#### Investment in MTS is key to stop the trafficking of people and drugs

AAPA ‘10 – AAPA. "10 Years After 9/11, Security Still a Top Priority of U.S. Ports." -- ALEXANDRIA, Va., Sept. 1, 2011 /PRNewswire-USNewswire/ --. American Association of Port Authorities, 1 Sept. 2011. Web. 24 June 2012. <http://www.prnewswire.com/news-releases/10-years-after-911-security-still-a-top-priority-of-us-ports-128888213.html>.

Among the materials Navy SEALS found in Osama Bin Laden's Pakistan hideout were plans showing

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facilitate waterborne commerce and contribute to local, regional and national economic growth.

### Plan

#### The United States federal government ought to substantially increase its investment in the Marine Transportation System.

### Contention 3: Solvency

#### The plan is inevitable, but now is key to solve impacts.

Offutt ‘11 (Steve Offut is an environmental scientist and counselor, 6/15/11, “[When the Mississippi River Finally Wins. Let's Start Planning.](http://www.steveoffutt.com/2011/06/when-mississippi-river-finally-wins.html)”, <http://www.steveoffutt.com/2011/06/when-mississippi-river-finally-wins.html>)

Because of the way the river is currently managed, we can even transition the

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The entire event will be an enormous economic, social and humanitarian disaster.

#### Your disads are non-unique—the status quo grants minor funding to maritime transport now

Barry ‘10—Wired Contributor (Keith, “DOT to Turn Underused Waterways Into Marine Highways”, July 23, 2010, http://www.wired.com/autopia/2010/07/dot-turns-underused-waterways-into-marine-highways/)//NJain

A new priority of the U.S. Department of Transportation is an age

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for marine-highway projects that would primarily strengthen existing projects and proposals.

#### \*\*The federal government is key for multiple reasons:

#### A. Best solves the expansion of Marine Highways

Zimmer ‘11 [Nancy, August, “Progress on America’s Marine Highway” graduated from Smith College (B.A., cum laude, 1998), and City University of New York School of Law, (J.D., 2001).  She is admitted to the U.S. District Court for the District of Massachusetts, and the First Circuit Court of Appeals, and is a trained mediator.  She is also a former commercial fisherman and commercial fishing boat owner.  She is a member of the Maritime Law Association of the United States.  Nancy can be contacted on +1 508 432-2121 or by email at zimmer@sealaw.org, http://www.corporatelivewire.com/top-story.html?id=66]

For the United States to compete in the global market it is imperative that it

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budget cuts to this program demonstrate a shortsightedness that is disheartening at best.

#### B. Leverages private investment and reduces congestion

Cook ‘11 — former General Counsel of the Maritime Administration, Counsel to Seward and Kissel LLP (H. Clayton, “Dead in the Water”, Maritime Executive, 7/8/2012, http://www.maritime-executive.com/article/dead-in-the-water, Deech)

\*\*\*Note: SST = short sea transportation, CCF = capital construction fund

For more than a decade, Europe and the U.S. have witnessed

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is being purchased by the vessel owner and included as a transaction cost.

#### C. Has Jurisdiction and key to Leadership

AAPA ‘11 – AAPA represents 160 of the leading seaport authorities in the United States, Canada, Latin America and the Caribbean and more than 300 sustaining and associate members, firms and individuals with an interest in seaports (American Association of Port Authorities, “The U.S. Government’s Historic Role in Developing and Maintaining Landside and Waterside Connections to Seaports”, March 2011, <http://aapa.files.cms-plus.com/PDFs/Transportation%20and%20the%20Constitution1.pdf)//GP>

Over time these constitutional responsibilities have been further defined and our Constitution has formed the

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economic vitality, jobs, and global competitiveness, be recognized and prioritized.

#### States fail— they require the federal government for effective MTS upgrades because of interstate competition and a failure to share solutions

Puentes ‘11 – Director of Metropolitan Policy at Brookings(Robert Puentes, Senior Fellow and director of Metropolitan Policy at Brookings, former director of infrastructure at the intelligent transportation society of America, masters degree in urban planning, May 23, 2011 “Move It: How the U.S. Can Improve Transportation Policy”; http://www.brookings.edu-/research/opinions/2011/05/23transportation-policy-puentes; Brookings, Accessed June 19 2012)

The country needs to become more export-oriented for the future health of the

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How does any of this help get us closer to our national goals?