## 5G Neg

### 2NC – Eurasia DA – UQ

#### Cooperation is viable – assumes Ukraine.

Zhao Jia 6/11, reporter for ChinaDaily.com, 6/11/2022, "China and Poland's friendship may lead way to European-China cooperation," No Publication, https://global.chinadaily.com.cn/a/202206/11/WS62a3fb64a310fd2b29e6214d.html, RMax

China is willing to work with Poland to move the traditional friendship forward, enhance mutual trust and deepen exchanges and cooperation to continue to promote the healthy and stable development of bilateral ties, State Councilor and Foreign Minister Wang Yi said on Friday.

Wang made the remarks when he held the third plenary session of China-Poland Intergovernmental Cooperation Committee with Polish Foreign Minister Zbigniew Rau.

Wang said China attaches importance to its relations with Poland and stands ready to implement important consensuses reached by the two heads of state.

Wang called on the two countries to promote cooperation in various fields, including economy and trade, science and technology and environmental protection; resume personnel exchanges in an orderly manner and expand mutual investment to continuously enlarge common interests.

China hopes Poland could provide a fair, open and non-discriminatory investment and business environment for Chinese companies, Wang said.

China supports enterprises of the two countries to discuss the establishment of a two-way warehousing, logistics and distribution system for the European and Chinese markets with Poland as the distribution center, Wang added.

Rau said that Poland firmly adheres to the one-China principle and welcomes Chinese enterprises to invest in Poland.

Poland supports the strengthening of European Union-China cooperation and cooperation between China and Central and Eastern European Countries and is willing to become the door of EU-China cooperation, he added.

They also exchanged views on the Ukraine issue. Wang said that China's position is to promote peace talks. Attempts by the United States using the issue to smear and attack China should be guarded against and rejected, he added.

Rau said Poland is willing to cooperate with all parties to overcome the energy and food crisis caused by the conflict while reiterating that Ukraine's sovereignty and territorial integrity should be safeguarded.

#### Recent cooperation has revitalized efforts.

Peng Gang 7/22, writer for the EU Observer, Minister of Commerce of the Chinese Mission to the EU, 7/22/2022, "For China and EU, cooperation is our only right way forward," <https://euobserver.com/stakeholders/155601>, RMax

On July 19th, the 9th China-EU High-Level Economic and Trade Dialogue (HED), co-chaired by China's vice-premier Liu He and executive vice-president of the European Commission, Valdis Dombrovskis, and participated by more than 20 ministerial-level officials, was successfully held.

Through pragmatic, frank and efficient discussions, the two sides reached a series of consensus and deliverables on macro-economic policy coordination, cooperation on industrial and supply chains, WTO reform, further market opening-up, implementation of the China-EU Agreement on Geographical Indications, animal and plant inspection and quarantine, two-way opening-up of the financial sector and regulatory cooperation, among others.

The dialogue injected stability into China-EU cooperation.

To further implement the important consensus reached by president Xi Jinping, president Charles Michel and president von der Leyen at various occasions, especially at the 23rd China-EU Summit, the two sides stressed the importance of jointly combating global challenges and deepening supply chain cooperation.

In a world of profound changes, we believe that healthy and stable China-EU relations, especially in the economic and trade realm, can help counter the uncertainty on the global economic stage, and are conducive to global development and prosperity.

This is especially true as global economy suffers from multiple crises.

The two sides should make good use of mechanisms such as macro-economic policy dialogue and financial dialogue, strengthen communication and coordination on macro-economic policies, deepen cooperation on global food and energy security, and jointly promote the stability of the world economic and financial market.

In an effort to boost the post-pandemic recovery, China and the EU need to maintain the stability of global industrial and supply chains, strengthen the coordination and cooperation on Covid-19 pandemic control, and ensure the secure and smooth running of sea, air and land trade routes including China Railway Express.

### 1NC – Commercial Adv – AT: Smart Cities

#### Smart cities fail – public concerns prevent implementation.

Sommer Mathis 21, editor-in-chief of City Monitor; and Alexandra Kanik, data reporter for City Monitor, 2/18/2021, "Why you’ll be hearing a lot less about ‘smart cities’," https://citymonitor.ai/government/budgets/why-youll-be-hearing-a-lot-less-about-smart-cities

We’re not the first to argue that it may be time to retire the phrase “smart cities”, and the evidence of late suggests that the tech industry itself is waking up to the reality that it needs to rethink what and how it’s trying to sell to local governments.

Smart cities surfaced as a concept more than 20 years ago and served as an umbrella term to describe a large and varied set of emerging technologies that seemed destined to help metros operate more efficiently. The internet of things for municipalities has to date included everything from simple sensors that allow transportation engineers to track cycle lane usage to full-blown smart-city operations centres that brought to mind scenes from Minority Report.

By the middle of the past decade, it was common to see vast sums of grant funding made available to local governments that were keen to join the innovation bandwagon. Smart-city challenges spurred metros of all sizes to adopt new technologies, sometimes to the good but also, it now seems clear, for the sake of becoming a member of the growing global club of cutting-edge communities. Dozens if not hundreds of conferences, marketplaces and expos emerged to showcase the latest gee-whiz gadgets that cities could buy to transform themselves. To pursue a smart-city strategy was to be seen as relevant and forward-thinking, whether or not the problems a local government was aiming to solve would necessarily be best served by an expensive new monitoring system or software package.

Criticism of the culture of the smart city predates the coronavirus pandemic. Concerns around privacy, of who should own or control public data and to what extent technology is always the answer could be heard loud and clear at least a couple of years before Covid-19 changed the world. Backlash against the practices of companies like Amazon and Facebook helped spur the grassroots movement that ultimately contributed to the cancellation in May of a major Sidewalk Labs project in Toronto. That the urban-innovations unit embedded within Google’s parent company cited economic uncertainty amid the onset of the pandemic as its reason for changing course was almost beside the point – the Quayside plan had already been scaled down so significantly in the face of community pressure that its viability was no longer clear.

The pandemic took much of the remaining air out of the smart-cities bubble. Last summer, City Monitor reported that more smart-city project deployments would be delayed or scrapped in the face of budget and revenue uncertainty, and that city governments were in the midst of shifting their priorities towards economic recovery and digital equity. Since then, one of the industry’s biggest players, Cisco, announced it would pull the plug on its flagship smart-city software.

“Obviously, a lot has changed. In this moment, the big vendors are in the midst of a pivot,” says Nigel Jacob, co-chair and co-founder of the Mayor’s Office of New Urban Mechanics, a civic-innovation incubator and R&D lab within Boston’s city hall. “They’ve all seen the challenges and the opportunities in this pandemic moment. We work very closely with some big companies, and I think they are still struggling and looking at their product portfolio and looking to see what value they can add. I do think the field has shifted.

“When I look at some of the products that are coming from the large vendors, they were all being developed in the context of normal operating procedures. And that just isn’t true anymore, and maybe never again?”

The pandemic’s effects on the smart-cities sector

A City Monitor analysis of global smart-city deployments makes it clear that the eruption of Covid-19 in 2020 did stall the sector’s momentum. The cumulative number of these projects initiated worldwide increased significantly between 2011 and 2019. By 2019, there were 379 fully deployed smart-city projects in 61 countries. In 2020, just 16 countries set in motion a total of 34.

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The trend becomes even clearer when broken down by region. Europe has long led the way in terms of the quantity of smart-city deployments. Project commencements rose swiftly in Europe between 2011 and 2016, from only two to 43 initiated annually. Since 2016, Europe has added 149.

Meanwhile, the country with the most deployments to date is the US with 79. The larger North America region has 90.

Both Europe and North America saw significant dips in the number of smart-city deployments in 2020, while other regions remained a bit steadier.

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Australia, Germany and Italy were the only countries that had more smart-city deployments in 2020 than they did in 2019. Australia had the most of any country in 2020 – seven – up from six in 2019. It’s notable here that Australia is one of the few countries that have been able to control the spread of Covid-19.

When examined through the lens of the major suppliers to government-funded smart-city projects, 2020 looks even more like a sea change.

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Description automatically generated

Of the top five global suppliers of such undertakings, only one deployed any in 2020.

The case against the phrase

A further obstacle to the global movement towards smart cities may be the name itself. Even before the pandemic, it wasn’t a particularly descriptive term. What does it actually mean, which technologies count as “smart”, and why did this sector deserve so much attention? These questions were all present prior to 2020. In 2021, the idea that the goal of every city should be to get smarter feels painfully out of touch.

This isn’t to suggest that no useful or important smart technologies have been deployed over the past decade. Many are clearly here to stay. There’s a great deal of consensus at this point, for example, that intelligent street-lighting systems combined with LED bulbs – which enable cities to brighten or dim street lamps based on usage – are both cost-effective and vastly more sustainable. It’s also clear that no city will be able to meaningfully tackle its emissions goals without the widespread adoption of smart meters and digitised grids.

But as with so many other aspects of life on our planet over the past year, it is starting to feel like the end of an era.

“Part of it is that people are sick of talking about this term, ‘smart cities’,” says Story Bellows, a partner at the urban-change management consultancy Cityfi. “People are more focused now on creating outcomes in their communities, whether that’s using technology, whether that’s reinventing processes – kind of the layering of all of those various approaches to making meaningful change on key indicators, whether it’s on health or equity or whatever it is. I think there are still a lot of potential technology drivers and contributors in that, but creating a business model of smart cities just on its own, especially within some of these really big companies, it’s hard to really operationalise and execute.”

#### AND aren’t sustainable.

Hatem Zeine 17, Founder and CTO of Ossia, Wireless Power Pioneer, Physicist, 6/19/2017, The Problems With Smart Cities, Forbes,” https://www.forbes.com/sites/forbestechcouncil/2017/06/19/the-problems-with-smart-cities/3/#268c6d041ffd

The "smart city" sounds like a digital utopia, a place where data eliminates first-world hassles, dangers and injustices. But there are some problems with smart cities, and no one, to my knowledge at least, has pointed them out. Press coverage from Forbes, The Wall Street Journal, The Guardian and dozens of other publications are gleefully optimistic about smart cities. No more traffic! Renewable energy for all! Fewer fires and disease outbreaks! Billions in savings! Automated vegetable gardens on roofs! These are all real possibilities. Before we get too excited, however, let’s examine the ingredients of a smart city and what they indicate about those problems.

Sensory Overload

Smart cities are based on data. If you want data, you need sensors. It’s not like roads, buildings and street lights will wake up magically and start chatting about the weather. We need sensors to see, hear, smell, taste and feel on their behalf. A platform can then aggregate all their data and use it to make (or propose) decisions at speeds exceeding human capacity. Sensors will measure temperature, traffic patterns, foot traffic, air quality and infrastructure integrity (e.g., is the bridge safe?), among many other things. Lux Research, an innovation research and advisory firm, has a report that suggests the world will deploy 1 trillion sensors by 2020. Let's put that in perspective: If you have 1 million people deploying sensors, each person needs to deploy a million of them within three years.

The De-Energizer Bunny

The U.S. alone buys over 3 billion batteries a year. We have not built 1 trillion batteries in the history of humankind, yet we’re supposed to make enough batteries to power 1 trillion sensors within three years? I doubt it. Even if we could manufacture batteries at that scale, the resulting pollution and energy consumption would offset many of the benefits. And tell me, who would monitor and replace the batteries in, say, 1 million public sensors scattered throughout New York City? Even the Energizer Bunny wouldn't get on board with that. Let’s say we ditch the batteries and connect sensors to wires instead. Installing 1 trillion wires is prohibitively expensive. Whether you power those sensors with solar, nuclear or fossil fuel energy, transmitting power from its source to a device is impractical.

Problem No. 1

The first problem with a smart city is power. We want to install millions of sensors that can retrieve useful, potentially life-saving data. Yet with our current energy paradigms, we can’t power 1 trillion devices, let alone a million in a single city. Thus, the smart city is a sci-fi fantasy without wireless power (i.e., power at a distance). Is our utopia dead in the water, then? No. There are companies (including ours) developing wireless power that resembles the functionality of Wi-Fi but for power. We can solve the problem as quickly as societies unwire power distribution. Once sensors receive power wirelessly, we’ve cleared the main obstacle to a smart city. We can then ask practical questions: How do we mitigate rush-hour traffic based on the data? How do we reduce particulate matter in our indoor and outdoor air? Where are pollutants coming from and how might we stop them? How do we prevent meat contamination at a nearby food processing plant from becoming a city-wide health crisis? Initially, we’ll retrofit cities with sensors. Eventually, we’ll construct smart cities from scratch because our existing road systems, zoning patterns and power grids aren’t made for automated, data-driven lifestyles. Autonomous cars, for instance, have different needs than the manual gas guzzlers around which we have designed our infrastructure.

Problem No. 2

As we design smart cities around the data we want instead of the wiring we have, the dialogue gets more complex. Mass data aggregation will establish some truths (the source of certain problems) about how our cities run. It will lead us to score cities on different quality-of-life metrics. And that brings us to the toughest question of all: What do we value in a human habitat? That raises the second problem with a smart city: We could create a dystopia just as easily as we could create a utopia. The dividing line is deceivingly thin. We assume that by tapping into the collective intelligence of both devices and people we can create better living environments. I believe we can. But data is not a magical cure to all our woes. To quote author and entrepreneur Derek Sivers, “If [more] information was the answer, then we’d all be billionaires with perfect abs.” Likewise, if urban data was the answer, then collecting it would eliminate traffic, poverty, crime, etc. That’s dangerously optimistic. We’ll need leaders to interpret and use the data wisely. Too often, our officials pass along data like hors d'oeuvres, expecting people to take only what nourishes their worldview. That’s not good enough. Smart cities will need leaders who have the courage to defend their data, say what it means and establish it as a truth upon which cities make decisions. If officials don't stand behind their data, neither will the public.

### 2NC – Commercial Adv – AT: Smart Cities

#### Backlash prevents city development.

Jim Robbins 21, journalist for Yale Environment 360, writer for the New York Times, Conde Nast Travelar, and many other publications, author of *The Wonder of Bird: What they Tell Us About the World, Ourselves, and a Better* Future, 12/1/2021, "Why the Luster on Once-Vaunted 'Smart Cities' Is Fading," Yale E360, <https://e360.yale.edu/features/why-the-luster-is-fading-on-once-vaunted-smart-cities>, RMax

While proponents say these communities represent the future of a healthier planet, some prominent smart cities have faced serious obstacles to realizing their utopian visions. Masdar City in Abu Dhabi abandoned its smart city master plan because of financial problems that began in 2008 and continued because the cost of some aspects of the city was far more than forecast. Songdo is a completed smart city with a population of 170,000 in South Korea that has not been able to fill its buildings. It’s sometimes described as a ghost town, or, variously, as cold, impersonal, homogenous, and dully predictable.

One recent paper on smart cites grappled with ways these cities can introduce serendipity into daily life to combat their monotonous nature.

“There are a lot of good things that can come of” smart city concepts, “especially for the environmental applications,” said Shannon Mattern, a professor of anthropology at The New School for Social Research and the author of A City is Not a Computer. “But it really limits your [ways] of intervention to the types of things that lend themselves to quantitative measurement,” she said. “When you take messy ambiguous dimensions of human nature and try to find ways to algorithmicize them, there is always a failure there, something that slips through the cracks.” History, culture, and the spiritual aspects of life are among those aspects that critics cite as missing from — or are diminished — in smart cities.

There has been criticism, as well, of smart cities being alien to the landscape on which they are built. In her book Spaceship in the Desert, about Masdar City, Gökçe Günel, an anthropologist at Rice University, said both Masdar City and Neom “share the vision that the desert is an empty zone on which any kind of ideal can be projected,” she said. “That’s why I compared Masdar City to a spaceship insulated from the rest of the world.”

Despite the fact that trillions of dollars are being spent to create these spectacular, Oz-like, all-encompassing cities of the future, some leading analysts believe in a very different concept of smarter cities.

“I hate almost every effort at building a greenfield smart city,” said Boyd Cohen, a professor at EADA, a business school in Barcelona, who is one of the pioneers of the smart city concept and a longtime climate strategist. “A smart city without people is a dumb city. You are building a smart city in the absence of people, in the absence of history, in the absence of culture. The developers say, ‘We are going to build this great, amazing city and people will come,’ and they don’t. People want to live in communities and have culture around them.”

An alternative to a spanking new city rising on virgin land is to incorporate smart technologies into existing cities, Cohen said. Singapore, London, and Barcelona, are among the cities that lead the world in adopting smart technologies to more efficiently operate their infrastructure and become greener. In London, for example, sensors on light poles monitor air pollution and show particularly polluted spots that can be avoided. Because collecting trash is the most expensive part of the waste disposal process, Barcelona adopted “smart bins” that signal when they are full and ready for pick up. But technology is not always a be-all and end-all.

Cohen believes cities are on the front line of climate change and need to become smarter to survive it. “In 2009 [at the UN climate conference in Copenhagen] everyone thought Obama and the United Nations were going to save the world” with agreements to restrict CO2 emissions, he said. “It didn’t happen and still isn’t happening. So I turned my attention to cities. That’s the place where we will get faster action on climate change.”

Urban planning, says Cohen, may be the single most important way to reduce fossil fuel pollution and consumption. Effective urban design — density, walkability, mixed use so people don’t have to drive long distances, and efficient, clean electric or hydrogen public transportation — is the foundation. “Then you layer in tech,” he said. “Technology around renewable and distributed energy. And to make our buildings more energy efficient. If you tackle energy consumption and transportation and urban planning, you have gone a long way toward solving the climate problem.”

Smart grids are a key component of smart cities. These power grids optimize the delivery of electricity by receiving information from users over the IoT. This data provides experts with information about how, where, and when energy is used. In some models, it interprets that data with artificial intelligence. But as energy sources are diversified — solar and wind from large and small sources, even individual homes, as well as traditional sources — it makes it harder for electrical systems to efficiently sense where power is needed and to allocate it. Because it can better manage available power, a smart grid avoids waste and can make the most of renewables.

A host of other smart applications are being used in cities. Parking is the bane of urban dwellers, so smart parking has gotten a lot of attention. Santander, Spain, for example, is considered one of the world’s smartest cities because it has 20,000 parking sensors connected to the IoT. Sensors under parking spaces can tell when they are empty and send that information to antennas that beam it to a control center. Signs guide drivers to the empty spots, limiting time spent driving around looking for a space and reducing fuel use, carbon dioxide and automobile pollution, and traffic congestion.

In Utrecht in the Netherlands, people ride “sniffer bikes” that measure three types of particulate air pollution, as well recording their location, speed, battery voltage, temperature and humidity, road conditions, and organic gases, which are sent to a central data hub. People can choose the cleanest route and are themselves de facto sensors, providing information to city managers.

Water use is another prime target of smart applications. A smartphone app, for example, can alert residents to an undetected leak in their plumbing and allows them to monitor consumption and quality.

Barcelona has pioneered a smart water irrigation system in its public spaces. Officials inventoried the species of plants in each park and determined precisely how much water they need. Water and humidity sensors, coupled with data from weather stations and rain gauges, provide information on how moist the soil and air are, and allow delivery of the right amount of water. The city says it saves 25 percent on its water bill — more than 400,000 euros a year.

But smart cities have run into trouble over the issue of who owns the data that is collected and how it will be used. A Google affiliate called Sidewalk Labs had plans for a 12-acre smart city development, called Quayside, on Toronto’s lakefront. The project ran into a buzz saw of opposition, largely over whether it could be trusted to manage the data. Roger McNamee, a venture capitalist, wrote a letter to the city council and said the information technology behemoth could not be trusted. “The smart city project on the Toronto waterfront is the most highly evolved version to date … of surveillance capitalism,” he wrote. The company will use “algorithms to nudge human behavior” in the direction “that favors its business.”

Sidewalk Labs CEO Daniel L. Doctoroff said the 2020 cancellation of the project was largely a result of the pandemic and economic uncertainty in the Toronto real estate market. “It has become too difficult to make the 12-acre project financially viable without sacrificing core parts of the plan,” Doctoroff wrote last year.

It’s clear that the vision of what works as a smart city is still in the early stages, especially as technology and concepts continue to evolve. “It will take time to scale up the most sustainable models across a city, let alone the world,” said Cohen.