Blue Book

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***Resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.***

Introduction to U.S. Energy Policy 4

1. History of U.S. Energy Policy 5

2. Understanding the Status Quo 9

3. Affirmative Strategies 12

4. Negative Strategies 15

5. Preparing for the Debate Round 18

6. Case Summaries 23

KING MIDAS IN REVERSE: THE CASE FOR STOPPING WEST AFRICAN OIL DEVELOPMENT 33

UNDER THE SEA: THE CASE FOR EXPANDED OFFSHORE OIL DRILLING 39

THE DEER AND THE ANTELOPE PLAY: THE CASE FOR DRILLING IN ANWR AND BOYCOTTING SAUDI ARABIA 45

JUST SAY NO: THE CASE FOR PASSING "NOPEC" 52

CAFE ON THE LEFT BANK: INCREASE CORPORATE AVERAGE FUEL ECONOMY STANDARDS 60

INDEPENDENCE DAY: THE CASE FOR REVOKING THE CARTER DOCTRINE 70

GASSING UP: THE CASE FOR RAISING THE GASOLINE TAX 77

CHEERS: THE CASE FOR RENEWABLE FUELS STANDARDS FOR ETHANOL 85

IT ALL ADDS UP: THE CASE FOR FFV + E85 ETHANOL 91

OLD KING COAL: THE CASE FOR COAL LIQUIFICATION TECHNOLOGY 99

JUMPIN' JACK FLASH: THE CASE FOR GAS-TO-LIQUID TECHNOLOGY 104

WASTE MAKES HASTE: THE CASE FOR BIOFUELS 110

LIGHTER THAN AIR: THE CASE FOR A REFORMED HYDROGEN POLICY 116

AFFIRMATIVE BRIEF: FUNDING SOURCES 123

AFFIRMATIVE BRIEF: CLIMATE CHANGE/POLLUTION — BIG PROBLEM 126

AFFIRMATIVE BRIEF: JUSTIFICATIONS FOR GOVERNMENT INTERVENTION IN ENERGY MARKETS 129

AFFIRMATIVE EVIDENCE: OIL IMPORT DEPENDENCE IS BAD 131

AFFIRMATIVE EVIDENCE: RUNNING OUT OF OIL? — YES 135

NEGATIVE BRIEF: NOPEC/ANTI-TRUST LITIGATION 137

NEGATIVE BRIEF: WEST AFRICAN OIL 139

NEGATIVE BRIEF: ETHANOL 142

NEGATIVE BRIEF: ANWR 145

NEGATIVE BRIEF: BIOFUELS/BIOMASS 149

NEGATIVE BRIEF: C.A.F.E. (CORPORATE AVG. FUEL ECONOMY) / CAR FUEL EFFICIENCY STANDARDS 152

NEGATIVE BRIEF: COAL 155

NEGATIVE BRIEF: COAL-TO-LIQUID TECHNOLOGY (CTL) 157

NEGATIVE BRIEF: GASOLINE TAX INCREASE 159

NEGATIVE BRIEF: HYBRID CARS 161

NEGATIVE BRIEF: HYDROGEN 163

NEGATIVE BRIEF: MILITARY COSTS OF OIL IMPORTS 166

NEGATIVE BRIEF: NATURAL GAS 169

NEGATIVE BRIEF: NUCLEAR POWER 171

NEGATIVE BRIEF: OUTER CONTINENTAL SHELF/OFFSHORE DRILLING 173

NEGATIVE BRIEF: SOLAR ENERGY 175

NEGATIVE BRIEF: WIND 177

NEGATIVE COUNTERPLAN: ABIOTIC OIL REGENERATION STUDY 180

ADDITIONAL COUNTERPLAN EVIDENCE — ABIOTIC OIL REGENERATION 183

NEGATIVE BRIEF: CLIMATE CHANGE/POLLUTION/GLOBAL WARMING — NOT A PROBLEM 185

NEGATIVE BRIEF: CONSERVATION OF ENERGY/PETROLEUM 188

NEGATIVE BRIEF: DOMESTIC OIL PRODUCTION 191

NEGATIVE BRIEF: GOVERNMENT INTERVENTION IN ENERGY MARKETS IS BAD 194

NEGATIVE BRIEF: HUBBERT IS WRONG 198

NEGATIVE BRIEF: DEPENDENCE ON FOREIGN OIL — NOT A PROBLEM 200

NEGATIVE BRIEF: OIL SPILLS — NOT A PROBLEM 205

NEGATIVE BRIEF: OPEC — STATUS QUO IS FINE, FIGHTING OPEC WOULD BE WORSE 207

NEGATIVE BRIEF: RUNNING OUT OF OIL? — NO 211

NEGATIVE BRIEF: TERRORISM 214

Definition of US Energy Policy 215

OIL STATISTICS & FACTS 217

SOURCE INDICTMENTS 219

Midseason Supplement Table of Contents 223

NEGATIVE BRIEFS 225

BABY YOU CAN DRIVE MY CAR: THE CASE FOR HYBRID AUTOMOBILES 227

MISSING THE BUS: THE CASE FOR SMART GROWTH & MASS TRANSIT 230

2A EVIDENCE - MASS TRANSIT + SMART GROWTH 233

NEGATIVE BRIEF: ALGAE POND BIODIESEL 235

NEGATIVE BRIEF: BIODIESEL 237

NEGATIVE BRIEF: FEDERAL BUDGET DEFICIT DISAD/COUNTERPLAN 240

ADDITIONAL EVIDENCE - DIVERSIFICATION COUNTERPLAN 247

NEGATIVE BRIEF: AGAINST ELIMINATING/CUTTING DEPARTMENT OF ENERGY 250

NEGATIVE BRIEF: DEPARTMENT OF ENERGY (DOE) WON'T WORK 254

NEGATIVE BRIEF: ELECTRICITY 256

NEGATIVE BRIEF: ENVIRONMENTAL PROTECTION AGENCY 257

NEGATIVE BRIEF: EQUATORIAL GUINEA TRADE SANCTIONS/HUMAN RIGHTS 260

NEGATIVE BRIEF: FEDERAL LANDS - OIL DRILLING 262

NEGATIVE BRIEF: FUSION 265

NEGATIVE BRIEF: OCEAN FLOOR METHANE (GAS HYDRATES) 267

NEGATIVE BRIEF: GEOTHERMAL 269

NEGATIVE BRIEF: HELIUM-3 271

NEGATIVE BRIEF: HEMP 273

NEGATIVE BRIEF: HYDROGEN 275

NEGATIVE BRIEF: IMPORT RESTRICTIONS/SANCTIONS DON'T WORK 276

NEGATIVE BRIEF: JET FUEL/AVIATION 278

NEGATIVE BRIEF: LUNAR SOLAR POWER (LSP) 279

NEGATIVE BRIEF: MAGNETIC LEVITATION 282

NEGATIVE BRIEF: MILITARY INTERVENTION FOR OIL 284

NEGATIVE BRIEF: NIGERIA 285

NEGATIVE BRIEF: IMPORTED OIL HAS NO IMPACT 287

NEGATIVE BRIEF: OTEC (OCEAN THERMAL ENERGY CONVERSION) 289

NEGATIVE BRIEF: PETROCHEMICALS 291

NEGATIVE BRIEF: PLASTIC/PLASTIC BAGS 292

NEGATIVE BRIEF: PUBLIC TRANSPORTATION/MASS TRANSIT 294

NEGATIVE BRIEF: SAUDI ARABIA 296

NEGATIVE BRIEF: SPEED LIMITS 299

NEGATIVE BRIEF: AGAINST INCREASING STRATEGIC PETROLEUM RESERVE (SPR) 302

NEGATIVE BRIEF: STRATEGIC PETROLEUM RESERVE (SPR) SHOULD NOT BE REDUCED 304

NEGATIVE BRIEF: SUVs 306

NEGATIVE BRIEF: TAX INCENTIVES FOR DOMESTIC OIL DRILLING 308

NEGATIVE BRIEF: TERRORISM 310

NEGATIVE BRIEF: THERMAL DEPOLYMERIZATION (TDP) 312

NEGATIVE BRIEF: WTO OIL TRADE DISRUPTION DISADVANTAGES 314

Introduction to U.S. Energy Policy

The "Blue Book" has become a favorite and most useful study guide for NCFCA debaters, parents and coaches. It has never veered from its fundamental purpose: *provide the best reference manual for participating debaters.* Six years ago, the first Blue Book (actually, it was red) consisted of 60 pieces of evidence and a few chapters explaining the year's topic. Consider the package of this year's Blue Book:

* Thorough study and discussion of the 2004-2005 debate topic
* Question and answer area for debate clubs and classes
* 13 debate cases (+1 from last year)
* Five affirmative extensions (a new feature)
* 29 negative briefs
* 3 additional evidence helps (another new feature)
* Glossary of terms
* CD ROM of digital files
* An online area uniquely designed for Blue Book owners (yet another new feature)
* The entire book in print (a new feature—we increased the number of pages by 30 percent!)

Let this book empower you. Perhaps you are a beginning debater, enticed by a friend or your parents to engage in an upcoming debate tournament. The Blue Book is written with you in mind. We carefully write the opening chapters to help you understand the intricacies of the topic without drowning you in rhetoric. Your debate year should be exciting, and your first debate tournament should be a blast. This book will give you a firm grasp of the topic so you can enjoy competition.

Let this book overwhelm you. Perhaps you are an experienced debater. This year's Blue Book is chock-full of evidence. Year after year the Blue Book is the first study guide published – paving the road for other study guides to follow. It is incredibly likely that the cases in this book will be debated at every tournament you attend. The Blue Book sets the pace for the school year, and the contents should keep you challenged.

Let this book accompany you. If you are a group leader, teacher, coach and/or parent, the Blue Book is the perfect resource you will want for your students. At the end of every chapter, you are given a group of questions designed to stimulate discussion. All your students will be started on solid footing to launch off into a successful debate season. And as an incentive to you and your teaching, we offer a 25% discount for bulk orders for clubs and classes.

And wait till you log onto our Blue Book Membership page! ([www.trainingminds.org/membership](http://www.trainingminds.org/membership)) Training Minds Ministry has invested in technology that does two things: (1) Protects the copyrights of the book you are investing in, retaining the value at the best possible price, and (2) provides *you* with online materials throughout the school year that essentially multiplies the value of what is in this book. This Internet tool will help TMM keep you posted of changing evidence and news that may affect your cases as the year develops. Simply logon to [www.trainingminds.org/membership](http://www.trainingminds.org/membership), provide your e-mail address and user information, and you will have access to one of the most helpful tools this debate season! This innovation is *totally unique to any other debate text out there.*

Our commitment to giving you the best product that you are able to utilize in your debates has always been – and always be – our top priority at TMM.

Chris Jeub  
President, Training Minds Ministry

1. History of U.S. Energy Policy

The release of atomic energy has not created a new problem. It has merely made more urgent the necessity of solving an existing one.

* Albert Einstein

Energy makes for a good topic to debate. The National Christian Forensics & Communications Association has adopted a resolution for policy debate teams nationwide. It reads as follows:

Resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

It is the responsibility of the debater to develop a case that substantially reduces the United States' dependence of foreign oil, to organize a strong defense of that case, and to develop negaitive strategies that can be brought against other debaters' cases.

This is difficult to do when the debater doesn't have a general understanding of the history of the topic. This chapter is not intended to be a debate, but rather it is intended to walk you through the history of U.S. federal policy toward its use of energy. In the end, you should have a good understanding of where we have been in the 228 years of our country's existence.

Pre-Oil Energy

Our Founding Fathers would have never guessed that clumps of dirty black coal and slimy puddles of oil would become one of the most valued and politicized commodities of the world. It can be argued that "black gold" and "Texas tea" were foundational resources that turned America from a continent of lumber to the fertile land that made it rich.

But it should not be all that surprising that people found use for a most common commodity. In fact, the first energy resource literally "grew on trees." They were trees! Wood not only built homes, it heated homes, as well as cooked food, molded metal and provided the necessary energy to create the first steam engines. Wood mixed with fire has always been extremely powerful. Still today, fire fighters refer to dense forest trees as "fuel."

In the mid-1800s, a substitute for wood grew in popularity: *coal.* This dirty rock was lighter than wood, burned hotter, and lasted longer. Coal easily substituted wood in fireplaces and cast-iron furnaces. Coal can be accredited to the domestication of the rest of America by gifting railroads with the necessary resource to haul people westward.

Wood is hardly considered an energy resource today, save for perhaps wood-burning stoves in homes. Coal, though, is still greatly utilized, more than twice as much as in 1900. Unfortunately, coal is a "fossil fuel," which takes thousands of years to create. And once coal is burned, it is gone. Unlike trees growing back and utilized for future generations, coal will take approximately 25,000 years to regenerate.

Oil Rush

In the early 1900s, the arrival of the automobile nudged the U.S. economy to begin making the transition from coal to petroleum. Kerosene lamps were already popular, and the more common use of the automobile created a demand for a cleaner, more efficient energy source than coal. While wood and oil are still utilized for energy, neither competes with this original "Texas tea."

Petroleum quickly outgrew coal. By the mid-1900s, gas stations were everywhere, roads weaved across America, and transportation was solely dependent on oil. Like coal, however, oil was a non-renewable fossil fuel. While oil was easier to get out of the ground than coal, it was likewise a limited resource.

The political power that has evolved from oil has been incredible. In 1960, the Organization of Petroleum Exporting Countries (OPEC) formed. Today, these 11 countries control 40 percent of the world's total oil exportation. These countries are

Algeria Nigeria

Indonesia Qatar

Iran Saudi Arabia

Iraq United Arab Emirates

Kuwait Venezuela

Libya

You can see that America isn't one of them. In fact, OPEC was formed in Baghdad, Iraq, the same city we sacked only a year ago. One can say that the United States isn't bosom buddies with many of these countries, but it can largely be said that we are their biggest consumer. This has created an interesting love-hate relationship over the years. In the 1970s, the Arab Oil Embargo – including most of the OPEC nations – boycotted the United States to protest the Yom Kippur war. Those of us old enough can remember the end result: inflated gas prices and long lines at gas stations.

"OPEC is an international Organization of 11 oil-exporting developing nations that co-ordinates and unifies the petroleum policies of its Member Countries. OPEC seeks to ensure the stabilization of oil prices in international oil markets with a view to eliminating harmful and unnecessary fluctuations, due regard being given at all times to the interests of oil-producing nations and to the necessity of securing a steady income for them; an efficient, economic and regular supply of petroleum to consuming nations; and a fair return on their capital to those investing in the petroleum industry."

*www.opec.org*

Policies were signed into and out of law in attempts to remedy the dependency on these Arab nations. The Energy Petroleum Allocation Act and the Energy Policy and Conservation Act were enacted to help conserve the oil reserves we had as well as stimulate the production of oil in the homeland.

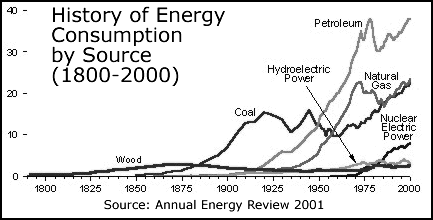
In the early 1980s, Republicans lead the charge to lift price restrictions on oil, allowing supply and demand swing the market. To the surprise of its opponents, the market reacted by responsibly conserving oil consumption. Cars became more compact, companies created more efficient gas generators, and alternative energies became almost a fad.

According to the Energy Information Administration ([www.eia.doe.gov](http://www.eia.doe.gov)), as of 2001:

* The Nation’s petroleum production measured an average of 11.0 barrels of oil per day per well, 41 percent below the 1972 peak.
* U.S. petroleum consumption reached 19.7 million barrels per day, an all-time high.
* Of every 10 barrels of petroleum consumed in the United States, more than 4 barrels were consumed in the form of motor gasoline. The transportation sector alone accounted for two-thirds of all petroleum used in the United States.
* To meet demand, crude oil and petroleum products were imported at the rate of 11.9 million barrels per day, while exports measured 1.0 million barrels per day.
* Net imports (imports minus exports) of crude oil and petroleum products more than doubled from the 4.3 million barrels per day in 1985 to 10.9 million barrels per day. The five leading suppliers of petroleum to the United States were Canada, Saudi Arabia, Venezuela, Mexico, and Nigeria.

There is much to be said about America's dependence on oil, and debaters should grow familiar with OPEC's history and the power associated with it. Numerous public policies advocate the freeing of our dependency on OPEC, much of which are analyzed in detail later in this book.

Alternative Energy



Americans have always displayed a great sense of ingenuity. One good thing that has come out of the oil fiasco is the exploration of alternative energies. Some have flopped, but others have done quite well. While petroleum still holds the most cards in the deck, alternative power like natural gas, hydroelectric power, ethanol and biodiesel, and nuclear power have grown popular in the last 30 years.

While the United States is still heavily dependent on oil, many see ourselves in a wonderful crossroads to capitalizing on alternative energy sources to inevitably decrease our dependency on oil. According to the Alternative Energy Institute, a non-profit organization dedicated to the development of alternative energies, the 21st century offers much promise:

There are promising cutting-edge technologies that could have profound effects on how and where our future energy is produced. Twenty-first century energy systems should be robust, pollution-free, renewable, decentralized, and have an acceptable scientific description of how the device works. (from The Energy Revolution, publication of the AEI)

But the development of these alternatives is not without its critics. The attempts to utilize renewable energy typically require a great deal of underwriting by governments, costing tax payers. The doomsday prophesies of non-renewable energy seems like an old drum of the left that history uncovers as false. There is even some out there that claim oil is, in fact, a renewable energy (see [*http://worldnetdaily.com/news/article.asp?ARTICLE\_ID=38645*](http://worldnetdaily.com/news/article.asp?ARTICLE_ID=38645).)

Nevertheless, debaters will need to grow accustomed to the alternative energy sources available to Americans. Federal policies can influence energy consumption for the better of all. These energies include:

Natural Gas  
Nuclear Energy  
Ethanol Wind  
Solar  
Hydrogen fuel cell  
Hydropower  
Geothermal power  
Biomass  
Tidal

Energy Policy Today

What a topic to debate! President George W. Bush titled the introduction of his analysis of U.S. energy policy "Taking Stock," of which he states:

America's current energy challenges can be met with rapidly improving technology, dedicated leadership, and a comprehensive approach to our energy needs. Our challenge is clear—we must use technology to reduce demand for energy, repair and maintain our energy infrastructure, and increase energy supply. Today, the United States remains the world's undisputed technological leader; but recent events have demonstrated that we have yet to integrate 21st-century technology into an energy plan that is focused on wise energy use, production, efficiency, and conservation.

Prices today or gasoline, heating oil, and natural gas are dramatically higher than they were only a year ago. In California, homeowners, farmers, and businesses face soaring electricity prices, rolling blackouts, increasing financial turmoil, and an uncertain energy future. Our nation's dependence of foreign sources of oil is at an all-time high and is expected to grow. Current high energy prices and supply shortages are hurting U.S. consumers and businesses, as well as their prospects for continued economic growth. ([www.whitehouse.gov/energy/](http://www.whitehouse.gov/energy/))

The President then goes on to share his ideas for a national energy policy. He has been largely critical of Congress for not passing his proposed Energy Policy Act of 2003, an act which would have opened drilling in Alaska and decreased our dependency on OPEC. A less partisan analysis of America's current energy policies can be found at the U.S. Department of Energy.

Though energy has not been a major contender in the 2004 election races, it is still a very partisan issue. The Democrats and Republicans have very opposing viewpoints of energy usage, regulation and policy. An overview of not only the history of energy policy but also an analysis of the differences between the liberal and conservative viewpoints can be found at [www.thenewatlantis.com/archive/5/cohen.htm](http://www.thenewatlantis.com/archive/5/cohen.htm).

Questions for Discussion

1. What was the first dominant energy source in the United States? What energy source replaced it, and replaced its successor, and so on? Be able to give an account to the changes in energy demand through history.
2. What is OPEC? What countries comprise OPEC? How does OPEC affect world trade? Why should America's dependence on OPEC concern policy makers?
3. What is the difference between a renewable and a non-renewable energy? Give some examples of each.
4. Take the opportunity to research alternative energy sources. What technological innovations are popular today?
5. What are the differences of opinion in present energy policies? Research the links provided in this chapter. What is interesting about President Bush's current energy proposals?

2. Understanding the Status Quo

Energy is an eternal delight, and he who desires, but acts not, breeds pestilence.

William Blake

I am often encouraged when I hear of a student who doesn't have a clue what debate is all about, takes on the activity bravely, gets to know it over time, and ends up a stellar communicator. I am also encouraged when I see parents make debate part of the home curriculum for home school; the kid of this home is the pride of his or her parents.

Debate is an entire sport full of complex rules, new terminology, and a host of jargon and rhetoric to go along with it. Students and parents recognize the genuine worth and value of debating, but wading through the how-to's is enough to scare off the most determined individual.

But take heart – many other students have taken on debate and done quite well. Once the basics are learned, debate can be one of the most enjoyable activities a student can participate in. So dive in and keep your eyes on the light at the end of the tunnel.

The Policy Resolution

This year's resolution, *Resolved:* *That the United States should change its energy policy to substantially reduce its dependence on foreign oil*, calls for a government plan to fix problems in the status quo. There are many "problems" with the way government addresses energy, and some of these problems are discussed later in this chapter. The affirmative team begins the round by delivering an 8-minute speech that 1) shows problems that exist today, 2) provides a policy to fix the problems, and 3) proves that this new policy will do the job it claims it will do. A traditional policy case has the following format:

A. Harms (the significant problems in the status quo)

B. Plan (the proposed policy)

C. Solvency (the policy solves the harms)

The first half of the resolution is the way most resolutions are written. "That the United States should change its energy policy…" The debater will provide a thorough analysis of the status quo, single out the specific harms of the status quo, and then present a case to solve these harms. The resolution sets the stage—the United States and/or its states—as the enactors of this change.

But the resolution isn't necessarily broadly inclusive of all energy sources. The second half of the resolution narrows the game plan: "…to substantially reduce its dependence on foreign oil." All plans must include this conclusion. It is okay for plans to have more purposes than this one, but if this one is missing, the affirmative will have failed to affirm the resolution. It would not make sense for teams to adopt a revitalization of wood as an energy source, for it most likely would do little to reduce our dependence on oil.

The energy/oil topic has been around for a long time in high school debate. The National Forensics League has had at least two resolutions in the last 25 years. (In fact, my [Vance] old partner's first year of debate in the 1970s was an energy policy resolution.) And within the NCFCA, the first case in the '02-'03 Blue Book concerned oil imports. This year's Blue Book indexes three theses you can build your cases from, and they are:

1. Oil Production. Affirmative and negative teams can address the resolution by addressing the object of the resolution—the oil producing countries—and debate in this framework.
2. Oil Dependency. Teams can focus on the subject—us—and debate what can be done to reduce demand and thus reduce dependency.
3. Energy Alternatives. Instead of reducing demand, debates can build on alternative energies, many discussed in the previous chapter.

Remember that the goal in this policy debate is to not only change the government’s role in energy, but to make sure it reduces our dependency on oil. The policy debater plays politician in these rounds, and aspiring statesmen and legal servants are encouraged to get involved.

Keeping Your Research Up-to-Date

There are a few things debaters can do to make sure research is kept current.

First, study the research provided in this book. The Blue Book is meant to be an aid—not a substitute—to the hard work involved in being a thorough debater. The evidence briefs in the back of the book as well as the additional material on the CD ROM are all meant to make the debater an expert in the field of U.S. energy policy.

Second, continue your research and discussion beyond the Blue Book. Knowing the pieces of evidence in this book is great, but be sure to continue your study elsewhere. You may find evidence that either supports or counters the evidence here. The Blue Book has become a standard in homeschool debate, so countering the standard is a wise strategy for every debater.

One of the very first things the debater can do to improve his persuasiveness to the judges (and hence, his chances of winning) is to learn how to organize and present his thoughts during his Constructive and Rebuttal speeches.

-from *Strategic Debate*

Third, be sure to visit [www.trainingminds.org](http://www.trainingminds.org) regularly to keep posted with articles and resources that come available throughout the year. The Midseason Debate Briefs will be released January 1, 2005, and will provide a ton of evidence and cases that will definitely give debaters a winning edge. The debater with this collection is always a step ahead of the rest, far more prepared in the debate rounds than his or her competitor.

Organizing Research

After you have read a number of interesting articles and documents, you will begin to *tag*the quotations you have highlighted. This is simply paraphrasing the evidence into one sentence. Follow the tag with a proper *citation* including author, credibility of the author (optional, but could be helpful in a round), title of article/book/magazine, the date, and page number (if applicable). The quote is then the essence of this evidence *block*.

Before too long, you will begin to categorize and classify your evidence. This is the beginning of a filing system for the debate team. Group the evidence into topical sections. With evidence blocks grouped into an organized filing system, the team will be quick in the round to bring credibility. Be neat and tidy in your filing. The key here is *retrieval*, not necessarily *filing away.*

Your research will not have an "end." You will continue to read newspapers, magazines, Internet postings, and e-mail forwards all year long. Be sure to bookmark *www.trainingminds.org*, Training Minds Ministry’s Web site, on your home computer for updates and current articles on the year’s topic. Pull the evidence when you see it. Tag it, cite it, and file it. Continual research is necessary throughout the debate season. It is part of the learning process as well as part of the fun of outwitting your opponent!

Key Positions in the Status Quo

There are a number of "buzz words" that the debater will need to be familiar with in this year's topic—OPEC, NOPEC, ANWR, biofuels, ethanol, the Carter Doctrine—just to name a few. Debaters often seem to speak a different language—throwing acronyms around like they're going out of style—but successful debaters don't make the mistake of speaking above their judge. Most NCFCA judges are typically parents or laypeople who are unfamiliar with the topic, so though your opponent may understand all your terminology, your judge may not. (And he or she is the one that will give you the win or the loss!)

There appears to be quite a number of positions possible under this topic, but there is a limited factor that limits the cases: every affirmative case must claim to reduce dependence on imported oil as a rationale for policy change. This has several implications for cases this year.

Many debaters don't realize how important word definitions are to winning policy debates. A poor definition of a key word at the beginning of an Affirmative speech – or worse, *no* definition – can make the difference between winning and losing. The Affirmative has the burden to prove that they understand, clearly explain, and exactly uphold the resolution. Clear definitions are essential to that task.

-from *Strategic Debate*

First, it means cases that change "energy policy" but do not affect imported oil are not going to be admissible. For example, building more nuclear power plants might be cheaper and cleaner than coal, but might not meet the burden of showing a link to reduced dependence on oil. Every affirmative case has to claim some kind of solvency with regard to reducing dependence on imported oil.

Second, the word "dependence" will be hotly debated. Obviously, if we use a lot of something (oil) and our economy would suffer great harms if it were to disappear, then we can be said to be "dependent" on it: it means we rely on it heavily and would suffer without it.

However, there is another sense of dependence: being controlled or influenced by something. What if we continued to use just as much foreign oil as we do today, but we stopped being controlled or influenced by it? This is an alternative interpretation of the resolution, as cited in many of the cases in the index, in addition to cases that solve for dependence by solving for usage. But you should be aware that dependence on oil can be reduced by using less of it, or by being controlled less by it (or both at the same time).  
  
Tthe Blue Book cases in the index are outlined based on how we can solve for this "dependence" on oil. First, our policies can attack the oil production of those that we are dependent on. Second, our policies can change America's behavior to become less dependent on oil. Third, by increasing the effectiveness of energy alternatives, we can reduce the dependence we have on oil.

Questions for Discussion

1. Memorize the policy resolution. Explain the three bullets of the traditional policy case (harms, inherency, plan, solvency).
2. Using a Webster’s dictionary, look up the other definitions in the resolution that were not defined in this chapter. Look up all the words in the resolution. Find a Black’s Law Dictionary and look up the same words. How are they different? Could some arguments be excluded or included by narrowing a definition down to one certain way?
3. Following are some keywords related to the resolution. Go to the leader in search engines *www.google.com* on the Internet. What kinds of results do you find?

OPEC ANWR

Biofuels ehtanol

Carter Doctrine alternative energy

1. How is the definition of "dependence" potentially challenging to the debate?
2. How can you keep your research up-to-date?
3. The debates of the year will likely fall to what three categorical groups? Explain these three groups.

3. Affirmative Strategies

America must have an energy policy that plans for the future, but meets the needs of today.

President George W. Bush

All teams will take the resolution and develop an affirmative case. Working together, teams develop a speech that identifies the problems with current laws governing U.S. energy policy, and follow by proposing a plan to solve these problems. The speech is written and re-written, practiced and revised, to be a total speaking time of eight minutes long.

A tournament typically has four to six rounds, but teams will debate the affirmative only a few times. In other rounds teams will debate on the negative side.Using stacks of evidence and resources they prepared in their home school, the team attacks the affirmative case following the opening affirmative speech. The negative team raises doubts over the effectiveness of the affirmative team's case, the necessity or longevity of their plan, or the problems proposed in their speech. Negative strategies are discussed in Chapter 4.

There is no excuse for Affirmatives to be unprepared, surprised, or otherwise caught off guard in a debate round. They are in the driver's seat – they have selected the specific topic, they have (probably) more evidence on it, they have had unlimited time to prepare, and they have the element of surprise.

-from *Strategic Debate*

The round continues with further constructive speeches and rebuttals. During the round a judge (typically a debate coach or objective parent) is carefully weighing all the arguments. He or she then casts a ballot declaring the winner. The debaters are then off to the next round to go at it again.

Here is a schematic of how the round goes. A more detailed account of the responsibilities of each speaker is covered in Chapter 5.

**1st Affirmative Constructive** (8 minutes) the affirmative team gives their case

Cross-examination (3 minutes) the negative asks questions of the affirmative

**1st Negative Constructive** (8 minutes) the negative gives case against the affirmative

Cross-examination (3 minutes) the affirmative asks questions of the negative

**2nd Affirmative Constructive** (8 minutes) the affirmative continues to promote case

Cross-examination (3 minutes) the negative questions the affirmative

**2nd Negative Constructive** (8 minutes) the negative continues their attacks

Cross-examination (3 minutes) the affirmative questions the negative

**1st Negative Rebuttal** (5 minutes)

**1st Affirmative Rebuttal** (5 minutes)

**2nd Negative Rebuttal** (5 minutes)

**2nd Affirmative Rebuttal** (5 minutes)

As you can see, the debate round is an exhausting 70 to 80 minutes long. Each team is allowed five minutes of preparation time to use as they wish, but it is hardly enough to make for a comfortable time. The adrenaline flows swiftly as the debaters jump back-and-forth on the topic. It does not take long for a student to get hooked into its excitement.

Creating the Affirmative Case

This book shows how to create a traditional affirmative case. There are other types of cases, and all debate teams should be aware of these types of cases (there are more types in the index of this book). But for the purpose of training efficiently, we have chosen to show you the traditional format. For more information on nontraditional affirmative cases, see *Jeub’s Complete Guide to Speech & Debate* or Vance Trefethen's new book, *Strategic Debate.*

The traditional case, also called a "needs-plan" case, follows the most popular plan structure used in academic debate. A clear understanding of the most popular format is key to understanding all the formats. The four parts are *definitions, harms, inherency, plan* and *advantages.*

Definitions

As already covered in Chapter 2, *definitions* are self-explanatory: they are the definitions of key terms in the resolution. Do not make the mistake of using too much of your time with definitions. If you are challenged on the specific meaning of a word, you can always whip out the dictionary and define it for the negative later in the 2AC (see Chapter 5). This section of your speech should simply narrow the debate to the resolution at hand. No more than a minute should be spent on definitions.

Harms

Here's an easy way to test whether you're ready to do a 1AC: Put all your papers face-down on the desk and explain to someone else what your case is about, in general terms…If you understand it well enough to explain it without reference to notes, then you've made a good start.

-from *Strategic Debate*

Harmsis more of the crux of the case. The harms are the problems the affirmative will claim exist because the resolution is not being presently adopted. These are the types of tags you would have heading an evidence card. Here are some examples:

Oil development is a disaster for West Africa and a failure for the U.S.

OPEC is a clear and present danger to the United States

Oil dependence is a serious national risk

When presenting the harms, the debater will need to remember to show their significance and inherency. First, show that the harm is a significant harm that is hurting America. Second, show that it is an inherent harm, meaning the problem is not going to go away without action. The evidence supporting the claims above may show significance, but are they inherent?

Plan

The next thing to do is provide a plan to fix the harms. This, however, is not the crux of the case like the harms and advantages are. There is no need to drown the plan section with evidence and proof. Simply state your plan in the following outline:

**Mandates:** The "law" you would pass to implement the plan. State this in your own words. You may do more than one thing. For example, you may call for Congress to block all future World Bank financing for oil development in West Africa.

**Agency:** This is the government bureau you will be using or creating to carry out the implementation of your plan. For example: "Congress and the President shall change U.S. energy policy to oppose further West African oil imports or oil development."

**Funding:** Where is the money coming from? "No new funding is necessary under my plan," "Funding shall come from General Federal Revenues," or "$100 million will be allocated from the federal budget" may be your line here.

**Enforcement:** When people break the rules, who will carry out the punishment? Will it be your new agency? The funding agency? This is sometimes the same as the agency, but be sure to clarify this.

Advantages or Solvency

Lastly, you will wrap up the speech showing the advantages of the plan, as well as "solving" the harms presented earlier. This will carry out the voting issue of solvency: the plan solves the harms. Very commonly the advantage will match up evenly with the harms. If Harm A stated that people are dying, Advantage A would show how the plan kept people from dying. Just like with harms, the advantages will have evidence showing this to be true.

You will spend a great deal of time developing, rewriting, proofing, etc. your debate case. Like an artist who is never really "finished" with the art piece, you will never really be "finished" with your debate case. As evidence is brought up, read in the news, or discovered surprisingly in a debate tournament, you will return to cut, revise, research some more. Your case will change with time, and it should as you grow to understand U.S. energy policy.

Narrowing the Energy Topic

Dependence on foreign oil doesn't exhaust the ground for the Affirmative team. While their solvency must at least claim to achieve reduced import dependence, Affirmatives are not restricted on the other advantages they can claim from such reduced dependence. Since reducing foreign oil often results in reducing total oil consumption, Affirmatives are free to claim both economic benefits (lower prices, employment), foreign policy benefits (reduced military commitments, improved relations with Middle East countries, changes in alliances, etc.) as well as other social benefits, such as environmental advantages stemming from reduced fossil fuel burning.

Here's a valuable tip: Always write a Negative brief against your own Affirmative cases. Do this for two reasons. First, it will force you to consider what things you need to prepare to win when in the Affirmative—you will know what evidence and arguments are available to others who know about your case. Second, since other debaters are as smart as you are and may have also thought of the same case, you are prepared to oppose the case if you ever have to go Negative against it.

-from *Strategic Debate*

Increased domestic oil production can come from a multitude of sources. The Arctic National Wildlife Refuge in Alaska is the most obvious, and sure to be in numerous cases this year. There's also untapped oil offshore under the Continental Shelf, as well as on other Federal lands within the continental U.S. There may also be ways to produce more domestic oil using new technologies or by extracting it from previously uneconomical sources. In addition, there are various organic materials that could be converted to oil domestically and used to supplement petroleum from the ground.  
  
Conservation opportunities abound. Increased vehicle fuel mileage standards and higher gasoline taxes are just two of the ways to reduce gasoline usage dramatically. Don't forget about industrial uses of petroleum in sectors of the economy besides transportation.

How is dependence to be reduced? Affirmative teams have 3 major avenues they can focus on: 1) oil production; 2) oil dependence; and 3) energy alternatives (which results in reducing dependence). These are highlighted in Chapter 6.

Questions for Discussion

1. If studying this book in a group setting, have more experienced debaters share their experiences of debating with others. What were some great affirmative arguments given in previous years' rounds?
2. Review the schematic of a debate round. Discuss what the responsibilities of the speakers are.
3. During the debate speeches, what can those who are *not* speaking be doing?
4. What are the harms? How do they relate to the end of the case?
5. Explain all the components of the plan. Discuss how any missing elements would bring a case under question in a round.
6. Write an affirmative debate case. Use this case to refer to when studying the next chapter on negative strategies. Keep in mind the affirmative arguments when studying the negative attacks against it. Are there ways you can strengthen your case?

4. Negative Strategies

The use of solar energy has not been opened up because the oil industry does not own the sun.

– Ralph Nader

Novice teams usually favor the affirmative side of debating because they have ample time to prepare a good case. However, the more experienced debater usually learns to prefer the negative side. The negative team carries *presumption* in the round, meaning that if the affirmative side fails to prove change is needed, we "presume" things should remain the same. This allows for creative flexibility that the affirmative does not share.

Keeping the Affirmative on the Run

This topic is going to be easier for Negatives than many past years' topics. Here's why: There are a number of general positions that Negatives can take in almost every debate round that will give them something to say regardless of what squirrelly plan Affirmatives come up with. Some examples:  
  
*1.* Are we even "dependent" on foreign oil at all? Maybe the U.S. could get along just fine without it. If it were disrupted, prices would surely rise, but that would give incentives for increased domestic production and conservation, and the Status Quo would balance itself out nicely without any Affirmative plan. We import lots of other things that our economy is "dependent" on (shoes and computer chips, for example) without any government planning.  
  
*2.* Aren't foreign oil suppliers "dependent" on us? Oil would be nothing but a toxic slimy pollutant if no one were willing to buy it. It has no value until there is a willing customer. Cut off the customer, and the supplier suffers economic damages as bad, or greater than, the denied buyer. Is it really likely that modern supplier nations would shoot themselves in the foot that way – especially with the global market for oil able to make up shortfalls from one supplier with supplies from another country?  
  
*3.* Isn't the market producing the best outcomes? Government intervention in the energy market has a dismal track record of failure. From price controls in the 1970s, which produced the gas lines and shortages of that era, to all the funky schemes and subsidized gizmos that have been promising for decades to be just around the corner with a solution to U.S. energy needs – the market has beaten them all. Today's price of oil, though nominally at a record high, is actually quite normal by historical standards when adjusted for inflation, and lower than the inflation-adjusted high reached in 1981. It surprises no one that cars cost twice as much today as they did in 1981. Why is everyone upset that gasoline costs more too? In fact, with real-dollar prices actually lower today than in the past, the market may be sending a signal of abundance in oil supplies, not scarcity. Things become more expensive when they are scarce – and cheaper when they are abundant. That's why diamonds cost more than gravel. If oil is relatively cheaper today than 24 years ago, what does that say about its relative availability?  
  
These and more will be standard fare for Negatives this year. The following are some more specific strategies for keeping the Affirmative on the run.

Defending the Status Quo

In preparing for the debate round, gather evidence that justifies current policies and agencies. Because you have prepared evidence attacking the status quo, you will be familiar with the common arguments. Tag and block the evidence and develop folders in your evidence box that justifies the status quo.

The committee that writes the year's resolution chose this topic because it is interesting *and* there are problems with the status quo. Because of this, defending the status quo may be difficult, but a good negative team will prepare to do so anyway. If you and your debate club choose to host a learning workshop, this is a good time to interview government officials about the benefits of the status quo.

On-Case Arguments

Taking the bull by the horns and addressing the case head-on is making on-case arguments. This is the strategy of addressing the stock issues of topicality, significance, inherency, and solvency. If any of these stock issues are lost by the affirmative, the judge has the duty to vote negative. If you think about it, this makes sense. If any of these issues fail, the entire plan fails to nothing.

Topicality may or may not be an issue. Negatives need to listen carefully when the definitions are being laid out. As already discussed, listen to how the Affirmative defines "dependence." Also, listed to what type of case the Affirmative is running: oil production, oil dependency, or alternative resource?

Significance and inherency usually go together when attacking the affirmative harms. If the affirmative team has a harm that states, "Gas prices today are at a historical high," the negative may attack this harm by asking *so what,* adjusted with inflation shows it is historically low. Even so, if the problem does become significant, gasoline taxes and increase on demand would normalize consumption making the problem solve itself (inherency).

When the judge is deciding who to vote for at the end of the round, disadvantages give the judge a "reason" – besides just "presumption" – to vote Negative. And if the disadvantages are significant and have provable harms and impacts, then the judge may find that the disadvantages outweigh any solvency and advantages that the Affirmative team carried through the round.

-from *Strategic Debate*

Finally, and the most effective argument, is proving that the affirmative's plan will not solve their own harms (solvency). Perhaps, for example, the affirmative's plan to increase the gasoline tax to influence consumers to find alternative energy resources *backfires*. People still buy just as much gas, but now we have a more lagging economy because people have less money to pump into it. And guess what? We're still just as dependent (one of the affirmative's harms) on oil as we were from the get-go.

Disadvantages

An extension to defending the status quo is showing how the affirmative plan will bring about unforeseen harms. The negative can claim that *even if* the affirmative solves its harms, greater harms will come about regardless. These are called *disadvantages*. All policy plans will risk disadvantages, and a good negative team will train themselves to run organized and effective "disads."

A disadvantage needs to be simply and logically structured. There are three crucial parts of a well-structured disad: *link, brink,* and *impact.* The negative will *link* the specific part of the affirmative plan that causes the harm to the disad presented. Next, a prediction – called *brink* – will be made as to when this disad will come about. Lastly, the negative will show the *impact* of the disad.

A good negative team will have disadvantages prepared in advance. The evidence provided in this book is categorized to specifically address common disadvantages to the various cases. Take, for example, the tags for the disadvantages for changing the West Africa drilling policy:

Trade restrictions hurt African economic development.

Sabotaging the World Bank's work in Africa would impede peace initiatives and economic development.

Benefits of oil development outweigh the harms.

Minor Repair

The negative may choose to fix the current system a little without adopting the significant change the affirmative proposes. This is called a *minor repair*. If the negative team shows that this minor repair (which still needs to be proven is *not* a "significant" change) solves the problems the affirmative team is claiming, the judge will see no reason to vote affirmative. Presumption will be on the negative side, and therefore the negative will win.

However, the negative team must be careful not to grant all the affirmative harms. If too many minor repairs are called for, the judge may agree that the status quo is so messed up that major structural change *is* needed. Only introduce minor repairs if the negative sees the affirmative case is so outlandish that something much less radical would do just fine.

Counterplan

The negative team does have the option to agree with everything the affirmative says *except* the adoption of their specific plan. This is risky, for if you admit that the affirmative harms exist and a change in the status quo is needed, what does the negative team sacrifice? You guessed it: *presumption.* Once a counterplan is offered, presumption cannot be claimed.

Some say counterplans are never wise, but we disagree. As stated earlier, there are many ways to beat the affirmative team. When adopting a counterplan, many of those avenues are cut off. The negative needs to agree that the harms exist, that they are significant, that they are inherent to the status quo, and that a change in the status quo is necessary. But sometimes a team will meet up with a great affirmative team who does not have a very good idea to fix the system, or a plan that is in its very nature risky and questionable.

[On Counterplans done right:] The Negative has hijacked the topic away from the Affirmative and is now conducting the debate on their turf. They've even trumped the Affirmative's harms by raising (and solving!) harms of their own that sound a lot worse than what the Affirmative was claiming. Despite having no evidence against the Affirmative harms, the Negative now stands a good chance of winning.

-from *Strategic Debate*

There are some specific rules in running a counterplan. First, the plan needs to be *non-topical*, meaning the plan does not adopt the resolution. (There have been some recent debate theorists out there who have said a *topical* counterplan is admissible. This is ridiculous, for a topical counterplan is affirming the resolution.)

Second, the plan must have mandates, agency, funding, and enforcement just like an affirmative plan. This is likely why some have resisted running counterplans—it's a lot of work to stuff into your timed speeches. Not only do you need to make all your on-case arguments, but you need to run an entire "non-topical affirmative" plan too.

And third, the counterplan must show how the advantages from the counterplan are greater than the advantages of the affirmative plan.

CAUTION: do not use a counterplan as a standard negative case. Not every affirmative team will have a radical plan. Running a counterplan with a similar affirmative plan will make it appear like you are splitting hairs. A counterplan is an alternative to attacking the stock issues of significance and inherency. It can be pulled off, but negative teams should never solely rely on it.

Questions for Discussion

1. What are some good things about the status quo? Using the highlights in Chapter 2 and 3, defend the existing agencies and policies in place now.
2. Train yourself to attack case specifics and make on-case arguments. Using the case briefs in the back of the book, drill each other using common tags of the affirmative cases.

5. Preparing for the Debate Round

There are no secrets to success. It is the result of preparation, hard work, and learning from failure.

– Colin Powell

*This entire chapter was excerpted from Vance Trefethen's new textbook,* Strategic Debate. *You may have noticed that we have already been quoting quite a bit from this outstanding resource. To order the complete text, visit* [*www.trainingminds.org*](http://www.trainingminds.org)*.*

First Affirmative Constructive (1AC): 8 minutes

Always a pre-packaged, completely scripted speech, this is the easiest and best-prepared speech in the entire round. However, this does not necessarily mean that the weaker Affirmative speaker should deliver it. While it is easy enough to read the 1AC speech, bear in mind that the 1A must also be able to explain and defend it in cross-examination. Harder still, the 1A speaker must deliver the critical First Affirmative Rebuttal (see below), arguably the hardest and most important speech in the whole round. For those reasons, I typically recommend that the stronger Affirmative speaker do the 1A.

The 1AC is the foundation of the entire round and provides the material around which the debate will occur. It is the duty of the 1AC to present a prima facie case that the status quo is flawed, offer a topical plan to fix it, and show that the plan would be better than the status quo.

Before the tournament, The 1A should spend a good bit of time getting familiar with the 1AC. Practice reading it over and over again and make sure you understand all the words it contains. Get the delivery smooth and ensure that it fits into exactly 8 minutes. Since the speaker has had unlimited prep time to deliver it, I expect the 1AC to be delivered flawlessly.

Practice answering questions about the case and work with other debaters on your team to brainstorm the kind of issues, objections, and cross-examination questions that will be raised so that you can mentally prepare answers. And here’s a valuable tip: Always write a Negative brief against your own Affirmative cases. Do this for two reasons: 1) it will force you to consider what things you need to prepare to win when in the Affirmative – you will know what evidence and arguments are available to others who know about your case; 2) since other debaters are as smart as you and may have also thought of the same case, you are prepared to oppose the case if you ever have to go Negative against it.

Cross-Examination of the 1A by the 2N: 3 minutes

The Second Negative speaker cross-examines the 1A about the case and plan. This is a crucial cross-examination because it is the 2N's job to generate material for his partner to use in the next speech to begin the attack on the Affirmative's case. Notice that this cross-examination is conducted by the 2N, not the 1N, because the 1N will be the next person to speak, hence he cannot speak twice in a row and so his partner must perform this cross-examination.

During the 1AC, both Negative debaters should be writing down possible questions to ask for this cross-examination. During the cross-examination itself, the 1N is outlining and organizing his upcoming 1NC speech, but he will adjust his preparations based on any revelations that come out in the cross-examination. Meanwhile, he should be going through his evidence and organizing what he will say and what he will leave for his partner to cover in 2NC. Though he keeps an ear open to what his partner is doing in the cross-examination, this can be an added 3 minutes of prep time for the 1N if he uses it carefully.

First Negative Constructive (1NC): 8 minutes

There are several key issues that must be raised in the 1NC if they are to be raised at all by the Negative. If the Negative plans to challenge the topicality (whether the case given by the Affirmative was within the boundaries of the resolution) of the Affirmative's plan, they must do it here. In addition, any Negative counterplan (a case meant to replace the Affirmative’s plan) must be raised in the 1NC. The Negative does not have to bring up these items if they don't want to, but if they are going to raise these issues they must be raised in 1NC.

Traditionally, the 1NC is responsible for explaining an overall outline or philosophy of the Negative team for the current debate. This requires the 1N to have a general idea of what types of arguments he and the 2N are going to raise in the round. This requires some prep time to be taken before 1NC to allow him time to understand what evidence is available, what arguments they can make, and how the division of labor will be accomplished between the 1N and 2N speeches.

Although there is no rule that would limit the 1NC from covering all aspects of the Negative case, 1NCs traditionally have focused their arguments on the "case side" of the Affirmative's speech, although that is less common in debate rounds today. By that I mean that 1NC's primary responsibility for attacking harms and inherency (along with topicality and a counterplan, if applicable), leaving the "plan side" issues (solvency and disadvantages) to the 2N. This involves logical analysis of flaws in the Affirmative's evidence, gaps in reasoning, missing links, or other problems that can be logically argued from the material presented in 1AC, as well as reading evidence to deny the harms or inherency of the 1AC.

Ultimately, [when cross-examining], you want to get to a point where you ask a question that shows a missing link, a logical lapse, a tag line not supported by the quote, or an inconsistency between two parts of their case. And with these ideas in mind, you should be able to think of things to ask besides "How are you going to get enough funding?" or "Tell me again who enforces your plan."

-from *Strategic Debate*

Every argument the 1NC makes (other than a Counterplan) should be linked to a specific point in the outline of the 1AC so that everyone can flow the arguments and see exactly where both teams are going. Each point should be labeled as falling under harms, inherency, topicality, etc.

The 1NC can also cover "plan side" issues such as solvency and disadvantages if he has time left over. It is better to find more issues to talk about and use up the full 8 minutes than to refrain from bringing up something because you are saving it for 2NC. After all, the 2NC will have at least 22 more minutes before he has to speak, during which time he can think up something else to say.

Cross-Examination of the 1N by the 1A: 3 minutes

As in the previous cross-examination, this one should also generate material for the other partner to use in the next constructive.

Second Affirmative Constructive (2AC): 8 minutes

This speech should not be a difficult one, but it must be done correctly or else the Affirmative can lose everything. All the 2AC must do is cover, line by line, point by point, everything that the 1NC brought up. Remember that if the 2AC fails to respond to something brought up in 1NC, it will be lost for the rest of the round (as long as the Negative at some point just mentions it again and reminds the judge that the Affirmative dropped it). First Affirmative Rebuttal will be too late to respond to something that 2AC should have covered.

I have judged many debates that were lost in the 2AC because of an inadequate job in covering the 1NC material. Often this is due to poor note-taking (called "flowing"). If the Affirmative team does not accurately flow all the 1NC's arguments, they will miss some things in 2AC that will cost them the round. Sometimes it is due to lack of organization, if the 2A has flowed everything but has not made himself an outline of what he is going to say in response to every point in the 1NC.

The 2AC is also a speech for which it is easy to prepare in advance. Affirmative debaters who win always generate a surplus of evidence supporting their case and save some of it in reserve for the 2A to use to respond to anticipated Negative attacks. They also spend time trying to anticipate what the attacks will be, and they go back to the drawing board after every Affirmative round to find more evidence to defeat anything that the Negative used against them. Advanced preparation for anticipated arguments in the 2AC will also pay big dividends by reducing to a minimum (as little as possible but definitely 1.5 minutes or less) the amount of prep time needed to prepare for 2AC. Save up most of your prep time for 1AR because that's when you're really going to need it.

The most common pitfall I have seen in 2ACs is over-reliance on "canned" material and inattention to the specific details brought up by the 1NC. The 2AC can (and should!) have material prepared in anticipation of Negative 1NC attacks, but he should not blindly read all of this material if it is not relevant to what the 1NC brought up. Also, 2AC needs to explain how his material defeats the specific arguments 1NC made, rather than just reading a brief and sitting down, as if he had not heard the 1NC at all.

Another mistake to avoid: Do not simply re-read evidence from the 1AC. You can explain why the 1AC evidence was better than what 1NC provided, and you can read new evidence to back up the 1AC evidence, but do not re-read cards from 1AC. This is of absolutely no value in proving your case. After all, everyone in the room is already aware of that evidence because your partner just read it a few minutes ago. What are you adding to the debate by reading it again? As a judge, I am somewhat insulted by it because it suggests that you think I wasn’t listening the first time.

There is one exception to the "don’t re-read evidence" rule: If there was a specific challenge to the wording or meaning of the words in a piece of evidence. In that case, you should re-read the part that was challenged to clear up that issue. But if you just need to remind the judge that a point was covered in a previous piece of evidence, summarize what it said and point out that the other team never responded or show why their response was inadequate. Don’t re-read it.

Cross-Examination of the 2A by the 1N: 3 minutes

This is the last chance for the Negative to challenge in cross-examination any doubtful points, or to wring any admissions out of an Affirmative speaker. 1N should look for areas where the 2A was weak in responding to Negative arguments or challenge responses that were unsupported by evidence or evidence that didn't support the arguments for which it was used.

Second Negative Constructive (2NC): 8 minutes

The role of the 2N speaker here will depend to some extent on what material he has to work with. If he and his partner have prepared well for the particular Affirmative case, he should have a stack of material left that was not brought up in 1NC, and he can begin "piling on" to what his partner already dumped on the Affirmative.

In traditional debate theory, the 2NC would completely ignore the 1NC and the 2AC and begin an entirely new line of attack against the Affirmative case by raising issues of solvency and disadvantages. I have seen this done with devastating effect (and a Negative ballot). In practice, it often doesn't work this way because the 2NC doesn't have enough material to make 8 minutes of new arguments. If he does have 8 minutes of new material, I'd recommend he use it, because the 1NR can respond to everything brought up by the 2AC completely legally and within the rules of debate. Maybe I'm cruel, but I don't feel sorry for Affirmatives who have to respond to 2NC and 1NR, 13 minutes of speaking with 8 minutes of new arguments, all in the First Affirmative Rebuttal. After all, they got to choose the topic, and probably did so with every effort to surprise the Negative team. If the Negative surprises them back by being so well prepared that the 2NC hammers them with 8 minutes of new material, so be it. There's no rule that makes the Affirmative immune to surprises or prepared Negative debating. The 2NC is, after all, a "constructive," and hence the 2N is free to "construct" as many new arguments as he wants. He is free to let the 1NR "rebut" the 2AC if he wants to.

If he has time left after raising all the new arguments on plan side that he wants to raise (and the more evidence he can read, the better), he can give logical (good) and/or evidential (better) responses to the 2AC. If evidence is going to be used to rebut the 2AC and if the 2NC has time left, it is better to use that evidence in 2NC because time will be short in 1NR.

Cross-Examination of the 2N by the 2A: 3 minutes

This is the Affirmative's chance to set up arguments to be made in 1AR in response to any new material 2NC raised or to find flaws in responses to older material. The key here is that this cross-examination *must* generate material for 1AR to use. If the 2NC brought up new disadvantages, this cross-examination needs to focus on finding weaknesses in those disads. Challenge the links, the impacts, anything that will provide the 1AR with a quick response like "He admits in cross-examination that this disad has no impact…" so that 1AR can spend time on something else.

First Negative Rebuttal (1NR): 5 minutes

This speech will be boring if all he does is repeat the 2NC. That's one of the reasons we hope for the 2NC to generate new material and leave responding to 2AC to the 1NR. In any event, 1NR should cover any specific 2AC material that the Negative has not yet responded to. This requires good flowing and good organization. It's also helpful if the 1NR gives an overview of all the issues covered in the round so far and explain why the Negative's philosophy is winning, why the stock issues are flowing Negative in the round, and what the key voting issues will be.

The 1NR begins the second half of the debate in which no new arguments may be introduced into the round. The debate now shifts to analysis and refutation of all the material that has been brought up so far. The prohibition against new "arguments" does not prohibit new "evidence" from being introduced. Although there will be much less use of evidence in rebuttals than there was in the constructive speeches, it is possible to introduce additional evidence to support an existing argument, in order to refute arguments made by the other side.

Personal or public policy decisions based on guesswork, uninformed opinion, unqualified advice, personal whim, or emotional impulse are unlikely to lead to success. If there is no rational and informed basis for decisions, then there is no purpose having a debate. Debates that do not involve evidence are not debates at all, they are simply quarrels.

-from *Strategic Debate*

The primary duty of the 1NR is to respond to the 2AC. He should go down line by line over what the 2AC covered or failed to cover. But note what I wrote above in the advice for the 2AC about not re-reading evidence. This applies throughout rebuttals too – there is rarely any need to re-read evidence in rebuttals. This is a gross waste of time and an insult to an attentive judge. You don’t have time to re-read cards in rebuttals. Instead, you should be telling the judge why your evidence was better than your opponents' evidence, or, if necessary, introduce one more piece of new evidence to add on to what was given. Re-reading evidence should only be done if the specific wording of the text was questioned by the other side in an earlier constructive or rebuttal.

First Affirmative Rebuttal (1AR): 5 minutes

The 1AR determines the outcome of more debates than any other single speech and is the most difficult speech in the round. Because the Affirmative has the burden of proof, and because the Negative has just had 13 minutes to hammer away at the Affirmative case, if the 1AR cannot resurrect the Affirmative position in these 5 minutes, the Affirmative will likely lose the round. This is the price the 1A must pay for having enjoyed the element of surprise in 1AC by introducing any topical subject area and expecting the Negative to scramble to meet it. Now that the Negative has met it, 1A must defend and rebuild the Affirmative case.

How can he do it? First, the 1AR must give quick responses to all new arguments brought up in 2NC. This may require reading a piece of evidence if required to refute some factual claim the 2N made. Time will be short, so find the best piece of evidence and read it, then move on. There is no time for lengthy explanations. If responding to logical or analytical arguments made in 2NC for the first time, a short explanation of why 1AC evidence defeats these arguments or why the arguments are flawed will be required. Covering all the arguments briefly is better than covering only some of the arguments in depth.

Second, the 1AR must cover all responses to 2A that 2NC or 1NR gave. He must show why those responses fail to answer the 2A's evidence or analysis, or why they are weak logically or why they are refuted by the evidence.

The key to a successful 1AR is (need I say it again?) good flowing, but combined with good organization. 1A must have an accurate list of all the arguments made by the Negative and prioritize them in order of importance. Start with the arguments that are guaranteed to lose the round if not answered, like Topicality for example, then prioritize the others, making sure that you can answer them all. The 1AR will probably need more prep time than any other Affirmative speech, so ensure you have plenty saved at this point and don't be afraid to use it.

Second Negative Rebuttal (2NR): 5 minutes

This is the last chance for the Negative to have their say. The 2NR must summarize all the major items left in the round and show why the argumentation thus far on each point favors the Negative. He must cover each of the stock issues line by line and explain in quick summary why the Negative has won on each one. If there were 5 disadvantages, for example, I would expect as a judge to hear the 2NR to name them in order and tell me why the Negative won each of them. Note that this is not just the same as asserting "we win the disadvantages," but tell the judge why the Negative wins each one and what the impact on the round will be – why does the Negative team win the debate? What is the overall benefit to voting Negative? What was the Negative's philosophy of the round and why is it better than the Affirmative? What philosophical or practical benefits do I get from a Negative ballot?

Second Affirmative Rebuttal (2AR): 5 minutes

Here's a secret that some advanced debaters might have guessed: It is often the case that the judge has already made up his mind about the debate before the 2AR begins. That's because the issues that the Affirmative has clearly lost are often lost because they dropped them earlier in the round. If that's the case, then 2AR has lost the right to address them – it's too late to bring up new arguments. If there are issues that the Affirmative has clearly won, then there is nothing more 2AR needs to do to be persuasive, since they are already solidly in the Affirmative's column. In my judging experience, about 90 percent of the time I know who is going to win the round before 2AR starts.

So, why bother with the 2AR? The 2AR is important for those times when the round is hanging by a thin margin and the judge is still undecided. In my judging experience, in those situations I am looking for the 2AR to convince me about some critical issue on which the two sides are evenly matched, or to "tip the scales" with evidence showing more benefits than disadvantages if I vote Affirmative. If the Negative has brought up multiple disadvantages, I want 2AR to persuade me that their solvency and advantages outweigh them. If the Negative has challenged inherency, I want 2AR to show me that their inherency evidence updates the Negative's or shows why the status quo can't solve.

The 2AR is going to have to use some analytical skills to determine what the most important issues and clear them up. This is more than just repeating what was said earlier, a common error made in many rebuttals. You can review the arguments that have been made, but then *explain to me why your analysis is better*.

Questions for Discussion

1. After writing your affirmative case, time yourself reading it. Before making adjustments to the case, try to adjust your delivery first. Talking faster or slower, more heavily emphasizing certain points, or inserting clear roadmaps or signposts will formulate a nice case. Try to make the case *exactly* 8 minutes.

2. Using your case or other cases you know of, develop a list of cross-examination questions that could lead to admissions. Practice giving speeches in your group or with your partner.

3. Be ready to explain all the responsibilities in every speech. Why is the first affirmative rebuttal the most demanding speech in the entire round?

4. In your debate group or with your partner, have practice debate rounds. Have this chapter of the book out when you practice, and remind yourself of your responsibilities as you proceed.

5. Three helps that are common with novice debaters were given at the end of the chapter. Have you experienced debate rounds where you or your opponents have been guilty of such errors? Explain and discuss.

6. Case Summaries

The Blue Book has traditionally taken the lead in defining the most popular debate cases. They aren't just taken out of mid-air. They are the result of years of experience in debating, competing, teaching and coaching. This year we are stocking the Blue Book with 13 debate cases (more than ever before). Even if you branch off on your own and create a case unique to any of these, it would be wise to familiarize yourself with these 13, for they likely will pop up in debate rounds at your tournaments.

Oil Production

Stop West African Oil Development

This case takes a unique perspective on the resolution by proposing to solve for harms that are different from those expected by most teams debating this year's resolution. Ordinarily, when we hear about a plan to reduce imported oil, we expect to hear reasons for doing so based on economic or social problems caused by oil in the US economy. But in this case, the Affirmative claims that US dependence on imported oil is bad for some of the oil exporting countries themselves. It makes no claim about any harms inside the US! There is, after all, no requirement in the proposition that any Affirmative must claim US harms — only that they change US energy policy. Taking this approach, the Affirmative avoids a lot of prepared Negative evidence about oil in the US and shifts the entire focus of the debate.

A glance at conditions in West Africa reveals several facts, some of which are obvious and some less so. First, Africa is troubled with deep poverty, instability, corruption and violence (obvious). Second, Africa is becoming an increasing export supplier on world oil markets (becoming more well-known as a substitute for Middle East exporters). But little known is the third observation: That West African countries, after oil is discovered and begins to be developed, actually get poorer, not richer, as a result.

How could that be? When Jed Clampitt found "black gold" while "shootin' at some food," he became an instant millionaire and moved to Beverly Hills. Why doesn't it happen that way all over the oil-producing regions of Africa? The Affirmative will claim that there are two powerful forces at work in an unholy alliance sabotaging the process: big oil companies and corrupt African governments.

There is no doubt that rulers of despotic African governments have every incentive to lie, cheat and steal to get their hands on oil money. Some of them do, in fact, end up in Beverly Hills, because they either negotiate or steal the oil revenues into their own pockets. The common people and landowners (if there is any notion of property rights at all, which is often not the case) get little or nothing. If they're not in Beverly Hills mansions, the oil-rich kleptocrats who rule these countries can be found buying weapons with their ill-gotten loot and committing murder and mayhem on the African continent.

The oil companies come in for their share of the blame, both for doing deals with the devils who control these countries and for not doing anything in the communities where oil development and pipelines should be generating jobs and economic growth. In their defense, the oil companies argue that they are caught in several dilemmas. First, they cannot change the governments that they have to deal with (if they did try, they'd be accused of evil imperialism and intervention in independent nations' affairs). Second, they get protests from villagers who complain about oil pipelines running through their village (spoils the environment and culture), and then complain when it doesn't run through their village (the pipeline is too far away — where are all the jobs and roads you promised?). Third, oil companies need skilled workers to work on their expensive hi-tech equipment, and so they cannot hire the uneducated natives who live in the affected areas — even as the masses of unemployed poor congregate near oil facilities wishing for jobs and wondering why oil didn't bring any economic development like everyone thought it would.

The Affirmative case argues that the oil revenues going to the corrupt rulers cause so much mischief, along with the environmental and social damage from the oil drilling itself, that these nations would be better off if the whole thing were just shut down. The Negative can respond that the oil companies are not at fault, that these countries are at least a little better off than they would be without it, and that the Status Quo is already taking steps to correct the abuses.

Expand Offshore Oil Drilling

The "Outer Continental Shelf" is the seabed that lies beneath the territorial waters of the United States out beyond the jurisdiction of state governments. The Federal government has the right to lease areas of the OCS to oil companies for oil exploration purposes, and some areas (limited parts of the Gulf of Mexico and certain areas off the coast of California) are being exploited. However, a number of Federal laws have been passed over the years that put the vast majority (about 80%) of these offshore waters off-limits to oil production.

These moratoria on oil exploration in federally controlled waters are needed, according to environmentalists, to protect fragile marine ecosystems and coastal communities. But if the nation is serious about reducing dependence on imported oil, these moratoria should be lifted, according to oil industry experts. Some experts believe that at least 16 billion barrels of oil could be found in the prohibited offshore zones, if drilling were allowed in those areas.

Affirmatives can make a clear case that the oil is there and that drilling it would increase domestic production and reduce, at least to some extent, reliance on imports. In this case, as with ANWR drilling, the advantages of free market economics are on the side of the Affirmative, because it is they who want less government intervention. It is the Negative who will have to argue that Federal regulations and bans on economic activity have advantages that outweigh the benefits of increased domestic oil production.

Advantages of increased offshore drilling include more stable supplies and prices of oil, along with reduced concern about the need for military intervention in the Persian Gulf, if the US is more self-sufficient in oil. It also turns out that scientists have discovered unique environmental benefits to offshore drilling. The oil platforms serve as magnets for rare species of plants and animals, who use the platforms as habitats to enhance their ecosystem. You can even find endangered and rare (and quite useful) species growing on or around the platforms and multiplying in numbers not possible before the platform was introduced into the environment.

In the real world, there are millions of experts, and among those can be found someone who will say just about anything on any subject whatsoever. That doesn’t mean there is no such thing as absolute truth in the real world. But it does mean that in the realm of quoting from "experts," two can play that game and every quote from one expert can be answered by a quote from another expert. It is the debater’s job to A) present that opposing expert's quote to the judge; and B) tell the judge why that opposing expert's response is better than what the other team’s expert said.

-from *Strategic Debate*

Of course, there will be Negative responses to all this. The Status Quo, arguably, is already drilling in the most productive areas and opening up the rest might not add much to the total oil supply. Even the workability of current offshore drilling is suspect: One expert quoted the chairman of Exxon as saying he regrets that Exxon ever drilled in the Gulf of Mexico at all. And, as expected, there is evidence of multiple environmental accidents, disasters and spills waiting to happen if new offshore oil is developed.

Drill in ANWR and Boycott Saudi Arabia

The Arctic National Wildlife Refuge, a remote expanse of wilderness at the northern edge of Alaska, has been a source of controversy between the political parties for some time. Oil drilling in ANWR is currently forbidden by Federal law, but there have been several attempts to change this law. President Bush has proposed legislation to open up ANWR to oil exploration, in the expectation that it would provide vast amounts of oil that could reduce our dependence on petroleum imports. But he has been sharply criticized by political opponents who believe that this would ruin a pristine wilderness just so Americans can keep driving SUVs. Congress has, so far, refused to pass ANWR legislation. Be sure to stay up to date with the news this debate season regarding the current legal situation with ANWR.

There are a number of issues surrounding ANWR that are ripe for debate. First, how much oil is actually there? No one knows for sure, but some believe it would be enough to equal all of our current imports from Saudi Arabia for several decades. Critics argue that at best it would be only a few months' supply of oil for an American economy that could do a lot more to conserve oil instead of guzzling more. When ANWR runs out, we will be right back where we started as far as our dependence on oil (and foreign oil) is concerned.

Environmental impact is a second problem. Is ANWR a "pristine wilderness" that needs our protection, or a forsaken frozen wasteland that matters to no one? And even if it is in need of protection, how much harm would careful drilling on a small percentage of the acreage really do? Many experts say the regions to be opened for drilling would be so small as to hardly affect the total environment of ANWR at all. Environmentalists argue that any drilling is more dangerous than no drilling, and that the risks outweigh the benefits.

What about delivery of the fuel from northern Alaska to any useful market? Oil produced by ANWR drilling would use the existing Trans-Alaska Pipeline, which has been in operation since the 1970s. This could make ANWR ideal for exploitation, since it needs little added infrastructure cost to deliver its oil. But some point out that the TAP is old and nearing the end of its useful lifespan. Even if the risks of using the old pipeline can be managed, extending its life during the age of terrorism would make it an inviting target for anyone motivated to create an economic and environmental disaster.

In the case we present here in Blue Book, we also throw in a direct linkage between developing ANWR and cutting off Saudi oil imports. Obviously, this linkage could be eliminated to make the plan simpler and to avoid issues related to Saudi Arabia, and the plan could still be workable. But Negative teams can respond to an "ANWR-only" case by pointing out that simply drilling ANWR may not "substantially reduce" dependence on imported oil unless imported oil, in fact, is reduced. How do we know ANWR oil won't simply be added to the economy on top of existing oil from unstable sources (to fuel economic growth, for example)? How does it reduce imports at all? These are issues Affirmatives must deal with when running almost any domestic production case under this resolution, if Negative teams are thinking sharply about the terms of the proposition.

Oil Dependency

Pass "NOPEC"

A "cartel" is a group of suppliers of a particular product who band together to set the price at a higher level than the market would allow if they were competing with one another. In the United States, companies that engage in such "price-fixing" behavior can be prosecuted under one or more of the "antitrust" laws (for example, the Sherman Act). Antitrust laws were passed in the late 19th and early 20th centuries in the U.S. in response to the behavior of large corporations of the day that were perceived to be joining together (the old term for such business combinations was a "trust") in cartel fashion to subvert competition and deny to the public the benefits of true free-market capitalism.

Some commentators argue that international oil markets have always been run by cartels (governmental agreements, a few big oil companies, etc.) and that OPEC is just the latest. But in any case, there is no doubt that if any US businesses acted inside the US the way OPEC does with oil, the chairmen of those companies would probably be in jail and their companies liable for billions of dollars in damages.

Over the last several years, Congress has more than once considered legislation that would extend the application of US antitrust laws specifically to OPEC. Since OPEC is an association of foreign governments, the legal situation is a bit murky as to how US business regulations can apply to them. In addition, the Foreign Sovereign Immunities Act grants immunity to foreign governments against such litigation, although legal experts differ on exactly how far it applies and whether it completely prevents an antitrust action against OPEC today. Even if it were legal today, the Justice Department has no desire to open the political can of worms that it perceives would be involved in litigation among the volatile world of foreign oil suppliers.

The entire question of whether and how US laws can be applied "extraterritorially" (outside US borders) is highly debatable and there are expert opinions on all sides of the matter. OPEC antitrust litigation would be based on the theory that since the oil is being sold to the US, the cartel behavior "affects" US citizens and is an offense committed against them. And if such legislation were passed, it clearly would not be the first time that the US had applied its laws to foreign corporations. In addition, the European Union attempted to do the same to two US companies in 1997 by regulating the Boeing-McDonnell Douglas merger on the grounds of anti-competitive business practices, based on the fact that those companies did substantial business in Europe.

If the litigation could be carried out and enforced, and the cartel's power over oil prices could be broken, American (and global) consumers might see significant benefits. True market pricing of oil might result not only in lower prices now, but in long term benefits as the true costs of oil give genuine pricing signals to markets that could have a viable incentive to find alternative energy sources.

On the other hand, OPEC countries might not take kindly to being subjected the long arm of US law, and the consequences could be ugly. The attempt itself might be futile, in any case, if foreign governments are able to successfully resist prosecution.

Since there is currently a bill pending in Congress to pass this plan, make sure you check the status before running this case, so that the inherency is still valid. I think it's unlikely that Congress will pass it, but you never know.

Increase Corporate Average Fuel Economy Standards

After the first "energy crisis" of 1973-74, Congress passed a rule that became known as "CAFE": Corporate Average Fuel Economy. CAFE requires automakers to meet an average fuel economy standard (miles per gallon) across the entire fleet of vehicles that they sell within the United States. It doesn't require any specific car to meet any specific standard, but it requires that the average fuel economy of all the cars sold must meet the targeted fuel economy number. For example, a manufacturer may sell as many gas-guzzling cars as they want to, provided they sell enough economical cars to make their average fuel economy number balance out. Failure to meet the average results in civil penalties (fines) that must be paid by the manufacturer to the Federal Government based on their deviation from the standard, although it does not ban the non-complying automobiles from being sold.

Some European automakers regularly ignore the CAFE standards, export gas-guzzling vehicles to the US, pay the fines, and add the cost to the sticker price of the cars, figuring that they are simply meeting customer demand for those types of vehicles. American automakers abide by the standards, but complain about them. They oppose any new legislation to increase CAFE, arguing that it increases their costs to manufacture new cars and potentially hurts jobs, since Japanese manufacturers seem more able to easily produce fuel efficient cars than American manufacturers.

Use all the time on the clock. Experienced debaters NEVER leave time on the clock at the end of the speech – instead, they are desperate for more time and are always running out. Read more evidence to support your points, if you have it, rather than saving it for later and not filling up a speech now.

-from *Strategic Debate*

After the law took effect in the late 1970s, vehicles on American roads did, indeed, begin using less fuel per vehicle. The standards were raised frequently over time, with the result that the fuel efficiency of the nation's cars shot upwards until further increases in CAFE standards were frozen by Congress in 1996. Some credit CAFE with the "oil glut" (and corresponding lower prices) of the mid-1980s, based on the degree of decreased reliance on foreign oil that coincided with the introduction of CAFE.

There are two remaining problems with current CAFE standards that Affirmative teams may want to address. First, CAFE has two separate standards for cars and "light trucks." In 1975 when the law was written, a light truck in American culture was a work vehicle like a pickup truck used on a construction site, and the law was written with lower CAFE standards for "light trucks" than for cars. But times changed. Consumer tastes changed and automakers discovered that a lot of things they were producing actually met the definition of a "light truck," and thus could fall under the lower standard (the PT Cruiser, for example, can be classified as a light truck). SUVs became popular, all of them classified as "light trucks," even though they function in the role of passenger cars. Thus, a small loophole intended to exempt a few work vehicles ended up exempting about half of all the cars sold in the US every year.

The second problem is that Congress froze the standards from 1996 until 2001. And when the freeze was lifted, the only change was that in 2003 the light truck standard was changed from the current 20.7 mpg to have a gradual increase to 22.2 mpg in model year 2007. Many experts find that increase to be too small to matter. And the car CAFE standard has not been increased at all.

Those concerned about oil imports and energy policy believe that large increases in CAFE are long overdue. Technology has advanced a lot in the last decade, and that knowledge should be put to use to reduce the nation's dependence on imported oil by improving vehicle fuel efficiency. It worked in the 1970s and 1980s, and it could work again. In addition, it might be time to close the "light truck" loophole and just treat these vehicles on the same basis as passenger cars, since that's how they're being used.

Negatives have several ways to respond to CAFE plans. There are the general observations about lack of impact to oil imports, market solutions to oil problems, and the inefficiencies of government intervention in energy markets. But there are also specific issues with CAFE standards.

First, CAFE takes away some freedom from citizens to make their own decisions about vehicle fuel economy versus other characteristics they might want. Consumers are, after all, already able to choose very efficient vehicles if they want them — it just appears that they don't want them. Second, there is a big concern among many experts about what has happened to vehicle safety as a result of CAFE. Making cars lighter is the easiest way to get average fuel economy improvements. But lighter cars offer less protection and tend to cause more injuries and death to their occupants when involved in a wreck. In fact, that's exactly why many families buy SUVs — because they perceive them to be safer. Third, there's the issue of "rebound effect." This is the fact that a car that is cheaper to drive (because it gets better fuel economy) will be driven more miles than it would have otherwise. This extra driving cancels out some of the fuel economy savings. Fourth, if the technology already exists to dramatically raise vehicle mileage, wouldn't someone have done it already and sold it to the public? Dramatic increases in fuel mileage, if they really bring consumers all the benefits being claimed for them, should already exist in the Status Quo if the cost-effective technology were available to deliver them.

Revoke the Carter Doctrine

"An attempt by any outside force to gain control of the Persian Gulf region will be regarded as an assault on the vital interests of the United States of America, and such an assault will be repelled by any means necessary, including military force." — President Jimmy Carter, State of the Union Speech, January 1980.

This case is one that takes an unusual angle on the resolution. Defining "dependence" as "being influenced or controlled by something else," the case argues that we need to reduce the extent to which the US is influenced by foreign oil — not by reducing how much we consume, but by how we behave in response to it. If we consume lots of imported oil, but stop being controlled by those imports in some substantial way, then the Affirmative can make the case that they have reduced "dependence" on foreign oil.

US energy policy today has a central feature of a massive military commitment to defending the oil producing regions of the Middle East. The US has intervened twice in the last 14 years in Iraq. Even if you agree with politicians who say it "wasn't about oil," it seems highly unlikely the US would have sent troops to fight in those wars if Iraq and Kuwait were major producers of marshmallows. The US has alliances, understandings, agreements, and military bases in lots of other places throughout the region, as well as ongoing aircraft carrier patrols in the Persian Gulf. Those are there becauase of oil and no other reason.

"Signposting" refers to classifying an argument under the stock issue to which it pertains and giving a brief summary of the argument. It is essential to effective, winning debate. If you don't know what stock issue a piece of evidence pertains to (does it show inherency? defeat solvency? is it a disad?) then you have no business reading it, because you don't know what you're talking about.

-from *Strategic Debate*

In 1980, Pres. Jimmy Carter made a public statement that came to be known as "the Carter Doctrine," declaring that the US would intervene to block any attempt by any outside force to gain control over Persian Gulf oil supplies. That statement was prompted by the immediate events surrounding the Soviet invasion of Afghanistan, which had just happened a few weeks earlier, and the ongoing captivity of US diplomats in Iran. But it remains US public policy to this day, and has been followed on a number of occasions where US forces intervened in various military crises in the Gulf. Examples include US naval intervention to protect Kuwaiti oil tankers from Iranian attacks in 1987-88, as well as the two wars with Iraq in 1990-91 and 2003.

Affirmatives can provide evidence of wider and deeper US military commitments in the region being developed in the Status Quo. The headlines about Iraq get the most attention, but behind the scenes the US has actually built up a number of other military facilities and alliances in the region that increase the US presence there. When US forces departed from Saudi Arabia, there were lots of other places for them to go — it did not signal a reduced US commitment to military involvement in the Persian Gulf.

Are these a good thing? Affirmatives argue that it is dangerous to be so dependent in our foreign policy on these alliances and bases. They come at a high cost, not entirely measured in dollars. There are also political costs, terrorism risks, and the general bad result of being the outsider that everyone loves to hate. Why not just pull out and leave the angry and ungrateful to their own fate, without US protection? Market forces will solve for any energy supply disruptions that might occur, and the US will save money and lives in the process, while diminishing our status as a lightning rod for terrorism.

Negatives will argue that the risks of a pullout are too great. Oil supply disruptions would devastate the economy and markets would have a hard time reacting. Even if they did react, the economic impact would be so great that we would wish we had been able to prevent it. In any case, even if US forces were not in the Persian Gulf, we wouldn't just have a big round of lay-offs in the military — they would be reassigned elsewhere. So, how much money would we really save? In fact, wouldn't it cost more to have to redeploy them back to the Gulf the next time a big crisis breaks out?

Raise the Gasoline Tax

Motor vehicles are the leading source of demand for foreign oil. If the quantity of foreign oil imports is bad, then there are two ways to solve it: increased domestic supply or reduced consumption. While many Affirmative cases may have unproven technologies, onerous government regulations, foreign policy impacts, or other complicated issues, this case is simple: raise the Federal gasoline tax to a level comparable to Europe and Japan, and gasoline consumption will drop dramatically.

The simplicity of this case is based on the fact that, although it is a government policy to change human behavior, it uses market forces of supply and demand to bring about the change, making it one of the least intrusive demand-reduction policies that is likely to be considered for adoption under this resolution. Higher prices created by the higher gas tax reduce consumption by giving people an incentive in their wallets to go find other alternatives. Gasoline consumption will decline dramatically and market forces will find the most efficient and acceptable substitutes, whether they be smaller cars, alternative fuel sources, carpooling, or whatever.

In addition, the high gas tax has the added appeal of having already been tested extensively in a public laboratory: the roads of Europe and Japan. When you hear about gas prices in Europe being over $5/gallon, it isn't because oil is significantly more expensive there. It's because European governments impose heavy taxes on gasoline that would be politically unacceptable in this country. The result is that people in Europe drive fewer cars and smaller ones and consume less gasoline per person.

Some of the argument for a higher gas tax also comes from the economic theory of "externalities." These are costs that are part of a consumer product that are not paid by the consumer but are shifted (unfairly) to society at large. For example, if the price of gasoline is $2/gallon in today's market, but this price is only possible because of the US military presence in the Persian Gulf, then the true market price of gas should be higher than $2. Taxpayers are subsidizing gasoline costs by paying for military protection that keeps the Persian Gulf stable so that oil prices don't go much higher. If the "true price" of gasoline were paid by those who purchase it, that is, if car drivers themselves (and only themselves) had to pay for the military expenses needed to make gasoline available to them, then the price of gas could likely be much higher. Environmental harms from fossil fuel burning are another example of "externalities" — someone other than the gasoline consumer (the taxpayer?) pays for side-effects caused by the product. Taxes are a way to assess consumers the "true" cost of the products they buy, to reduce demand for them down to a sustainable and "true market" level. In short, the presence of externalities can be a rational justification for government intervention in free markets.

Negatives can, of course, argue against the harms of this case, as they can with any case, that oil imports are not a problem. On top of that, the specific disadvantages of the gasoline tax are similar to any government tax increase: higher taxes choke economic growth, kill jobs and hurt ordinary Americans, particularly the poor. Since the gasoline tax is "regressive" (takes a higher percentage of income away from the poor than the rich), it is vulnerable to fairness and poverty disadvantages. There is also some debate about how much of a reduction in driving would actually occur if the tax were raised — would it be significant enough to achieve the Affirmative's advantages? Too, one can argue that the externalities of gasoline are not significant: military costs of US involvement in the Middle East are debatable as is the real level of environmental harm generated by fossil fuel combustion. If those are small, then there is no real justification for market intervention by government.

Energy Alternatives

Renewable Fuels Standards for Ethanol

There is currently pending in Congress a bill known as the "Energy Policy Act of 2004." [Check online for the status of this legislation during the debate season.] One of its provisions is a Federal regulation called the "Renewable Fuels Standard" (RFS), which sets a mandatory goal of how much "renewable fuel" must be used as a component of gasoline in the United States. Ethanol, since it is made from plants, is "renewable" and is the fuel most likely to be used in the "real world" if Congress passes the Energy Policy Act. We have simply hard-coded ethanol into the mandates of this case, but Affirmative teams that research this type of case a little more may be able to find other fuels that could also be produced in sufficient quantity to have a significant impact on total gasoline consumption.

The mandate falls on refiners, blenders and importers to show that they are producing and selling fuels that meet the percentage goals of the policy. For example, if total gasoline sales in the United States were 100 gallons and the goal is to have 10 gallons replaced by renewable fuels, then the RFS is set at 10%, and each refiner, blender or importer is required to show that 10% of their products are ethanol (or other renewable fuel if allowed by the regulations governing the RFS). To make the process more efficient, the Energy Policy Act introduces market forces into the process by allowing trading of credits for renewable fuel compliance. For example, if the goal is 10% and a refiner produces 12% renewable fuel, they can sell the credits for the extra 2% to some other refiner who was not able to meet the goal in a cost-efficient manner. This reduces the inefficiencies of government-mandated policies and allows market forces to arrive at the most cost-effective way to displace petroleum gasoline with alternatives.

Advocates of RFS also point out that this process phases in alternatives to petroleum without government subsidies or any direct taxpayer cost. Over time, the RFS can be raised and we can significantly reduce imports of oil as locally grown alternatives gradually displace the petroleum once needed to fuel the nation's transportation system.

Negatives can respond to this case in a number of ways. Like many cases this year, there are prepared arguments against the need for any policy for dealing with oil imports, as well as disadvantages to government intervention in energy markets. There would appear to be little reason why Status Quo market forces could not already do this if gasoline were really in short supply. Ethanol also presents a number of issues, including cost, availability, and environmental harms.

FFV + E85 Ethanol

Flexible fuel vehicles can run on either standard gasoline or a fuel made up of 85% ethanol + 15% gasoline, also known as E85. Millions of FFVs are on the roads in America today and their owners don't even realize they are driving one (including myself: I [Vance] was an unwitting FFV owner until, while researching this plan, I ran out to check the fuel tank on my minivan and discovered that it can use E85).

There are several reasons for this technology being widespread, yet unused. The FFV feature is standard on some car models but is not well advertised by car manufacturers or dealers. It adds little or nothing to the price of the car (which is good), so consumers don't consciously realize that they're getting it (which is bad). Even if you find yourself owning an FFV, you might, like me, live in an area where E85 is not available. Its availability is mostly limited to the Midwest, where corn-based ethanol is more commonly found. Many people would probably buy E85 if they could find it, but cannot do so under the Status Quo.

The potential for petroleum consumption reduction is easy to estimate from its name. E85, if every car in the US were an FFV and every car were using E85, would eliminate the need for 85% of the gasoline consumed in this country. Taken to its full potential, this would be a massive declaration of independence for our transportation system to be free from any concern about foreign oil supply shocks and price increases.

Many experts support ethanol as a means of "growing our own fuel" — using American farm products as a renewable fuel source that avoids the need for limited fossil fuels. In addition, many experts believe ethanol combustion is safer for the environment than gasoline. Affirmatives can point to Brazil, which in 1975 started a massive government program to shift the economy away from imported oil and over to ethanol for transportation. They achieved a huge reduction in foreign oil dependence as a result, and created jobs and markets for locally grown agricultural products to fuel ethanol production.

To prepare an intro, you need to have an outline pre-flowed on your flowsheet that tells you the arguments you're going to make in your upcoming speech. That's partly what your prep time is for – to ensure that your arguments are outlined and organized before you make them.

-from *Strategic Debate*

Negatives can find lots of arguments against ethanol. First, it has never been able to compete against petroleum on its own merits, but has always required government subsidies or mandates to exist in the marketplace. That suggests that society is paying some costs that are levied by inefficiency whenever ethanol is chosen by government rather than the market. Brazil's "success" story has some holes in it, too. After achieving a big reduction in oil imports, Brazilian consumers switched back to gasoline when the price of petroleum went down, the price of ethanol went up, and they had a competitive choice between the two products. Brazil's government has recently announced the start of another government program to get its citizens to switch back to ethanol — but why don't people choose it voluntarily if it's so great?

There are also questions of whether ethanol is even a long-term viable fuel at all. Some analysts contend that it takes more fuel to make a gallon of ethanol than the ethanol itself yields (considering farm equipment, fertilizers, transportation and storage of plant materials, etc.). If true, it would imply that the only reason it gets produced at all is because of subsidies and government mandates, and that it has no real value for the economy. Others contend that ethanol is as bad or worse for the environment than gasoline, eliminating all the possible environmental benefits to reduced fossil fuel burning. In addition, some of Brazil's economic benefit to ethanol was achieved by having lots of farm workers manually process the raw plant material — jobs that would surely be done by energy-consuming machinery in the United States. At the end of the day, it will come down to a battle of experts between Affirmative and Negative over how good an alternative ethanol really is.

Coal Liquification Technology

In the 1920s, two German scientists (Fischer and Tropsch) developed a method for extracting liquid hydrocarbon fuels from coal and other non-petroleum inputs (like natural gas). The Fischer-Tropsch method (or FT technology) was used extensively by Germany to turn its coal reserves into the liquid fuels needed to run its military vehicles during World War II when oil was not available. South Africa also developed large-scale FT fuel during the apartheid years when it was under international trade boycotts. Today, planes refueling at Johannesburg's airport are filled up with FT jet fuel made from coal.

Since it worked for Germany and South Africa, it could make sense for another large coal-producing nation, the United States, to try the same thing. The US is the "Saudi Arabia" of coal, having vast supplies that could last hundreds of years. And with the economy and national security so dependent on unstable world petroleum suppliers, why not convert to coal and produce it all right here at home? On top of that, liquid fuels produced from coal are actually cleaner-burning than petroleum-based fuels, so there is some environmental benefit as well.

The only thing stopping the Status Quo from doing it is the nature of petroleum markets. Oil prices have to stay at a high enough level, long-term, for the private sector to invest the money needed to produce coal-to-liquid (CTL) fuels. While oil prices are high today, they might not be tomorrow, and the private sector is largely unwilling to take the risk of producing coal-based fuels at a cost that is profitable today, but might turn out tomorrow to be higher than the cost of oil. Germany and South Africa succeeded at CTL only because their governments intervened into the markets and made the initial investments and plant startups possible. Those two countries' experiences both occurred in times when market forces were blocked (by war and apartheid boycotts) and governments intervened to solve the problem. If the US government could guarantee a high market price of oil and subsidize the startups of CTL technology, some experts believe that CTL could then compete with oil and create energy independence for the United States.

What are the downsides to this idea? This wouldn't be the first time the US government tried to start synthetic fuel conversion programs. President Carter got Congress to pass subsidies to fund the same thing 25 years ago. It wasted billions of dollars and was finally shut down as a failure. Increased use of coal in the United States also comes with its own set of problems. CTL fuels may burn more cleanly, but they still require messy coal mining — lots more of it if we're going to set a goal of substantial reduction in oil by using coal instead. If oil prices and stability are really a problem, it's also likely that market forces could solve the problem on their own by switching to CTL whenever it becomes profitable to do so. On top of that, coal is a finite resource just like oil. Massive increases in coal will hasten the day when coal runs out, and we will be back in this same predicament in a few decades.

Gas-to-Liquid Technology

This case is similar to the Coal-to-Liquid technology case, in that it proposes a substitute raw input for gasoline instead of petroleum. In this case, the raw input is natural gas, which can be converted to gasoline by the same Fischer-Tropsch technology that can be used for coal liquification. The technology already exists and is just starting to be used with natural gas. Shell oil company recently signed an agreement to do GTL using natural gas in Qatar (http://www.shell.com/home/Framework?siteId=qatar).

As with other substitutes for petroleum-based fuel, the question is always one of economic competitiveness. The cost of converting other inputs to gasoline has to be less than the cost of petroluem-based gasoline, or else the free market will not do it. Even if the cost is less today, the market may anticipate (correctly or incorrectly) that the future cost of oil will not justify the investment in substitutes today.

Affirmatives can point out that various considerations justify intervening in the market to correct for its shortsightedness. For example, national security considerations may provide benefits that are not accounted for in market prices of petroleum-based gasoline. If we can use mostly North American natural gas to produce gasoline, we could eliminate the risk of supply disruptions from unstable sources of petroleum. For a society as dependent as we are on transportation, that might be worth the extra cost of GTL. In addition, Affirmatives might be able to show that GTL isn't really more expensive than petroleum, and that once the initial startup is rolling, the private markets will take over and make GTL a complete substitute for petroleum in the long run. GTL fuel also burns more cleanly than petroleum-based fuel, resulting in an add-on environmental advantage.

Negatives can show multiple problems with reliance on natural gas, for this case or any other Affirmative case that claims to use gas a substitute for petroleum. First, Negatives can show that natural gas supplies will run out just like oil, and that the US will become dependent on imports from the same unstable places that petroleum comes from. Second, disadvantages of increased use of natural gas can also be found, both economic and environmental. Natural gas extraction can be shown to cause toxic emissions. And shortages of natural gas, leading to rising prices, are a dangerous possibility, and could have serious economic impacts on the US economy.

Biofuels

Biofuels are liquid fuels (like petroleum, gasoline and ethanol) that are produced from a widely available substitute for petroleum: plant and animal materials. This case attempts to put to good use the vast cropland of the United States (currently overproducing surplus crops and wastefully subsidized by the Federal government) along with stuff that would be thrown away (meat processing waste). Plant and animal inputs can be converted into usable fuels that could power the US transportation sector, displace millions of gallons of petroleum, and put the US on the road to energy independence.

One of the key barriers to Status Quo development of alternatives to petroleum (both biofuels and other alternatives) is intentional price manipulation by OPEC. In a free market, prices would respond to the increased scarcity of a product by rising gradually over time, giving reasonable and stable incentives for the market to find substitutions for the scarce resource. Unfortunately, many Affirmative teams can argue this year, this is not happening in the Status Quo because OPEC is a cartel that violates market economics by manipulating the price of oil. Indeed, a prominent Saudi leader has been quoted as saying that his country will always ensure that the price of oil is as high as possible, but not to the point that the US will start looking for substitutes for oil. Of course, the Affirmative can argue, along the way we get unstable supplies, price spikes, and a coming day when oil will suddenly dry up without the normal supply and demand forces that could have given us a smooth transition to a day without oil. These instabilities and market failures are justification for many Affirmative cases, including this one.

Affirmatives can show that the technology exists, that the raw inputs can easily be found or developed within the US, and that a reasonable chance exists of displacing all imported oil in the not-too-distant future. In addition, biofuels offer the promise of environmental advantages over petroleum-based fuels.

Negatives can start with inherency, since there are already significant Federal programs designed to promote biofuels. In addition, some cities have established their own biofuels promotion programs. There are also technological questions about whether biofuels are really ready for the commercial big-time that Affirmatives need for energy independence to be a possibility. And biofuels potentially come with some environmental harms of their own, that might more than offset the benefits claimed by Affirmatives. On top of that, the sheer cost of biofuels compared to Status Quo energy resources means society may be wasting resources better left in the hands of private markets and consumers.

Hydrogen

Although it has been under research for many years, President George W. Bush brought hydrogen to the attention of many for the first time during his State of the Union speech in January, 2003, by announcing Federal programs to promote hydrogen-powered cars. The hydrogen fuel cell is not a new concept — it was first described in 1839 and was used experimentally on a tractor in the 1930s. It has also been used extensively by NASA to provide electrical power in space vehicles. Now, many scientists, environmentalists, business leaders and politicians see hydrogen as being ready for wide scale commercial deployment in the US within the next couple decades.

Hydrogen has many advantages. Fuel cells produce no harmful emissions — the only outputs are electricity and water. They have the potential to create independence from petroleum in general and imported petroleum in particular because hydrogen can be generated from multiple sources. Even though there is no free-floating hydrogen available, hydrogen is still the most common element in the universe and can be generated by many alternative sources that do not rely on petroleum. For example, electricity (generated from "friendly" sources such as solar, wind or biofuel; or from more abundant sources such as natural gas, nuclear or coal) can be used to break hydrogen out of water. The freed hydrogen stores (most of) the energy that was put into its production until it is passed through the fuel cell. Then, the electricity is released and the hydrogen combines back with oxygen and returns to water.

If it's such a great idea, why isn't the Status Quo already doing it? Two basic issues: infrastructure and cost. Fuel cell development, though miles ahead of where it was a few years ago, may still need more time to become cost-competitive with gasoline-powered engines. And even if you had a fuel-cell car today, where would you fill up its hydrogen tank? There aren't gas stations selling hydrogen everywhere like there are with petroleum.

Negative teams have multiple avenues of attack against the dawning age of hydrogen. First, as you can well imagine, the costs and economics of hydrogen appear to be daunting. Rebuilding the entire transportation infrastructure for an unproven technology is a highly risky and expensive thing to do.

While hydrogen itself is perfectly "clean" when used to power the car, what about the methods that created the hydrogen? All the methods of generating hydrogen have disadvantages of their own, so the hydrogen plan only shifts the problems away from the tailpipe of the car and back to the power station that generates the hydrogen in the first place. And hydrogen itself may not be the completely benign substance its advocates claim. Remember a blimp called the Hindenburg?

Questions for Discussion

1. What are the three categories of cases proposed in this year's Blue Book? How do each of these relate to the resolution?
2. Explain why oil production has not helped West Africa. How does United States policy come into play?
3. Why does offshore drilling make sense? What laws have passed that can be considered out of date today? Explain the defense for those who resist offshore drilling.
4. What is ANWR? What is the history of ANWR, and what are the arguments for and against drilling there?
5. What is a "cartel," and how is OPEC much like one? Visit the OPEC website and be prepared to explain the good things OPEC does for world trade and economies.
6. What is CAFE? Explain the history of it and how American energy policy can effect it.
7. Why did President Carter institute the Carter Doctrine? For what reasons would an Affirmative team want to repeal it?
8. How does taxing gasoline influence supply and demand? What good would raising the gasoline tax bring?
9. What is ethanol? Why should debaters be particularly interested in researching this type of case throughout the school year?
10. What are other alternatives to oil? How does each alternative reduce the United State's dependence on foreign oil? Which of those provided here seem to be the most likely to come about in the next 10-15 years?

KING MIDAS IN REVERSE: THE CASE FOR STOPPING WEST AFRICAN OIL DEVELOPMENT

In 1967, "The Hollies" sang the hit song "King Midas in Reverse" — about a man who was so unlucky that everything he touches turns to dust. Unfortunately, that is the sad reality of oil development in West Africa today: The more oil development occurs , the poorer and worse off the people become. When oil touches an African country, instead of turning to gold, it turns to dust. That’s why my partner and I stand Resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS & TOPICALITY

A. Definitions

**Energy:** A source of usable power, such as petroleum or coal" (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Policy**: a high-level overall plan embracing the general goals and acceptable procedures especially of a governmental body (Merriam-Webster Online Dict, 2004)

**Substantial**: considerable in quantity (Merriam-Webster Online Dict., 2004)

**Reduce:** "to make something smaller in size, amount, degree, importance" (Cambridge Advanced Learner's Dict., 2004)

**Dependence**: "The state of being determined, influenced, or controlled by something else." (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Foreign:** "belonging or connected to a country which is not your own (Cambridge Advanced Learner's Dict., 2004)

**Oil:** Petroleum (Webster's Collegiate Dic., 5th edition, 1936)

**West Africa:**All the countries listed under "West Africa Region" by the Center for Systemic Peace "Global Conflict Trends" report, plus Angola; with the list available on demand if needed in cross-ex.

B. African oil is part of US energy policy and African oil imports are substantial

Ritt Goldstein, (investigative journalist), 30 Mar 2004, "Africa: Oil, al-Qaeda and the US military," ASIA TIMES, /www.atimes.com/atimes/Front\_Page/FC30Aa02.html (brackets in original)

Illustrating the basis for such statements, in 2001 Vice President Dick Cheney's report on a US National Energy Policy declared Africa to be one of America's "fastest-growing sources of oil and gas". By February 1, 2002, the assistant secretary of state for African affairs, Walter Kansteiner, declared: "This [African oil] has become of national strategic interest to us." And a December 2001 report by the US National Intelligence Council, Global Trends 2015, forecast that by 2015 a full quarter of US oil imports would come from Africa.

OBSERVATION 2. HARMS: OIL DEVELOPMENT IS A DISASTER FOR WEST AFRICA AND A FAILURE FOR THE U.S.

A. War, bribery and corruption

Ritt Goldstein (investigative journalist), 30 Mar 2004, "Africa: Oil, al-Qaeda and the US military," ASIA TIMES, http://www.atimes.com/atimes/Front\_Page/FC30Aa02.html

In a perspective of the oil industry shared by many in the non-governmental organization community, in a January interview with Asia Times Online, Jim Paul, executive director of the New York-based Global Policy Forum, observed: "The oil industry is all about super-profits. Since everyone is pursuing this, and the marketplace doesn't effectively regulate it, there's been war, bribery and corruption virtually wherever the oil industry goes."

B. Increased African poverty

Jerry Useem, 15 Apr 2002, "Exxon's African Adventure," FORTUNE, p. 106 (NGO="non-governmental organization"; the context is talking specifically about African oil projects)

There's another reason the NGOs hate oil projects: Instead of enriching developing nations, they have tended, perversely, to further impoverish them. It's not just that the money ends up in the pockets of a corrupt few. By holding out the promise of easy wealth, oil also has a record of distorting economies while inciting political conflict, as people who might otherwise engage in productive activity instead fight for a share of the spoils.

C. Repression and environmental destruction

Anup Shah, GLOBAL ISSUES, 3 July 2004, "Nigeria and Oil," http://www.globalissues.org/Geopolitics/Africa/Nigeria.asp

Oil, which could potentially have allowed Nigeria to be one of the wealthiest countries in Africa has instead led it to become one of the poorest. A series of repressive and corrupt governments in Nigeria have been supported and maintained by western governments and oil corporations, keen on benefitting from the fossil fuels that can be exploited. As people and transnational oil corporations have been fighting over this “dark nectar” in the delta region, immense poverty and environmental destruction have resulted.

D. Terrorism and regional destabilization

Roger Bate, (visiting Fellow, American Enterprise Institute) "A Barrel of Brutality Should Shell be in Nigeria?" 24 June 2004, NATIONAL REVIEW online http://66.216.126.164/comment/bate200406240927.asp (brackets added)

Organized, criminal siphoning from the [Nigeria] pipelines remains rampant. At least $1 billion and possibly as much as $4 billion of oil revenue is stolen every year, which has been used by community militias to buy ex-Soviet weaponry, including rockets and even possibly surface-to-air missiles. Not only does this open a door to terrorists with wider aims, it threatens to destabilize the region.

E. US reliance on West African oil is a doomed policy

Paul Roberts (expert on economics, technology and the environment), 2004, The End of Oil, p. 257

What is so alarming about this more intense push for energy security is that it must ultimately fail. No matter how successful the United States is at building a military presence in West Africa, the fact remains that West Africa's known oil reserves of sixty-six billion barrels are around a tenth of those in the Arab Middle East — and can thus only temporarily delay the day when the United States and other big importers must return to the Middle East and all its instabilities.

OBSERVATION 3. INHERENCY

A. The U.S. is increasing oil imports from West Africa

Warren Vieth, LOS ANGELES TIMES, “US Quest for Oil in Africa Worries Analysts, Activists “ 13 Jan 2003

West Africa already supplies about 12% of U.S. crude oil imports, and the National Intelligence Council predicts its share will rise to 25% by 2015.

B. The World Bank and IMF are financing African oil development

GLOBAL POLICY FORUM, 8 Nov 2003, “The African Oil Boom: Peril or Opportunity for Africa's Poor People?” http://www.globalpolicy.org/socecon/develop/africa/2003/1108oilboom.htm

Africa's governments, though, are only one part of a web of interests and relationships in the African oil boom. Other key actors determining the outcomes of this boom are foreign oil companies, International Financial Institutions like the World Bank and the International Monetary Fund, export credit agencies, and Northern governments.

OBSERVATION 4. We offer the following plan, to be implemented by any necessary constitutional means:

**Plank 1** Agency: Congress and the President shall change US energy policy to oppose further West African oil imports or oil development, in accordance with the following mandates:

**Plank 2** Mandates:

A. The United States shall block all future World Bank and International Monetary Fund financing for oil development in West Africa.

B. The Federal gasoline tax shall be increased by $1.00/gallon, phased in at 10 cents/year over 10 years, and adjusted for inflation every year thereafter.

C. The Federal government shall phase in a ban on imports of oil from West Africa, setting a reduced import quota 10% per year lower each year over the next 10 years. At the end of 10 years, all companies developing oil in West Africa shall be banned from selling retail oil products in the U.S.

**Plank 3** Enforcement of Mandate A shall be through the President, the US Trade Representative and the State Department. Enforcment of Mandate B shall be through existing means of enforcing the Status Quo gasoline tax. Enforcement of Mandate C shall be through the Commerce Dept., the Customs Service, the FBI and the Justice Dept. Violations shall result in $20/gallon fine and 3 years imprisonment without parole.

**Plank 4** Funding will come from the gasoline tax in Mandate B.

**Plank 5** This plan takes effect 30 days after an Affirmative ballot.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. SOLVENCY

A. US can stop World Bank/IMF policies

Soren Ambrose, FOREIGN POLICY IN FOCUS, “Multilateral Debt: The Unbearable Burden,” Vol 6 No. 37, Nov 2001

Voting power at the World Bank and the IMF is apportioned according to the size of each country’s monetary contribution. The U.S. has by far the largest share (18% of all votes) and can veto policy decisions, since they require an 85% vote. The New York Times has gone so far as to describe the IMF as a “proxy” of the U.S. government

B. Gas tax eliminates need for African oil

1. Half of petroleum use is for gasoline and 59% of petroleum is imported

Bob Davis & Bhushan Bahree (Staff Reporters of THE WALL STREET JOURNAL), McGraw Hill’s Economics Web Newsletter, Spring Issue, Number 4 of 7, March 17, 2003, "How OPEC Keeps America Hooked on Imports of Oil"

Of the 19.5 million barrels of oil Americans consume every day, about 11.5 million are imported. Roughly half the oil consumed in the U.S. goes for cars and trucks.

2. A gasoline price increase of 10% = 7% reduction in consumption

Victoria Transport Policy Institute, TDM Encyclopedia, "Fuel Taxes: Increasing Fuel Taxes and Fees," 10 June 2004, http://www.vtpi.org/tdm/tdm17.htm

Goodwin (1992) estimates the price elasticity of gasoline at -0.27 in the short run and -0.7 in the long run, meaning that a 10% price rise reduces fuel consumption by 2.7% in two or three years, and 7% over a five to ten year period.

3. Doing the math: since 12% of imports come from West Africa and 59% of petroleum is imported, that means West Africa supplies 7% of U.S. oil today. Since half of US oil is used for gasoline, if we achieve a 14% reduction in gasoline usage, we eliminate the need for West African oil. A $1 tax increase is approximately 50% price increase, resulting in 35% gasoline consumption decline in a 5-10 year period.

C. Ending oil development in West Africa is the right policy

Suraya Dadoo (researcher with Media Review Network, Pretoria, South Africa), "When Uncle Sam Comes Calling in Africa," 30 Apr 2003, http://www.zmag.org/content/showarticle.cfm?SectionID=2&ItemID=3547

While the American government has portrayed the oil trade in west Africa as a mutually beneficial undertaking, experience in the Middle East and west Africa shows that prosperity usually ends up in the hands of oil companies; and corrupt regimes — not the people from whose land the oil is extracted from. After centuries of colonial neglect and exploitation, the people of Africa cannot afford its land to be raped and pillaged by a new colonial power.

2A EVIDENCE — END WEST AFRICAN OIL DEVELOPMENT

DEFINITIONS & TOPICALITY

Definition of West Africa

Center for Systemic Peace, 2002, Global Conflict Trends, http://members.aol.com/cspmgm/region1.htm

Countries included in the West Africa Region: Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Congo-Brazzaville, Congo-Kinshasa (Zaire), Equatorial Guinea, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo

West African oil is "substantial"

ExxonMobil Corporation, UPSTREAM, 2003, "Africa," p. 40

ExxonMobil has a substantial and profitable production base, as well as significant growth potential in west Africa with Upstream activities in Angola, Cameroon, Chad, Equatorial Guinea, Niger, Nigeria, and the Republic of Congo. Active areas include production in Nigeria, Equatorial Guinea, Chad, Angola, and Cameroon; major new developments underway in Angola, Chad, and Nigeria; and a world-class acreage position in the high-potential deepwater provinces of west Africa.

West African oil is increasing substantially

Alexander's Gas & Oil Connections, News & Trends: Afric, "South Africa feels breeze from West African oil rush," Vol 8 Issue 1, 10 Jan 2003, http://www.gasandoil.com/goc/news/nta30217.htm

A number of huge projects are about substantially to boost west African oil and gas production. Angola wants to nearly double its production in the next six years. The West African Gas Pipeline will link the Escravos gas field in Nigeria with the Ghanaian market. The Chad-Cameroon pipeline now the largest single investment project on the continent will take Chadian oil to the coast for export. Equatorial Guinea is scheduled to bring 16 wells on stream next year.

INHERENCY

US energy policy pursues African oil regardless of human rights

GLOBAL POLICY FORUM, 8 Nov 2003, “The African Oil Boom: Peril or Opportunity for Africa's Poor People?” http://www.globalpolicy.org/socecon/develop/africa/2003/1108oilboom.htm

The World Bank Group has played a catalytic role by supporting changes in legal frameworks and investment environments, financing projects and providing risk insurance. Export credit agencies have provided additional finance in risky environments, with few strings attached. The U.S. has identified increasing African oil imports as an issue of "national security" and has used diplomacy to court African producers regardless of their record on transparency, democracy or human rights.

African oil policy produces US military involvement in Africa

Ritt Goldstein, (investigative journalist), 30 Mar 2004, "Africa: Oil, al-Qaeda and the US military," ASIA TIMES, http://www.atimes.com/atimes/Front\_Page/FC30Aa02.html

During this past February, a handful of top US generals visited Africa in separate and far from usual trips. They included the US's European commander, Marine General James L Jones, as well as the European deputy commander, Air Force, General Charles Wald. And excluding the region known as the Horn of Africa, the US European Command oversees the US's African actions. The trips occurred against a widely reported backdrop of increasing pressures from US industry and conservative policy groups to secure energy sources outside the Middle East. Over the past several months, the US has been in the process of dispatching Special Forces troops to the countries of Africa's Sahel — Mauritania, Chad, Mali and Niger.

Status Quo policy increases US oil imports from Africa

Warren Vieth, LOS ANGELES TIMES, “US Quest for Oil in Africa Worries Analysts, Activists “ 13 Jan 2003

The Bush administration's search for more secure sources of oil is leading it to the doorsteps of some of the world's most troubled and repressive regimes: the petroleum-rich countries of West Africa.

Status Quo will not solve for African oil problems

Warren Vieth, LOS ANGELES TIMES, “US Quest for Oil in Africa Worries Analysts, Activists “ 13 Jan 2003 (brackets added; parentheses in original)

Other African [oil] producers with documented records of governmental corruption, electoral fraud, financial mismanagement or human rights abuses include Chad, Cameroon and the Republic of Congo. Although some of the countries have taken tentative steps toward reform, U.S. officials say conditions remain generally poor in the region. "We're dealing with many governments that have never really experienced democracy or the rule of law, so it's problematic," said House Africa Subcommittee Chairman Edward R. Royce (R-Fullerton). "We need to bring some pressure to bear."

World Bank is financing African oil

Jerry Useem, 15 Apr 2002, "Exxon's African Adventure," FORTUNE, p. 110 (brackets added)

So, in the mid-1990s, Exxon decided to call in the World Bank. It was, even Exxon’s critics concede, a brilliant tactical move. In keeping with its mission of alleviating poverty, the World Bank would lend $93 million to the governments of Chad and Cameroon so they could participate as equity investors in the [oil] project.

HARMS

Chad wastes oil money on weapons

Jerry Useem, 15 Apr 2002, "Exxon's African Adventure," FORTUNE, p. 114

In late 2000, when the pipeline consortium paid Chad an advance of $25 million, [Chad President] Deby got his first chance to show the world just how trustworthy he is. Though the money was exempt from the revenue-management law, it was widely assumed that Deby would put it toward worthy development goals. What he did with $4.5 million of it, in fact, was buy weapons.

African oil development increases African poverty

Jerry Useem, 15 Apr 2002, "Exxon's African Adventure," FORTUNE, p. 106 (NGO="non-governmental organization"; the context is talking specifically about African oil projects)

Chad is surrounded by cautionary tales. To the west is Nigeria, where per capita income has dropped 23% since 1975, despite $300 billion earned from oil. To the east is Sudan, with its petroleum-fueled civil war. And to the south is Angola, where international oil companies (including ExxonMobil) have indirectly financed 27 years of ruinous conflict. “Look at Gabon, look at Algeria, look at Equatorial Guinea,” says Samuel Nguiffo of the Center for Environment and Development, an NGO in Cameroon. “You have no example of oil leading to development. How do you believe things will be different in this case?”

African oil development = increased corruption and war

Warren Vieth, LOS ANGELES TIMES, “US Quest for Oil in Africa Worries Analysts, Activists “ 13 Jan 2003

Potential trouble spots include Equatorial Guinea, where officials confiscate oil payments and violate human rights "with impunity," according to the State Department; Angola, where oil financed three decades of civil war and which has billions of petrodollars deposited in offshore accounts; and Nigeria, where poverty deepened dramatically while officials squandered $30 billion in oil revenue.

African oil development = Human rights violations

Jerry Useem, 15 Apr 2002, "Exxon's African Adventure," FORTUNE, p. 106 (NGO="non-governmental organization"; brackets added)

And their [oil companies’] power tends to dwarf that of their host countries: Exxon’s 2001 revenues were $191.6 billion, compared with Chad’s GDP of $1.4 billion. In the 1990s this combination proved calamitous for Royal Dutch/Shell, as NGOs blamed it for environmental and human-rights atrocities in Nigeria, including the government’s execution of the writer and anti-Shell activist Ken Saro-Wiwa. (In one notorious instance, security troops summoned by Shell ended up massacring 80 civilians and destroying hundreds of homes.)

West African oil = corruption, instability, and environmental destruction

Ken Silverstein, "U.S. Oil Politics in the 'Kuwait of Africa,' " THE NATION, 22 Apr 2002, http://www.thirdworldtraveler.com/Oil\_watch/Kuwait\_of\_Africa.html

"The Middle East presents a number of problems, but most West African regimes are neither stable nor democratic," says Terry Karl, a professor of political science at Stanford University and author of The Paradox of Plenty: Oil Booms and Petro-States. "Oil development in that context is likely to buffer authoritarian rule and foster corruption, instability and environmental destruction."

SOLVENCY

50c gas tax increase = 7% reduction in gasoline usage

Charles Komanoff, "Ending the Oil Age: A Plan to Kick the Saudi Habit," Jan 2002, Komanoff Energy Associates, NY, p. 16

We estimate that if it were necessary to rely entirely on higher prices to induce conservation, a tax increase of around 50 cents a gallon would be needed to bring about the immediate 7% reduction in gasoline consumption that is the centerpiece of the 5% Saving Plan.

DISADVANTAGE RESPONSES

Oil doesn't create jobs for African poor

Ken Silverstein, "U.S. Oil Politics in the 'Kuwait of Africa,' " THE NATION, 22 Apr 2002, http://www.thirdworldtraveler.com/Oil\_watch/Kuwait\_of\_Africa.html

Few of the poor, who make up 90 percent of the population, would agree. I traveled through a good chunk of the poorer neighborhoods in Malabo [Equatorial Gunea] and didn't see any sign of government investment. The oil companies pay extremely well by local standards-between $500 and $1,000 a month-but they have created relatively few jobs, as only a handful of Guineans have the training for the highly technical offshore work.

Oil = human rights violations and killings in Nigeria

Anup Shah, GLOBAL ISSUES, 3 July 2004, "Nigeria and Oil," http://www.globalissues.org/Geopolitics/Africa/Nigeria.asp

There have been many clear examples of corporate influence in the Nigerian military repressing the protestors. The military have been accused of thousands of killings, house/village burnings, intimidating people, torture and so on. From Shell's involvement in the killing of Ken Saro-Wiwa to Chevron-marked helicopters carrying Nigerian military that opened fire upon protestors, the corporations are facing harsh criticisms for the way they have been handling (or encouraging) the situation.

African oil does not solve disruptions in Persian Gulf oil

Jessica Krueger, "U.S. Oil Stakes in West Africa," AFRICA NOTES, Dec 2002, Center for Strategic & International Studies, p. 3

Replacing U.S. crude imports from the Persian Gulf with imports from West Africa will not insulate the United States from Gulf supply shocks. Higher imports from West Africa may substitute for Persian Gulf volumes, but oil is fungible, and other markets, most likely Asia, will consume the excess barrels previously imported by the United States.

UNDER THE SEA: THE CASE FOR EXPANDED OFFSHORE OIL DRILLING

As the United States becomes more and more dependent on foreign oil to fuel the increasing needs of our economy, one thing becomes clear: We cannot any longer afford to put large sources of domestic oil off limits to development. The clear advantages over the Status Quo of adopting a policy of increased access to domestic oil compel us to affirm: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS AND ANALYSIS

A. Definitions

**Energy:** A source of usable power, such as petroleum or coal" *(American Heritage Dict. of the English Lang. 4th Ed., 2000)*

**Policy**: a high-level overall plan embracing the general goals and acceptable procedures especially of a governmental body (*Merriam-Webster Online Dict, 2004)*

**Substantial**: considerable in quantity *(Merriam-Webster Online Dict., 2004)*

**Reduce:** "to make something smaller in size, amount, degree, importance" *(Cambridge Advanced Learner's Dict., 2004)*

**Dependence**: "The state of being determined, influenced, or controlled by something else." *(American Heritage Dictionary of the English Language, 4th Ed., 2000)*

**Foreign:**"belonging or connected to a country which is not your own *(Cambridge Advanced Learner's Dict., 2004)*

**Oil:** Petroleum *(Webster's Collegiate Dic., 5th edition, 1936)*

**OCS:** Outer Continental Shelf: "The outer continental shelf is generally defined as all submerged lands that lie beyond the coastal states' territorial boundaries. These territorial boundaries normally extend 3 miles, except in Florida and Texas, where seaward boundaries extend 10 miles." *(Christine Fuge (Senior Research Analyst), International Risk Management Institute, March 2000, "A Review of the Longshore and Harbor Workers Compensation Act", http://www.irmi.com/Insights/Articles/2000/Fuge03.aspx)*

B. Analysis

We will ask you to judge this Comparative Advantage case, not on the basis of whether we solve all the harms of any Status Quo energy policy, but on the basis of whether our energy policy will produce a singificantly better result than the Status Quo. If we show that our energy policy reduces dependence on foreign oil and produces more advantages than the Status Quo, then we will ask you to cast an Affirmative ballot at the end of today's debate.

We will meet the definition of the resolution by offering a plan that will reduce the influence of foreign petroleum on the US economy by providing 16 billion barrels of new domestic oil that is currently unavailable under the Status Quo. This oil is available within the US-controlled waters of the Outer Continental Shelf, but is currently blocked from development by US law.

OBSERVATION 2. INHERENCY: THE STATUS QUO BLOCKS OFFSHORE OIL DEVELOPMENT

A. A federal moratorium is in place until at least 2012

American Petroleum Institute, 2004, "Leasing Moratoria Restrict Access to Significant Oil and Natural Gas Resources," http://api-ep.api.org/

Congress and past Presidents have placed moratoria on offshore drilling and development on the U.S. East and West Coasts, the Eastern Gulf of Mexico, and parts of Alaskan offshore waters. The consequence of these actions is to foreclose until at least 2012 any effort to explore for critical oil and gas resources that are estimated to lie beneath these areas.

B. Allowable OCS production will soon decline

Testimony before to the US Commission on Ocean Policy, New Orleans, La., 8 Mar 2002, submitted by The American Petroleum Institute, Domestic Petroleum Council, Independent Petroleum Assoc. of America, INternational Assoc. of Drilling Contractors, Natl. Ocean Industries Assoc., Petroleum Equipment Suppliers Assoc. and the United States Oil & Gas Assoc., p. 5

The Department of Energy (DOE) forecasts that even with access to all lands currently leased or scheduled for lease, the rapid supply growth observed over the past decade in the deepwater Gulf will not continue for more than about five years. Particularly when new supplies are overlaid on a declining supply from the shallow waters, total OCS production is not expected to continue its recent growth. Rather, within the next five to seven years, DOE forecasts that total OCS oil production will peak and begin to decline.

OBSERVATION 3. PLAN. We offer the following plan to be implemented by any necessary constitutional means:

**Plank 1** Congress shall repeal the moratoria on oil exploration and development in all areas of the Outer Continental Shelf and shall open these areas to leasing through the same means as existing OCS leases. Coastal States shall repeal similar state restrictions, if any.

**Plank 2** Enforcement. New OCS leases shall be subject to the same rules and enforcement mechanisms as existing OCS oil leases.

**Plank 3** Funding. This plan does not create any new agencies and so does not require any significant funding. Any funds necessary for assigning of new leases shall come from OCS lease revenues and/or cuts in Title One Education Grants.

**Plank 4** Timeline. This plan takes effect 30 days after an Affirmative ballot.

**Plank 5** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 4. ADVANTAGES

ADVANTAGE 1: ECONOMIC BENEFITS FROM 16 BILLION BARRELS OF DOMESTIC OIL

A. Significance: Increased domestic production is much better for the economy

Rep. Marcy Kaptur (D-OH), "United States Increasing Dependency on Imported Petroleum," 1 Nov 2001, http://wwwc.house.gov/kaptur/default.asp?contentID=1154&tpFLG=148&zj=2

The United States Department of Energy itself has warned us that dependence on foreign oil has cost our economy deeply. Price manipulation, if you think about it, by the OPEC cartel from 1979 to 1991 cost our economy over $4 trillion. One of the earlier speakers this evening talked about September 11, and in some places in our country the price per gallon going up to over $4 a gallon. Think about the price manipulation that my colleagues might have seen in their own communities, in their own towns and think about all those dollars and how much wiser it would have been had we invested those here at home in domestic production.

B. Solvency: OCS will produce 16 billion barrels of oil

Testimony before to the US Commission on Ocean Policy, New Orleans, La., 8 Mar 2002, submitted by The American Petroleum Institute, Domestic Petroleum Council, Independent Petroleum Assoc. of America, INternational Assoc. of Drilling Contractors, Natl. Ocean Industries Assoc., Petroleum Equipment Suppliers Assoc. and the United States Oil & Gas Assoc., p. 6

Areas of the OCS currently off limits to leasing activity are estimated to contain about 16 billion barrels of oil and nearly 70 TCF [trillion cubic feet] of natural gas. This represents approximately one-third of the total oil resourcs estimated to remain to be discovered offshore of the Lower 48 states. As a point of reference, 70 TCF could fuel the current residential needs of the entire U.S. for 14 years; 16 billion barrels of oil would sustain domestic production equal to current imports from Saudi Arabia for 27 years.

ADVANTAGE 2: IMPROVED FOREIGN POLICY AND REDUCED MILITARY RISK

A. Significance: Dependence on imported oil adds risk to our military commitments and foreign policies

Prof. Michael Klare, (Peace & World Security Studies, Hampshire College), 28 April 2004, Foreign Policy in Focus, http://www.fpif.org, "US: Procuring The World's Oil"

Countries expected to supply petroleum in the years ahead are torn by internal conflicts, harbor strong anti-American sentiments, or both. Efforts to procure additional oil from foreign sources are almost certain to lead to violent disorder and resistance in many key producing areas. While US officials might prefer to avoid the use of force in such situations, they may conclude that the only way to guarantee the continued flow of energy is to guard the oil fields and pipelines with soldiers.

B. Solvency: Reduced oil import dependence reduces foreign policy risk and supports the war on terror

Institute for the Analysis of Global Security, "Thirty years since the oil crisis: Can the U.S. become energy independent?" 30 Oct 2003, http://www.iags.org/fddiags30.htm (brackets added)

[Former CIA director James] Woolsey elaborated on the nature of the war on radical Islam stating that "This will not end with an al Qaeda Gorbachev. This is a war to the death, as was the war with the Nazis." He said that the war effort requires summoning the country to a common purpose and that energy is a key component of this war. "We simply must reduce our reliance on Middle East petroleum, on oil produced by vulnerable autocracies and pathological predators."

ADVANTAGE 3: MARINE WILDLIFE AND HUMAN PHARMACEUTICAL BENEFITS

Dr. Paul W. Sammarco, Louisiana Universities Marine Consortium (LUMCON), 17 Sep 2003, Presentation to House Sub-Committee on Energy and Natural Resources,"Coral Reef Communities on Oil and Gas Platforms in the Gulf of Mexico: Where Nature and Industry Meet"

Along with corals, the platforms also possess a rich variety of associated fauna and flora. This includes sponges, hydroids, soft corals, and other organisms. Some of these groups are known to harbor novel complementary/secondary metabolites. These are compounds which are found usually only in that one species, often having a specific function for that species. In many cases, these compounds are toxic. In some cases, we have highly valuable therapeutic use for those compounds. Probably the most famous example of such a metabolite is penicillin, which was found a century ago in bread mold. Some deep-water sponges produce complementary metabolites such as these. For example, one produces discodermalide, a toxin which is now known to have valuable anti-cancer properties. Unfortunately, this deep-water sponge is quite rare. In addition, the compound occurs in low concentrations and is difficult to synthesize. Thus, there is a high demand on the natural populations of this scarce natural resource. It would be possible to grow these sponges in mariculture on the platforms, while simultaneously alleviating exploitation pressure on the natural populations.

2A EVIDENCE — INCREASE OFFSHORE DRILLING

INHERENCY

Status Quo prohibits drilling in many areas of the OCS

The Ocean Conservancy, "Offshore Oil and Gas Leasing, Exploration, and Development," April 2003, p. 1-2.

To protect sensitive areas, Congress established a moratorium on drilling in certain areas off northern and centeral California in 1982. In 1990, President George H.W. Bush issued an executive order that prohibited leasing in additional areas. President Bill Clinton strengthened these protections in 1998. Currently, many areas of the OCS, such as the national marine sancturaries, are protected from offshore oil development through a mix of congressional and presidential actions.

Status Quo oil policies leave the US at economic risk

Pew Center on Global Climate Change, Innovative Policy Solutions to Global Climate Change, "Climate-friendly Energy Policy: Options for the Near Term," 2003, p. 4

U.S. oil imports continue to grow, and the OPEC countries continue to be the source of significant oil imports, leaving the transportation sector in particular-and the economy in general-exposed to supply and price risk

Less than 20% of OCS is open to oil development

Sandra Fury, 30 May 2002, "Response by Sandra Fury, ChevronTexaco, to questions posed by USCOP," p. 2, http://api-ep.api.org

As things currently stand, less than 20% of the federal OCS is open to offshore energy exploration and development—either currently under lease or scheduled for lease sales through the next five-year plan. We must move away from these self-defeating moratoria on natural resources and toward the sound management of our nation's energy needs and supply.

New government policy needed to achieve OCS oil benefits

Robin West (Chairman, Petroleum Finance Company), 8 Mar 2002, Testimony before the US Commission on Ocean Policy, p. 3

New OCS energy supplies take a great commitment of time and money. Without government leadership, it will be impossible to duplicate its success in the Central and Western Gulf. The government estimates that those areas currently off limits to leasing contain 16 billion barrels of oil and 70 trillion cubic feet of natural gas.

ADVANTAGES

Oil imports = economic recessions and military costs

Chicago Tribune, "How to reduce oil imports," January 8, 2002, http://www.anwr.org/features/chicagotrib.htm

Consider that, according to federal government estimates, price shocks and manipulation by the OPEC cartel from 1979 to 1991 cost the U.S. economy about $4 trillion. Each oil price shock was followed by an economic recession. Add to that the cost of American involvement in the Middle East—much of it to protect vital sources of production and transportation of oil—and reducing American dependence on foreign oil takes on added urgency.

Foreign oil creates unnecessary foreign policy/military risk

Prof. Michael Klare, (Peace & World Security Studies, Hampshire College), 28 April 2004, Foreign Policy in Focus,US: Procuring The World's Oil," http://www.fpif.org

The administration's military strategy takes up the slack with heavy emphasis on bolstering capacity to project firepower to key battlefields abroad. "The United States must retain the capability to send well-armed and logistically supported forces to critical points around the globe, even in the face of enemy opposition," states its Quadrennial Defense Review. These critical points would necessarily include areas that are petroleum sources. Whether or not the administration consciously linked energy with its security policy, Bush undeniably prioritized the enhancement of US power projection at the same time he endorsed increased dependence on oil from unstable areas.

Ending the OCS moratorium is the best policy

Testimony before to the US Commission on Ocean Policy, New Orleans, La., 8 Mar 2002, submitted by The American Petroleum Institute, Domestic Petroleum Council, Independent Petroleum Assoc. of America, INternational Assoc. of Drilling Contractors, Natl. Ocean Industries Assoc., Petroleum Equipment Suppliers Assoc. and the United States Oil & Gas Assoc., p. 7

When President George H.W. Bush implemented the leasing moratoria through his 1990 Executive Order, he stated his intent to "allow time for additional studies to determine the resource potenetial of the area and address the environmental and scientific concerns which have been raised." But experience shows that knowledge of the reserve potential and the environmental characteristics of an area expand more quickly when an area is under active consideration for leasing rather than under moratoria.

Success of current OCS drilling proves huge social benefits would occur with expanded OCS drilling

Robin West (Chairman, Petroleum Finance Company), 8 Mar 2002, Testimony before the US Commission on Ocean Policy, p. 2

Industry's ability to explore and produce in the Central and Western Gulf of Mexico, closely regulated by government, can serve as a general model for other areas of the OCS. These economic and energy security benefits have been achieved with minimal impact, and an ongoing commitment to environmental protection and worker safety. Offshore operators are doing their job and meeting stringent government requirements every day. These investments in oil and natural gas production have meant substantial revenues for all levels of government. For example, in 2000, the OCS leasing program sent $5 billion to the federal treasury in rentals, royalties, and bonus bids.

DISADVANTAGE RESPONSES

Environmental harms not unique: Happening in the Status Quo because of poor ocean management

Mark Ferrulo & Buffy Baumann, Florida Public Interest Research Group, 20 Apr 2004, "Science Is Clear: Oceans Are In Trouble, Must Act Now," http://floridapirg.org/FL.asp?id2=12988&id3=FL&

The USCOP [US Commission on Ocean Policy] report concurred with other recent oceans reports: over-fishing, over-development of our coasts, habitat destruction, and mismanagement are leading to the decline of ocean wildlife and the collapse of entire ocean ecosystems. U.S. fisheries are managed in a piece-meal fashion, and more often than not, on a species-by-species basis. This approach has contributed to the rapid decline of the nation's seas.

OCS drilling is respecting the environment

J. Michael Talbert, (CEO & Director, Transocean Secdo Forex), Testimony before US Commission on Ocean Policy, 8 Mar 2002, p. 3

The productive use of oceans resources generally succeeds in the Central and Western Gulf of Mexico. This is due to balanced application of laws, long-standing coordination among federal agencies; cooperation among all levels of government; and input from diverse resource users. This experience shows that governments, industry and the public have the tools to develop energy resources and protect the marine environment.

The Santa Barbara offshore drilling spill won't happen again

Michael D. McCrary M.D., David E. Panzer & Mark O. Pierson, US Dept of the Interior, Minerals Management Service, "Oil and Gas Operations Offshore California: Status, Risks, and Safety, 29 Jan 2003, p. 45 (parentheses in original, brackets added)

The largest oil spill in the Pacific OCS Region occurred in 1969, when a well blowout on Platform A off Santa Barbara spilled an estimated 80,000 bbl [barrels] into the Santa Barbara Channel (Table 1) (Van Horn et al. 1988). As discussed below under Oil Spill Prevention and Response, a number of technological improvements and changes to rules and regulations covering offshore operations have been made since that time (Bornholdt & Lear 1997). No spill of this magnitude has occurred on the U.S. OCS since 1969, and these measures make a reoccurrance highly unlikely.

Offshore drilling oil spills are not a problem

Michael D. McCrary M.D., David E. Panzer & Mark O. Pierson, US Dept of the Interior, Minerals Management Service, "Oil and Gas Operations Offshore California: Status, Risks, and Safety, 29 Jan 2003, p. 45

Similarly, with the implementation of modern blowout prevention equipment, operating procedures, and the MMS [Minerals Management Service] inspection program (see below), uncontrolled releases have become rare. In the ten-year period from 1992 through 2001, only three instances of loss of well control have occurred in the Pacific Region; only one of these resulted in any oil in the water (less than one gallon; MMS,2002).

Oil drilling doesn't cause mercury contamination in the food chain

Dr. Jerry Neff (Battele-American Petroleum Institute), May 2002, "Influence of Offshore Oil and Gas Platforms on Environmental Risks of Mercury in the Gulf of Mexico," http://www.masgc.org/mercury/abs-neff.html

The mercury in drilling mud is in a solid, insoluble form. Bacteria have only a very limited ability to absorb the mercury found in barite; therefore, it is not likely to be methylated. Marine plants and animals cannot accumulate the insoluble mercury from barite in in their tissues. Therefore, little or none of the mercury from drilling mud and cuttings is methylated and it does not bioaccumulate in the marine food chain.

Good for the environment: Oil platforms create new reefs and expand fish habitats

Society of Petroleum Engineers, 2004, "What is the Role of Technology in Oil and Gas Production?" http://www.spe.org/spe/jsp/basic/0,,1104\_1008218\_1109714,00.html

When offshore platforms have reached the end of their useful life they may be removed for recycling or appropriate disposal, or they may be relocated for beneficial use as artificial reefs. These artificial reefs expand valuable fish habitats in areas lacking natural reefs (Gulf of Mexico, Thailand, other areas).

Good for the environment: Offshore drilling promotes growth of rare marine species

Dr. Paul W. Sammarco, 7-8 March 2002, "Coral Communities Associated with Drilling Platforms," Presentation to the National Commission on Ocean Policy, p.2

Many marine organisms settle on these platforms, including Caribbean sponges, gorgoniana, and demersal fish. Preliminary observations have suggested that platforms are also being colonized by Caribbean corals. Corals are protected in US waters by the Magnuson-Stevens act, and from internation trade by international trade agreements. The observation of their occurrence on platforms is significant because the only major set of coral reefs in the northern Gulf of Mexico are the Flower Garden Banks, a NOAA [National Oceanic & Atmospheric Administration] National Marine Sanctuary, 110 nm [nautical miles] S-SW of Galveston, TX.

No mercury harm to fish from offshore drilling

Dr. Jerry Neff (Battele-American Petroleum Institute), May 2002, "Influence of Offshore Oil and Gas Platforms on Environmental Risks of Mercury in the Gulf of Mexico," http://www.masgc.org/mercury/abs-neff.html

The scientific literature shows that:

* Mercury from offshore oil and gas activities represents less than 0.5 % of the mercury inputs to the Gulf of Mexico;
* Most of the mercury from offshore platforms is in barite in drilling mud where it is present in an insoluble form that can not be absorbed into the tissues of marine animals;
* Mercury concentrations in sediments near offshore oil and gas platforms are low;
* Mercury concentrations in edible muscle tissue of shrimp and fish caught near offshore platforms are similar to those in the same species caught at locations far from platforms. This indicates that mercury in tissues of fish from the Gulf of Mexico is not coming from offshore platform discharges.

THE DEER AND THE ANTELOPE PLAY: THE CASE FOR DRILLING IN ANWR AND BOYCOTTING SAUDI ARABIA

Today, we, the Affirmative team, will show you compelling reasons why the Status Quo is failing to uphold what should be the most basic and obvious goals of a sound energy policy. At the end of today's debate, we will ask you to join us in affirming, That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. TOPICAL ANALYSIS AND GOALS

A. Definitions

**Energy:** A source of usable power, such as petroleum or coal" (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Policy**: a high-level overall plan embracing the general goals and acceptable procedures especially of a governmental body (Merriam-Webster Online Dictionary, 2004)

**Substantial**: considerable in quantity (Merriam-Webster Online Dictionary, 2004)

**Reduce:** "to make something smaller in size, amount, degree, importance" (Cambridge Advanced Learner's Dict., 2004)

**Dependence**: "The state of being determined, influenced, or controlled by something else." (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Foreign:** "belonging or connected to a country which is not your own (Cambridge Advanced Learner's Dict., 2004)

**Oil:** Petroleum (Webster's Collegiate Dic., 5th edition, 1936)

**ANWR:** The Arctic National Wildlife Refuge

**B. Goals.** A sound energy policy should meet the following goals:

1. It should uphold American lives and values, and avoid funding terrorism

2. It should minimize the military risks and costs associated with maintaining a stable oil supply

3. It should pose the least possible risk to the environment, consistent with stable supplies and reasonable economic growth.

**C. Analysis.** We will win today's debate when we show you that the Status Quo fails to meet these goals and that a change in energy policy to reduce dependence on a foreign source of oil will produce a policy that does a much better job meeting these goals than the Status Quo.

OBSERVATION 2. THE STATUS QUO FAILS TO MEET THE GOAL OF UPHOLDING AMERICAN VALUES AND OPPOSING TERRORISM

A. Inherency: The US imports 1/6 of its oil from Saudi Arabia

Gal Luft, (Executive Director, Inst. for the Analysis of Global Security), 29 Sept 2003, "Minding Its Business," ENERGY SECURITY, Institute for the Analysis of Global Security, http://www.iags.org/n0929031.htm

Apart from being a hotbed of Islamic radicalism and a source of terrorist funding, Saudi Arabia is known as the home of a quarter of the world’s oil reserves and supplier of about one-sixth of U.S. oil imports.

B. Significance: US oil money funds Saudi terrorism and anti-American activity

Richard Lowry, (Editor) NATIONAL REVIEW, 25 Feb 2002, "America's Unspecial Relationship," p. 30 (brackets added)

This last area of responsibility [spread of Islam overseas], when combined with buckets of cash from oil revenue, is a toxic mix. Imagine [former Taliban leader] Mullah Omar with billions of dollars of "walking-around money." Saudi Arabia has become the biggest funder of madrassahs—radicalizing Islamic schools—in Afghanistan, Pakistan, India, and Yemen.

Richard Lowry, (Editor) NATIONAL REVIEW, 25 Feb 2002, "America's Unspecial Relationship," p. 30

Meanwhile, lavishly funded Saudi charities provide a breeding ground for radicals, and sometimes have direct connections to terrorists. The Saudis, in short, have created a radical Muslim network from the Philippines to Chicago.

OBSERVATION 3. STATUS QUO ENERGY POLICY ACCEPTS UNNECESSARY MILITARY COSTS AND RISKS

A. Inherency: ANWR restrictions increase dependence on foreign oil

Charli Coon (senior policy analyst for energy & environment at Heritage Foundation, a Washington-based public policy research institute) "Drilling for Answers — Giving ANWR a chance," 15 Mar 2002, NATIONAL REVIEW online, http://www.nationalreview.com/comment/comment-coon031502.shtml

Surveys show that more than 78 percent of the public would like to see more oil produced domestically, and more than 60 percent, including a large majority of Alaskans, favor exploration of ANWR. Americans favor ANWR exploration because they don't like being beholden to foreign interests. Yet that's exactly the case when it comes to oil, and the situation has grown worse over the last three decades: We bought 35 percent of our oil abroad when the Arab embargo of 1973 set in. Today, we import 53 percent.

B. Significance: Dependence on foreign oil is costly in blood and treasure

Michael Klare, 2003, "U.S. Unilateralism and Global Strategy After September 11," edited by John Feffer, Resources — p. 58, Seven Stories Press, http://www.thirdworldtraveler.com/Rogue\_State\_US/Resources\_Military.PT.html

While it might be possible to convince some Americans and some members of Congress that U.S. military spending is too high or that energy consumption should be reduced, it will be very difficult to gain widespread support for this view while the war on terrorism is in full swing and the United States is becoming increasingly dependent on imported petroleum. Ultimately, it will be necessary to confront the "whole ball of wax"-that is, to question the desirability of the United States relying on military force to control the world's oil supply and to suppress all foreign challenges to American domination. The war for American supremacy will prove extremely costly in blood and treasure, and it will require ever more severe restrictions on civil liberties at home.

OBSERVATION 4. THE STATUS QUO OBTAINS OIL WITH UNNECESSARY RISK TO THE ENVIRONMENT

A. Inherency: Rejecting ANWR creates more environmental risk than imported oil

Prof. Mackubin T. Owens (prof. of strategy and force planning at Naval War College), Mar 2000, "The Political Economy of Oil," Ashbrook Center for Public Affairs at Ashland University, http://www.ashbrook.org/publicat/oped/owens/00/oil.html

Anyone seriously concerned about US energy dependence cannot ignore the fact that the oil reserves in the ANWR alone constitute the equivalent of 30 years of Saudi imports. Any environmental risks posed by opening such areas to exploration and drilling are dwarfed by those resulting from the tanker traffic necessary to transport imported oil.

B. Harms: The increased risk of tanker spills are unacceptable

Food & Agriculture Organization (FAO) of the United Nations, Fisheries Global Information System, 2004, "Environmental Emergencies Affecting Fisheries," http://www.fao.org/figis/servlet/FiRefServlet?ds=topic&fid=12364

The resulting spills could have disastrous effects on coastal ecosystems, fisheries, aquaculture installations and, in some instances, on human life. Major impacts of oil spills on fisheries and aquaculture are the smearing of nets and fish cages and the tainting of fish and shellfish, rendering them unfit for marketing.

OBSERVATION 5. TO BETTER MEET THE GOALS OF A GOOD ENERGY POLICY, WE OFFER A PLAN

**Plank 1** Congress shall vote to lift all restrictions on oil development in the Arctic National Wildlife Refuge.

**Plank 2** Congress shall pass a law establishing a policy of quotas for the reduction of imports of Saudi oil as oil from ANWR becomes available. The Secretary of Energy shall be authorized to establish the yearly reduction in imports from Saudi Arabia, beginning no later than 6 years from now and ending with a total import embargo against Saudi Arabia 10 years from now. The embargo will continue in proportion to the yearly production of ANWR oil into the future.

**Plank 3** Enforcement shall be through the FBI, Justice Department, Dept. of Homeland Security, and the Coast Guard. Illegal oil imports from Saudi Arabia shall be punishable by 5 years imprisonment without parole.

**Plank 4** Funding for enforcement of the plan shall come from cuts in Title One Education Grants.

**Plank 5** This plan takes effect 180 days after an Affirmative ballot.

**Plank 6** All Affirmative speeches shall have legislative intent for the purpose of clarifying the plan.

OBSERVATION 6. ADVANTAGES: THE PLAN BETTER MEETS THE GOALS OF A GOOD ENERGY POLICY

A. We uphold American values and stop funding radical Islamic terrorism

Paul Sperry, WORLD NET DAILY, 22 Apr 2002, "US-Saudi oil imports fund American Mosques," http://www.worldnetdaily.com/news/article.asp?ARTICLE\_ID=27327 (brackets added)

Opening up the [ANWR] area to exploration would produce an estimated 6 billion to 16 billion additional barrels of domestic crude — potentially replacing all of what America imports from the Saudis for the next 30 years, according to the National Center for Public Policy Research. That would, in turn, dry up some major Saudi money for mosques and the spreading of Islamism in America.

B. Substituting ANWR for Saudi oil reduces military costs and risks

Doug Bandow, (Senior Fellow at Cato Institute), 12 Dec 2002, "Is Terrorism the Price of Saudi Oil?", http://www.cato.org/dailys/12-12-02.html

Barely 15,000 acres of the 19.6 million acre Arctic National Wildlife Reserve could contain a similar amount of oil (as well as supplies of natural gas). Even the modest estimate of five billion barrels of recoverable reserves at current prices would be a significant addition to current supplies. However, we won't know how much is there without drilling, which could be conducted in an environmentally sensitive manner. And while the desire to lower the cost of gasoline might be thought by some to be an inadequate reason to develop these supplies, the prospect of terrorism and war related to America's access to Persian Gulf oil should change the benefit-cost ratio considerably.

C. ANWR oil development reduces the risk of oil tanker spills

Sen. Lisa Murkowski, "Arctic oil development will help farmers, environment," 12 May 2003, THE VOICE OF AGRICULTURE/Newsroom, http://www.fb.com/news/fbn/03/05\_12/html/arctic.html (Context: specifically referring to ANWR oil development)

Developing oil domestically is actually good for the global environment, since it reduces the importation of oil by foreign-flagged, single-hulled tankers, requiring the oil industry to meet America's stringent environmental safeguards.

2A EVIDENCE — DEVELOP ANWR/BOYCOTT SAUDI ARABIA

INHERENCY

Increased domestic production by drilling in ANWR is currently prohibited

M. Lynne Corn, Bernard A. Gelb, Pamela Baldwin, Congressional Research Service, 17 Jan 2003, Arctic National Wildlife Refuge (ANWR): Controversies for the 108th Congress, IB10111, p. 3

Sharp increases in prices of gasoline and natural gas from late 2000 to early 2001, followed by terrorist attacks, renewed the ANWR debate for the first time in 5 years; however, its development has been debated for over 40 years. Few U.S. locations onshore stir as much industry interest as the northern area of ANWR. Current law forbids energy leasing in the Refuge.

HARMS/VIOLATIONS OF GOALS

Blocking ANWR increases US oil vulnerability

Charli E. Coon, J.D., and James Phillips (Heritage Foundation), 24 Apr 2002, Backgrounder #1540, "Strengthening National Energy Security by Reducing Dependence on Imported Oil"

If the Senate continues to block efforts to bring ANWR oil onstream, it will be responsible for increasing, not decreasing, America's vulnerability to energy disruptions and crises in oil-producing regions around the world.

Failing to do ANWR = more tanker imports

American Petroleum Institute, 27 March 2002, PROTECTING OUR OCEANS THROUGH WISE ENERGY EXPLORATION & PRODUCTION, "Marine Infrastructure Management," p. 13

The U.S. now imports 60 percent of our petroleum needs, compared to 47 percent just 10 years ago and 35 percent in the 1970s. These imports will continue to grow as long as U.S. energy policy does not include a concerted effort to increase domestic exploration and production of the nation's oil and natural gas resources. In the absence of such a policy, growing energy imports, currently some 10 million barrels a day of crude oil and petroleum products, will be delivered to the U.S. by tankers and come through some of the nation's 299 deep-draft ports and 627 shallow-draft ports.

Persian Gulf oil dependence increases US military risks & costs

Rep. Mac Thornberry (R-Texas) (member of the House Armed Services Committee), "Oil Imports Threaten Our Security," 23 Sep 1999, http://www.anwr.org/features (brackets in original)

From a basic military standpoint, the increase in oil imports has forced us to commit our troops — and tax dollars — to more places around the world. The Persian Gulf is the obvious example. Since the end of the Gulf War, which former Secretary of State Lawrence Eagleburger called "a classic example of the danger we face because we are so dependent on [foreign] oil," military operations and crisis build-ups in the region have cost us more than $6.9 billion.

Saudis fund terrorism

Rachel Ehrenfeld (Director of American Center for Democracy), 1 June 2004, "The Saudi Connection — Their oil is thicker than our blood," NATIONAL REVIEW online, http://www.nationalreview.com/comment/ehrenfeld200406010834.asp

Even the Saudi government's English-language weekly, *Ain-al-Yaqeen*, bragged that the royal family and the Saudi Kingdom have spent more than $70 billion over the last twenty years "to spread Islam to every corner of the earth." However, what they spread, is Wahabbism, the Saudi version of Islam, which, according to former CIA Director R. James Woolsey, "is the soil in which anti-Western and anti-American terrorism grows."

Saudi's use oil wealth to export terrorism

Prof. Michael Mandelbaum PhD., (American Foreign Policy, Johns Hopkins Univ.), "U.S. Faces Dilemma on Saudi Policy," Newsday, July 30, 2003, COUNCIL ON FOREIGN RELATIONS, http://www.cfr.org/pub6178/michael\_mandelbaum/us\_faces\_dilemma\_on\_saudi\_policy.php

The Wahhabi ideology pervades Saudi society. Both Saudi officials and private citizens have used the kingdom's oil wealth to promote Wahhabism all over the world. They sponsored the schools that taught the leaders of the Taliban regime in Afghanistan, which welcomed the al-Qaida terrorist network on Afghan territory before being ousted by the United States in 2001, and funded mosques in Western Europe where al-Qaida operatives were recruited. Osama bin Laden and the 19 hijackers of Sept. 11 professed to be inspired by Wahhabi teachings.

ADVANTAGES

ANWR oil development is safer for the environment than imported oil

Kathleen Jachowski, 22 Oct 2001, "Homeland Defender — Alaskan Oil," AMERICA'S VOICES, http://www.americasvoices.org/avarc2001/archives2001/JachowskiK/JachowskiK\_102201.htm

Environmental benefits would include far fewer foreign super tankers plying America's coastline and docking facilities if oil from ANWR was produced. If we continue the increase in foreign oil dependency, it is estimated that more then 30 giant supertankers, each holding 500,000 barrels of crude, will have to dock at U.S. ports every day. More than 10,000 ships, mostly flying foreign flags, will travel along our coastline and use our docking facilities. Many of these tankers do not have the better safety designs, controls and regulations of the American tankers.

ANWR = less risk of oil tanker accidents

Amy Ridenour, Feb 2003, "Say "No" to Terrorists By Saying "Yes" to ANWR, NATIONAL POLICY ANALYSIS, Naitonal Center for Public Policy Research, http://www.nationalcenter.org/NPA451.html

In fact, opening ANWR may even help the environment. The widely publicized 1989 tanker accident in Prince William Sound was an oil transportation accident, not a drilling accident. As George Wuerch, mayor of Anchorage, has noted, it is ironic that those who oppose development of petroleum resources in Alaska would require instead that our nation depend even more heavily on foreign imports, which means even more foreign tankers navigating off the nation's shores.

ANWR oil safer than tanker imports

Mackubin T. Owens, Ashbrook Center for Public Affairs, Ashland Univ., "The Political Economy of Oil," March 2000, http://www.ashbrook.org/publicat/oped/owens/00/oil.html

Anyone seriously concerned about US energy dependence cannot ignore the fact that the oil reserves in the ANWR alone constitute the equivalent of 30 years of Saudi imports. Any environmental risks posed by opening such areas to exploration and drilling are dwarfed by those resulting from the tanker traffic necessary to transport imported oil.

Alaska oil development is good for the caribou

Michael Catanzaro, (reporter for the Evans & Novak Political Report), "SayNoToNorton.org — The war at the Interior," 18 Jan 2001, NATIONAL REVIEW online, http://www.nationalreview.com/comment/comment011801b.shtml

Environmentalists argue that oil drilling will necessarily lead to complete extinction of ANWR’s caribou population. But consider the facts: since oil drilling began in Prudhoe Bay (located on Alaska’s North Slope) in the 1970s, the population of the Central Arctic Herd, which inhabits the area around the bay, has increased six-fold. And drilling in Alaska’s North Slope has coincided with a five-fold increase in the Western Arctic Herd.

ANWR holds vast reserves of oil

M. Lynne Corn, Bernard A. Gelb, Pamela Baldwin, Congressional Research Service, 17 Jan 2003, Arctic National Wildlife Refuge (ANWR): Controversies for the 108th Congress, IB10111, p. 4

The Arctic National Wildlife Refuge (ANWR) consists of 19 million acres in northeast Alaska. It is administered by the Fish and Wildlife Service (FWS) in the Department of the Interior (DOI). Its 1.5 million acre coastal plain is viewed as one of the most promising U.S. onshore oil and gas prospects. According to the U.S. Geological Survey (USGS), there is even a small chance that taken together, the fields on this federal land could hold as much economically recoverable oil as the giant field at Prudhoe Bay, found in 1967 on the state-owned portion of the coastal plain west of ANWR, now estimated to have held 11-13 billion barrels.

ANWR will start producing oil 5 years after it is opened

Camden Toohey, (Director of Arctic Power, a lobbying group; Special Assistant for Alaska to Interior Secretary Gail Norton ), "Worried About Fuel Prices? ANWR Equals 30 Years of Saudi Oil," 1 Apr 2001, http://www.anwr.org/features/ctoohey.htm

Developing this tiny sliver of land, which would impact but two thousand acres (the size of a regional airport) of the 20-million acre refuge, could yield up to 16 billion barrels of oil. This would equate to 30 years of Middle East imports, and possibly more. (The North Slope, originally thought to contain nine billion barrels of oil, has to date produced 13 billion barrels.) With new technology, production could occur sooner than expected. While the last major Arctic oil field took just seven years to bring on line, companies project it can be done in five years-assuming no delaying lawsuits-as opposed to the ten years claimed by development opponents.

ANWR would replace 36 years of Saudi oil imports

Amy Ridenour, Feb 2003, "Say "No" to Terrorists By Saying "Yes" to ANWR, NATIONAL POLICY ANALYSIS, Naitonal Center for Public Policy Research, http://www.nationalcenter.org/NPA451.html

America currently imports 1.5 million barrels of oil a day from Saudi Arabia. ANWR oil could replace nearly all we currently import from the Saudis for almost 30 years, or replace one-half of our imports from all of the Persian Gulf for 36 years

Increased domestic production reduces dependence on foreign oil

Camden Toohey, (Director of Arctic Power, a lobbying group; Special Assistant for Alaska to Interior Secretary Gail Norton ), "Worried About Fuel Prices? ANWR Equals 30 Years of Saudi Oil," 1 Apr 2001, http://www.anwr.org/features/ctoohey.htm

The time to balance energy, economic and environmental concerns is long past due. It is up to the nation’s policymakers, from local and state elected officials to Congress and the President, to resolve this growing crisis. It is their responsibility to find solutions, in concert with energy conservation, and we must hold them to it. While we will always rely on substantial levels of imports, increased domestic production will provide needed leverage to negotiate from strength with foreign producers.

Study shows at least 11.6 billion barrels of ANWR oil are available

M. Lynne Corn, Bernard A. Gelb, Pamela Baldwin, Congressional Research Service, 17 Jan 2003, Arctic National Wildlife Refuge (ANWR): Controversies for the 108th Congress, IB10111, p. 7-8

The most recent government study of oil and natural gas prospects in ANWR, completed in 1998 by the USGS found that there is an excellent chance (95%) that at least 11.6 billion barrels of oil are present on federal lands in the 1002 area. There also is a small chance (5%) that 31.5 billion barrels or more are present. USGS estimates there is an excellent chance (95%) that 4.3 billion barrels or more are technically recoverable (costs not considered); and there is a small chance (5%) that 11.8 billion barrels or more are technically recoverable.

DISADVANTAGE RESPONSES

ANWR drilling won't harm the environment

Amy Ridenour, Feb 2003, "Say "No" to Terrorists By Saying "Yes" to ANWR, NATIONAL POLICY ANALYSIS, Naitonal Center for Public Policy Research, http://www.nationalcenter.org/NPA451.html

Contrary to what many environmentalists say, developing ANWR will not harm the environment. The facts clearly show that drilling on Alaska's North Slope is making a major contribution to domestic oil production without harming wildlife or scarring the landscape. Thanks to technological advances since the opening of the North Slope, ANWR's coastal plain can be explored with an even greater certainty that the environment will be protected.

Confronting Saudi terrorism is worth the risk of destabilizing the Saudi government

Douglas Farah, (Staff Writer), 16 Oct 2002, WASHINGTON POST, "Report: Terror Funds Flow Through Saudi Arabia," http://www.washingtonpost.com/ac2/wp-dyn/A36948-2002Oct16?language=printer

The Bush administration's efforts to cut off funds for international terrorism are destined to fail until it confronts Saudi Arabia, whose leaders have tolerated some of its wealthy citizens raising millions of dollars a year for al Qaeda, according to a new report from an influential foreign policy organization. The report from the New York-based Council on Foreign Relations, scheduled for release today, contends that the administration must pressure the Saudis-as well as other governments — to crack down on terror financing, even at the risk of sparking a public backlash that could jeopardize the Saudi government.

Alaskans, including Eskimos, support ANWR drilling

Amy Ridenour, Feb 2003, "Say "No" to Terrorists By Saying "Yes" to ANWR, NATIONAL POLICY ANALYSIS, National Center for Public Policy Research, http://www.nationalcenter.org/NPA451.html

Alaskans — Native American and otherwise — strongly support ANWR drilling. Year after year, polls show that three out of four Alaskans support ANWR drilling. Pro-drilling resolutions in the Alaska legislature have received 100 percent support from both parties. Citizens of Kaktovik, the home of the Inupiat Eskimos, the only people native to the ANWR region, support drilling 78 percent to nine percent. The 90,000-member Alaska Federation of Natives, representing 400 Native American groups, supports drilling. (Environmentalists will tell you the Gwich'in Eskimos oppose drilling, but rarely volunteer that the Gwich'in live elsewhere — and that they support drilling on their own lands).

Background information on ANWR

M. Lynne Corn, Bernard A. Gelb, Pamela Baldwin, Congressional Research Service, 17 Jan 2003, Arctic National Wildlife Refuge (ANWR): Controversies for the 108th Congress, IB10111, p. 5-6

The energy and biological resources of northern Alaska have been controversial for decades, from legislation in the 1970s, to a 1989 oil spill, to more recent efforts to use ANWR resources to address energy needs or to help balance the federal budget. In November 1957, an application for the withdrawal of lands in northeastern Alaska to create an "Arctic National Wildlife *Range*" was filed. The first group actually to propose to Congress that the area become a national wildlife range, in recognition of the many game species found in the area, was the Tanana Valley (Alaska) Sportsmen’s Association in 1959. On December 6, 1960, after statehood, the Secretary of the Interior issued Public Land Order 2214 reserving the area as the "Arctic National Wildlife Range." In 1971, Congress enacted the Alaska Native Claims Settlement Act (ANCSA, P.L. 92-203) to resolve all Native aboriginal land claims against the United States. ANCSA provided for monetary payments and also created Village Corporations that received the surface estate to approximately 22 million acres of lands in Alaska. Village selection rights included the right to choose the surface estate in a certain amount of lands within the National Wildlife Refuge System. Under §22(g) of ANCSA, the chosen lands were to remain subject to the laws and regulations governing use and development of the particular Refuge. Kaktovik Inupiat Corporation (KIC, the local corporation) received rights to three townships along the coast of ANWR. ANCSA also created Regional Corporations which could select subsurface rights to some lands and full title to others. Subsurface rights in National Wildlife Refuges were not available, but in-lieu selections to substitute for such lands were provided. In 1980, Congress enacted the Alaska National Interest Lands Conservation Act (ANILCA, P.L. 96-487, 94 Stat. 2371), which included several sections about ANWR. The Arctic Range was renamed the Arctic National Wildlife Refuge, and was expanded, mostly southward and westward, to include an additional 9.2 million acres. Section 702(3) of ANILCA designated much of the original Refuge as a wilderness area, but not the coastal plain.1 Instead, Congress postponed decisions on the development or further protection of the coastal plain. Section 1002 of ANILCA directed a study of ANWR’s “coastal plain” (which therefore is often referred to as the "1002 area") and its resources to be completed within 5 years and 9 months of enactment. The resulting 1987 report was called the *1002 report* or the Final Legislative Environmental Impact Statement (FLEIS). ANILCA defined the "coastal plain" as the lands on a specified map — language that was interpreted as excluding most Native lands, even though these lands are *geographically* part of the coastal plain. Section 1003 of ANILCA prohibited oil and gas development in the entire Refuge, or "leasing or other development leading to production of oil and gas from the range" unless authorized by an Act of Congress. (For more history of legislation on ANWR and related developments, see CRS Report RL31278; for legal issues, see CRS Report RL31115.) In more recent years, the 104 th Congress attempted to authorize the opening of ANWR in the FY1996 reconciliation bill (H.R. 2491, §§5312-5344), but the measure was vetoed. President Clinton cited the Arctic Refuge sections as one of his reasons for vetoing the measure.

M. Lynne Corn, Bernard A. Gelb, Pamela Baldwin, Congressional Research Service, 17 Jan 2003, Arctic National Wildlife Refuge (ANWR): Controversies for the 108th Congress, IB10111, p. 7 (brackets added)

On April 18 [2002], the Senate essentially voted to prevent drilling for oil and gas in the Refuge. The defeat came on a vote of 46 yeas to 54 nays on a cloture motion to block a threatened filibuster on Senator Murkowski’s amendment to S. 517, which would have ended debate and moved the chamber to a direct vote on the ANWR issue. The Senate appointed conferees on May 1, 2002. Conferees met repeatedly in an attempt to reconcile the many differences between the two bills, but did not succeed. (See CRS Report RL31725 for further actions during the 107th Congress and for details of these bills.) Finally, H.R. 770 and S. 411 would have designated the 1002 area as wilderness, but no action was taken on either bill.

JUST SAY NO: THE CASE FOR PASSING "NOPEC"

[Be sure to verify the inherency of this case by checking online for the status of S.2270 and H.R.4106, which are two versions of the NOPEC bill currently pending in Congress.]

The Organization of Petroleum Exporting Countries, OPEC, currently exercises control over global oil markets and, by extension, significant sectors of the US economy, while the US refuses to take a step that would bring this problem to an end. Because the Status Quo is devastating consumers and draining trillions of dollars out of the US economy, my partner and I stand resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS & ANALYSIS

A. Definitions

**Energy:** A source of usable power, such as petroleum or coal" (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Energy Policy:** Any areas of government action and planning enacted by Congress and the President in response to the objectives outlined in the US Code Title 42 Chapter 84 Section 7321, the "National Energy Policy Plan." This includes: "legislative recommendations with respect to taxes or tax incentives, Federal funding, regulatory actions, antitrust policy, foreign policy, and international trade" (7321(b)(3)) when determined "necessary to satisfy projected energy needs of the United States to meet the requirements of the general welfare of the people of the United States and the commercial and industrial life of the Nation" (7321(b)(1)).

**Substantial:** Considerable in importance, value, degree, amount, or extent (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Reduce:** "To bring down; lower" (Webster's Collegiate Dic., 5th edition, 1936)

**Dependence:** "The state of being determined, influenced, or controlled by something else." (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Foreign:** "Related to, or dealing with, other countries" (Webster's Collegiate Dic., 5th edition, 1936)

**Oil:** Petroleum (Webster's Collegiate Dic., 5th edition, 1936)

B. Analysis

Our case today will meet the resolution by changing what the Status Quo is doing in regard to its governmental plans for dealing with the influence and control exerted over the US economy by the supply of petroleum from certain foreign countries, namely, the members of OPEC.

C. Criteria

We will win today's round when we show you that we meet the goal of the resolution by substantially reducing the control and influence that foreign oil from OPEC has on our economy and that meeting that goal produces a net benefit over the Status Quo. Please notice carefully from our definition of "dependence" that we are only claiming to meet the goal of reducing the influence and control that OPEC's oil has over the US economy, but we are not claiming any goal to reduce the "quantity" of foreign oil. We're reducing the "dependence," not the oil.

OBSERVATION I. HARMS: OPEC IS A CLEAR AND PRESENT DANGER TO THE UNITED STATES

A. OPEC's cartel pricing drains $100 billion/year from the US economy

Raymond J. Learsy (international trader in oil and chemicals), "OPEC Follies," 4 Dec 2003, NATIONAL REVIEW online, http://www.nationalreview.com/comment/learsy200312040900.asp

If $10 is a better reflection of what the price of oil should be in a free-market environment, it is fair to say that OPEC's manipulations have added some $20 to the price of oil — at a cost to U.S. consumers of well over $100 billion per year, and hundreds of billions to the world economy.

B. Cartel activity causes recessions and trillions of dollars in economic loss

US Dept. of Energy, "Oil Dependence and Energy Security," 2002, http://www.fueleconomy.gov/feg/oildep.shtml

Oil price shocks and price manipulation by the OPEC cartel from 1979 to 2000 cost the U.S. economy about $7 trillion, almost as much as we spent on national defense over the same time period and more than the interest payments on the national debt. Each major price shock of the past three decades was followed by an economic recession in the United States.

C. OPEC causes massive impacts every day to every American citizen

Sen. Herb Kohl (D-Wisc.), , CONGRESSIONAL RECORD, 1 Apr 2004, p. S3570

Real people suffer real consequences every day in our nation because of OPEC's actions. Rising gas prices are a silent tax that takes hard-earned money away from Americans every time they visit the gas pump. Higher oil prices drive up the cost of transportation, harming thousands of companies throughout the economy from trucking to aviation. And those costs are passed on to consumers in the form of higher prices for manufactured goods. Higher oil prices mean higher heating oil and electricity costs. Anyone who has gone through a Midwest winter or a deep South summer can tell you about the tremendous personal costs associated with higher home heating or cooling bills.

OBSERVATION II. INHERENCY: THE STATUS QUO CANNOT SOLVE FOR OPEC's OIL PRICING STRATEGIES

There are basically two reasons why the Status Quo hasn't filed legal action against OPEC under the Sherman Act — the US law against business monopolies. The first is that, in the past, the legality of such a lawsuit has been blocked by Federal courts. And the second is that even if the Federal courts were to change their ruling, the Justice Department does not want to file any anti-OPEC anti-trust lawsuits for political reasons.

A. Status Quo laws prevent lawsuits against OPEC

Doug Abrahms, Gannett News Service, "Senators endorse plan to sue OPEC," 8 Apr 2004, http://www.detnews.com/2004/politics/0404/08/a08-116739.htm“

If OPEC were a group of international oil companies getting together to set prices and cut output, it could be prosecuted under U.S. antitrust law,” he said at a Senate hearing on the bill Wednesday. “But to this day, OPEC continues to receive special treatment under U.S. antitrust law.”

B. The US Justice Department refuses to challenge OPEC's pricing behavior because of political pressure

Sean O'Donnell, Esq. (attorney, Senior Fellow at American Freedom Center), "U.S. Courts Should Throttle OPEC,"  
7 May 2004, http://www.intellectualconservative.com/article3402.html

The question now is why the Justice Department hasn't sued OPEC. For one, bringing Arab nations to heel involve issues beyond the usual petro-politics of the last decade. Many of those nations who pledge allegiance to OPEC are also those nations who are ostensibly supporting our war on terrorism. The irony of such a viewpoint, however, is that a review of OPEC nations finds a hall of shame of nations belligerent to American ideals. While it may hardly do to call OPEC the Cartel of Evil, we can also hardly expect nations such as Iran and Libya to objectively consider the well-being of the global economy.

So, because the legal situation is unclear and because the Justice Department refuses to act, we are left with the inherent problem of the Status Quo:

C. The price of oil keeps the US economy in a state of dependency

Randeep Ramesh, "Oil Shocked," 11 July 2003, THE GUARDIAN UNLIMITED, http://www.guardian.co.uk/economicdispatch/story/0,12498,996303,00.html

It is the price of oil that can bring the American economy to its knees. To see just how destructive oil price shocks can be, it is worth noting that they have cost America $7 trillion dollars (£4.2 trillion) in the past 30 years.

OBSERVATION III. PLAN — to be passed by any necessary constitutional means.

**Plank 1** Congress shall pass S.2270, the "NOPEC" bill, amending the Foreign Sovereign Immunities Act to authorize the Justice Department to file lawsuits against foreign countries engaged in anti-competitive behavior in the production or pricing of oil, under the Sherman Act.

**Plank 2** The President shall order the Justice Department to initiate lawsuits against Venezuela, Nigeria and/or Indonesia, at his discretion, in Federal Court using the NOPEC authorization.

**Plank 3** Enforcement. Enforcement shall be carried out through the US Justice Department and the Federal Courts. Damages claimed in the lawsuit shall be in the amount of all the surcharges imposed by cartel pricing since the nation being sued joined OPEC, pro-rated by how much oil that nation produced and sold through OPEC to the United States. Any judgments won against other nations shall be enforced by any or all of the following at the discretion of the President: 1. Negotiations through the State Department; 2. Foreign asset seizure within the United States; 3. Denial of visas and arrest of foreign leaders or oil company officials; 4. Military action. However, the suits and their enforcement shall be dropped if the nation being sued withdraws from OPEC and has proven for at least 1 year that they are not participating in OPEC cartel activity.

**Plank 4** Funding shall come from cuts in Title One Education Grants.

**Plank 5** This plan takes effect 30 days after an Affirmative ballot.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION IV. SOLVENCY: THE NOPEC ANTI-TRUST POLICY SOLVES

A. NOPEC allows lawsuits against the oil cartel

Dana Bash, CNN, "Senate panel approves 'NOPEC' legislation," 21 Sept 2000, http://www.cnn.com/2000/ALLPOLITICS/stories/09/21/senate.nopec/

The so-called "NOPEC" (No Oil Producing and Exporting Cartels) legislation enables the Justice Department or the Federal Trade Commission to sue in federal court "any nation, or any instrumentality or agent of any foreign nation, that is engaging in cartel or conspiracy to limit the production of oil or set the priced of oil which causes an effect on the U.S. market."

B. Lawsuits against Venezuela, Nigeria or Indonesia would end OPEC's power

Sean O'Donnell, Esq. (attorney, Senior Fellow at American Freedom Center), "U.S. Courts Should Throttle OPEC,"  
07 May 2004, http://www.intellectualconservative.com/article3402.html

Ending the cartel's power, however, does not require litigation against any of OPEC's Arab member-states. Instead, we can play on the inherent weakness of cartels by targeting less sensitive OPEC members such as Venezuela, Nigeria, or Indonesia. Adopting a policy of selectively suing OPEC nations would exploit the economic frailty of this cartel.

C. Breaking OPEC's pricing power would produce massive global economic benefits

Raymond J. Learsy (international trader in oil and chemicals), "OPEC Follies," 4 Dec 2003, NATIONAL REVIEW online, http://www.nationalreview.com/comment/learsy200312040900.asp

Without OPEC, the price of oil could drop by $10 a barrel, if not more. The savings to American consumers alone would surpass $100 billion per year. The significance to the world's poorest economies would be greater yet. These steps — and the many other viable ones — should be taken now. OPEC is an ugly cartel, a sty in the eye of free trade and sound global economic policy. Until we begin to break its stranglehold on global and local economies, OPEC's monopolistic behavior will only get worse.

2A EVIDENCE — PASS THE NOPEC PLAN

INHERENCY

Lack of antitrust enforcment causes high energy prices in the US

Andrew C. Udin, 11 Oct 2001, "Slaying Goliath: The Extraterritorial Application of U.S. Antitrust Law to OPEC," American Univ. Law Review, Vol 50 p. 1362

A principal reason for the soaring energy prices in the United States is that international price-fixing has evaded review under U.S. antitrust law. The underlying rationale for this inaction results from foreign policy considerations and technical impediments in antitrust laws that prevent the effective enforcement of U.S. law with respect to international price-fixing in the energy market.

U.S. government won't do anything about OPEC

Jerry Taylor, (director of Natural Resource Studies, Cato Inst.), 26 Mar 2004, "OPEC Is No Friend of Ours," http://www.cato.org/dailys/03-26-04.html

Is the OPEC cartel a good thing for consumers? Its raison d'etre, after all, is to radically restrain production in order to jack up oil prices. Given the political and economic angst sparked by the recent spike in gasoline prices, you'd think that the answer would be rather obvious. You would, however, be wrong. Rather than come up with a plan to bust up the cartel, most Washington politicos and policy mavens are content to leave the cartel alone and, in fact, defend OPEC against those who want to tear it down.

Status Quo does not have the political will to challenge OPEC

Sean O'Donnell, Esq. (attorney, Senior Fellow at American Freedom Center), "U.S. Courts Should Throttle OPEC,"  
07 May 2004, http://www.intellectualconservative.com/article3402.html

All that is missing is the political and diplomatic will necessary to bring an end to one of the most pernicious cartels in history. Repeated attempts to cajole OPEC into curtailing its economically deleterious anticompetitive practices have failed.

OPEC is crafty and avoids Status Quo efforts to reduce its power

Sean O'Donnell, Esq. (attorney, Senior Fellow at American Freedom Center), "U.S. Courts Should Throttle OPEC,"  
07 May 2004, http://www.intellectualconservative.com/article3402.html

First, the short-term economic damage, inflicted during a political season, shows a calculated decision by OPEC to once again introduce itself into United States presidential politics. The sophistication of OPEC is demonstrated by the army of economists it employs for the sole purpose of studying and manipulating oil markets. Second, the vicissitudes of oil prices undermine the economic predictability that fosters technical change. Think of it this way: just when a car manufacturer decides to take the leap into alternative fuel designs, the price of gasoline falls below a buck a gallon.

Markets don't control oil prices — OPEC does

The Economist, 13 Dec 2001, "Oil — A dangerous addiction," http://www.economist.com/printedition/displayStory.cfm?Story\_ID=904425

It is not geology that determines the oil price, however, still less the free interplay of supply and demand. Mostly, it is the whims of the Organisation of Petroleum Exporting Countries (OPEC), the ill-disciplined cartel led by Saudi Arabia.

HARMS

OPEC has significant power to manipulate world oil prices

Andrew C. Udin, 11 Oct 2001, "Slaying Goliath: The Extraterritorial Application of U.S. Antitrust Law to OPEC," American Univ. Law Review, Vol 51 p. 1330

OPEC, in its capacity as the world's superpower in the oil industry, withheld production from the market and drove up prices nearly 300% from early 1999 to October 2000.

OPEC's activities are reprehensible and illegal

Andrew C. Udin, 11 Oct 2001, "Slaying Goliath: The Extraterritorial Application of U.S. Antitrust Law to OPEC," American Univ. Law Review, Vol 50 p. 1324

OPEC's past and current control of a significant portion of the world's oil, is nothing less than "reprehensible." OPEC's operations, if conducted within the United States, would constitute a criminal conspiracy in restraint of trace under the Sherman Antitrust Act ("Sherman Act").

Anti-competitive OPEC behavior is unacceptable and harmful

Sen. Herb Kohl (D-Wisc.), CONGRESSIONAL RECORD, 1 Apr 2004, p. S3570

On March 24, U.S. gasoline prices reached a record high average of $ 1.74 a gallon. And, if consumers weren't paying enough already, just yesterday the OPEC nations decided to cut production by a million barrels a day, an action sure to drive prices even higher. Such blatantly anti-competitive action by the oil cartel violates the most basic principles of fair competition and free markets and should not be tolerated.

OPEC steals at least $100 billion per year from the U.S. economy

Raymond J. Learsy (international trader in oil and chemicals), "OPEC Follies," 4 Dec 2003, NATIONAL REVIEW online, http://www.nationalreview.com/comment/learsy200312040900.asp

Since Gulf War I, we have witnessed the dangerous consequences of a policy that appeases and tolerates OPEC. Through the manipulations of OPEC, hundreds of billions of dollars have been drained from the world's economies and transferred to too many malign and unstable regimes. These riches have helped foster political and religious fanaticism, endangering countries around the world. It has further impoverished developing nations, creating resentment and social instability in countries that need fairly priced energy to develop and grow their economies.

Energy consumption is not the cause for higher oil prices — OPEC is

Sen. Patrick Leahy, 7 Apr 2004, “Crude Oil: The Source Of Higher Gas Prices?” Hearing Before The Subcommittee On Antitrust, Competition Policy And Consumer Rights

OPEC has recently tried to dismiss criticism about the high price of gasoline through disingenuous arguments. In fact, Department of Energy data show us that consumption of oil has remained relatively level over the last few years.

SOLVENCY

NOPEC solves legal issues for antitrust prosecution of OPEC

Andrew C. Udin, 11 Oct 2001, "Slaying Goliath: The Extraterritorial Application of U.S. Antitrust Law to OPEC," American Univ. Law Review, Vol 50 p. 1371 (brackets added)

The U.S. government has authority to remove the legal barriers protecting OPEC. Unlike the act of state doctrine, U.S. antitrust law and the commercial activities exception to sovereign immunity are applicable to actions against OPEC. Enacting the aforementioned legislation [NOPEC], therefore, will facilitate invalidating these jurisprudential obstables to holding OPEC accountable.

No international or constitutional barrier to NOPEC lawsuits

Doug Abrahms, Gannett News Service, "Senators endorse plan to sue OPEC," 8 Apr 2004, http://www.detnews.com/2004/politics/0404/08/a08-116739.htm“

George Bermann, a professor at Columbia Law School, said no international or constitutional law would prevent the U.S. government from suing a foreign government for price fixing.

What NOPEC does: NOPEC authorizes US lawsuit against OPEC

Catherine Edwards, 11 June 2001, "Controlling Oil's Spoils," INSIGHT ON THE NEWS, http://www.insightmag.com/news/2001/06/11/SpecialReport/Controlling.Oils.Spoils-211014.shtml (brackets added)

According to [Ohio Senator Mike] DeWine, OPEC is an illegal cartel in restraint of trade. He continues, "People suffer real consequences every day because of OPEC's actions. Our legislation would, for the first time, enable authorities to take legal action to combat the illegitimate price-fixing of the oil cartel." A congressional staff member familiar with the NOPEC bill tells Insight that it at least clarifies that the Federal Trade Commission and the Department of Justice have claims against OPEC for conspiracy to fix prices in U.S. markets.

NOPEC solves legal barriers to lawsuits against OPEC

Sen. Herb Kohl (D-Wisc.),, CONGRESSIONAL RECORD, 1 Apr 2004, p. S3570

For years, this conspiracy has unfairly driven up the cost of imported crude oil to satisfy the greed of the oil exporters. We have long decried OPEC, but, sadly, no one in government has yet tried to take any action. NOPEC will, for the first time, establish clearly and plainly that when a group of competing oil producers like the OPEC nations act together to restrict supply or set prices, they are violating U.S. law. It will authorize the Attorney General or FTC to file suit under the antitrust laws for redress. Our bill will also make plain that the nations of OPEC cannot hide behind the doctrines of ``Sovereign Immunity'' or ``Act of State'' to escape the reach of American justice.

US anti-trust law can be successfully applied overseas

Sen. Herb Kohl (D-Wisc.), CONGRESSIONAL RECORD, 1 Apr 2004, p. S3570

There is nothing remarkable about applying U.S. antitrust law overseas. Our government has not hesitated to do so when faced with clear evidence of anti-competitive conduct that harms American consumers. A few years ago, for example, the Justice Department secured record fines totaling $725 million against German and Swiss companies engaged in a price fixing conspiracy to raise and fix the price of vitamins sold in the United States and elsewhere. Their behavior harmed consumers by raising the prices consumers paid for vitamins every day and plainly needed to be addressed. As this and other cases show, the mere fact that the conspirators are foreign nations is no basis to shield them from violating these most basic standards of fair economic behavior.

Lawsuits can be enforced against OPEC members

Reuters News Service, 27 July 2000, U.S. Senate Panel Approves Bill to Punish OPEC (brackets added)

And just how could the U.S. government effectively sue foreign nations engaging in an oil cartel? ``If the OPEC nations have assets in the United States, they can be seized,'' [Sen. Herb] Kohl said.

Other anti-trust lawsuits against foreign entities have worked in the past

Sean O'Donnell, Esq. (attorney, Senior Fellow at American Freedom Center), "U.S. Courts Should Throttle OPEC,"  
07 May 2004, http://www.intellectualconservative.com/article3402.html

While it has always been clear that OPEC's cartel structure violates American antitrust laws that prohibit such collusion, courts refused to consider the merits of these suits. Instead, judges refused to exercise federal jurisdiction based on dubious exemptions to the Foreign Sovereign Immunity Act. Since that time, these artificial barriers fabricated by obstreperous judges have fallen to Supreme Court decisions and congressional acts. For example, in 1990, the U.S. Supreme Court ruled in *W.S. Kirkpatrick & Co., Inc. v. Environmental Tectonics* that courts must hear a case concerning a U.S. contractor who bribed Nigerian government officials, even though the conduct occurred overseas and involved a foreign sovereign. Similarly, in 1993, the Supreme Court decided that a British insurer was subject to antitrust liability in U.S. courts because its overseas conduct "produc[ed] a substantial intended effect in the United States." Americans feel the intended effects of OPEC's conduct everyday at the pump.

Challenging OPEC pricing is the right policy

Raymond J. Learsy (international trader in oil and chemicals), "OPEC Follies," 4 Dec 2003, NATIONAL REVIEW online, http://www.nationalreview.com/comment/learsy200312040900.asp

It is time for the U.S. government to adopt a policy inimical to the existence of OPEC. If the Bush administration is serious about fighting terrorism, furthering transparent governance, and achieving world stability, it will make a stand on this front. We should do everything within the boundaries of foreign policy, law, and trade to bring the predatory nature of the OPEC cartel and its pricing machinations to an end.

NOPEC will reduce oil price-fixing

Sen Herb Kohl (D-Wisc), quoted in MILWAUKEE JOURNAL SENTINEL, "Senate panel approves OPEC measure," 22 Apr 2004 http://www.jsonline.com/bym/news/apr04/224231.asp"

It [NOPEC] will, at a minimum, have a real deterrent effect on nations that seek to join forces to fix oil prices to the detriment of consumers. This legislation will be the first real weapon the U.S. government has ever had to deter OPEC from its seemingly endless cycle of price increases."

Foreign governments can be sued for their commercial activity

Sen. Herb Kohl (D-Wisc), Congressional Record, "NO OIL PRODUCING AND EXPORTING CARTELS ACT OF 2001," 30 March 2001, http://www.senate.gov/~kohl/nopec2.html

There is also nothing remarkable about suing a foreign government about its commercial activity. There are many recent cases in which foreign governments have been held answerable for their commercial activities in U.S. courts, including a case against Iran for failure to pay for aircraft parts, a case against Argentina for breach of its obligations arising out of issuance of bonds, and a case against Costa Rica for violating the terms of a lease. Our NOPEC legislation falls squarely within this tradition

DISADVANTAGE RESPONSE

Retaliation for extra-territorial antitrust enforcement is not a problem

Andrew C. Udin, 11 Oct 2001, "Slaying Goliath: The Extraterritorial Application of U.S. Antitrust Law to OPEC," American Univ. Law Review, Vol 50 p. 1337

Since the United States is effecitvely willing to permit foreign nations to subject American entities to similar antitrust enforcement, it is not concerned with foreign nations' potential negative reactions.

TEXT OF NOPEC

From THE ORATOR website, 2004, http://www.theorator.com/bills108/s2270.html

S. 2270

To amend the Sherman Act to make oil-producing and exporting cartels illegal.

IN THE SENATE OF THE UNITED STATES

April 1, 2004

Mr. DEWINE (for himself, Mr. KOHL, Mr. GRASSLEY, Mr. SCHUMER, Mr. SPECTER, Mr. FEINGOLD, Mr. LEAHY, and Mr. COLEMAN) introduced the following bill; which was read twice and referred to the Committee on the Judiciary

A BILL

To amend the Sherman Act to make oil-producing and exporting cartels illegal. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

SECTION 1. SHORT TITLE.

This Act may be cited as the `No Oil Producing and Exporting Cartels Act of 2004' or `NOPEC'.

SEC. 2. SHERMAN ACT.

The Sherman Act (15 U.S.C. 1 et seq.) is amended by adding after section 7 the following:

`SEC. 7A. OIL PRODUCING CARTELS.

`(a) IN GENERAL- It shall be illegal and a violation of this Act for any foreign state, or any instrumentality or agent of any foreign state, to act collectively or in combination with any other foreign state, any instrumentality or agent of any other foreign state, or any other person, whether by cartel or any other association or form of cooperation or joint action—

`(1) to limit the production or distribution of oil, natural gas, or any other petroleum product;

`(2) to set or maintain the price of oil, natural gas, or any petroleum product; or

`(3) to otherwise take any action in restraint of trade for oil, natural gas, or any petroleum product;

when such action, combination, or collective action has a direct, substantial, and reasonably foreseeable effect on the market, supply, price, or distribution of oil, natural gas, or other petroleum product in the United States.

`(b) SOVEREIGN IMMUNITY- A foreign state engaged in conduct in violation of subsection (a) shall not be immune under the doctrine of sovereign immunity from the jurisdiction or judgments of the courts of the United States in any action brought to enforce this section.

`(c) INAPPLICABILITY OF ACT OF STATE DOCTRINE- No court of the United States shall decline, based on the act of state doctrine, to make a determination on the merits in an action brought under this section.

`(d) ENFORCEMENT- The Attorney General of the United States and the Federal Trade Commission may bring an action to enforce this section in any district court of the United States as provided under the antitrust laws.'.

SEC. 3. SOVEREIGN IMMUNITY.

Section 1605(a) of title 28, United States Code, is amended—

(1) in paragraph (6), by striking `or' after the semicolon;

(2) in paragraph (7), by striking the period and inserting `; or'; and

(3) by adding at the end the following:

`(8) in which the action is brought under section 7A of the Sherman Act.'.

CAFE ON THE LEFT BANK: INCREASE CORPORATE AVERAGE FUEL ECONOMY STANDARDS

The United States used to have a vigorous and effective policy of reducing the overall fuel consumption of motor vehicles. But that policy has been allowed to fall apart, with the result that the Status Quo could be significantly improved with a change in energy policy. That's why my partner and I stand resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil. We will offer you today a Comparative Advantage case that will win the round when we show that our plan is a significant improvement over the Status Quo.

OBSERVATION 1. THE AFFIRMATIVE CASE WILL USE THE FOLLOWING DEFINITIONS

**Energy:** "a supply or source of electrical, mechanical, or other form of power" *(Encarta World English Dict., North American Edition, 2004)*

**Policy:**"A settled course adopted and followed by a government" *(Webster's Collegiate Dict, 5th Ed., 1936)*

**Dependence:**"quality or state of being influenced or determined by or subject to another" *(Merriam-Webster Online Dictionary 2004)*

**Substantially:**"to a large degree" *(Cambridge Advanced Learner's Dict., 2004)*

**Oil:** Petroleum *(Webster's Collegiate Dic., 5th edition, 1936)*

**Light Trucks:** "Light trucks are defined as vehicles of 8,500 lbs. gross vehicle weight rating (GVWR) or less, and include pickup trucks, vans (cargo and passenger), minivans, and sport-utility vehicles" (*Jeffrey W. Runge M.D. (Administrator, NHTSA), 31 Mar 2003, National Highway Traffic Safety Administration, "Finding of No Significant Environmental Impact for Model Year 2005-2007 Light Truck Fuel Economy Standards," p. ES-1)*

**CAFE:**"Corporate Average Fuel Economy (CAFE) is the sales weighted average fuel economy, expressed in miles per gallon (mpg), of a manufacturer’s fleet of passenger cars or light trucks with a gross vehicle weight rating (GVWR) of 8,500 lbs. or less, manufactured for sale in the United States, for any given model year." *(National Highway Traffic Safety Administration, "CAFE Overview — Frequently Asked Questions," 2003, http://www.nhtsa.dot.gov/cars/rules/cafe/overview.htm)*

OBSERVATION 2. EXISTENTIAL INHERENCY: VEHICLES CREATE DEPENDENCE ON FOREIGN OIL

National Highway Traffic Safety Administration, Apr 2003, Office of Regulatory Analysis and Evaluation Plans and Policy, FINAL ECONOMIC ASSESSMENT — CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/Chapter02.html

Increasing transportation oil consumption and declining domestic production have left the U.S. increasingly dependent on imported petroleum. Since 1985, U.S. net oil imports have grown from 4.3 million barrels per day (mmbd) to 10.1 mmbd. As a percent of U.S. petroleum use, imports have also more than doubled: from 27% in 1985 to 55% in 2001, the highest level of import dependency in our history.

OBSERVATION 3. STRUCTURAL INHERENCY: CURRENT VEHICLE FUEL ECONOMY STANDARDS ARE INADEQUATE

A. Congress rejected high CAFE standards

Union of Concerned Scientists, "Fuel Economy: Going Farther on a Gallon of Gas," 10 April 2003, http://www.ucsusa.org/clean\_vehicles/cars\_and\_suvs/page.cfm?pageID=222

In 1990, Senators Richard Bryan and Slade Gorton tried to reverse the downward trend in fuel economy by sponsoring a bill to raise fuel economy standards for both cars and light trucks over 10 years. The bill called for a 40 percent increase in CAFE standards. Had this bill become law, today’s cars would average 40 mpg and light trucks 29 mpg. The United States would save 1 million barrels of oil a day (mbd) in 2003, on its way to saving 3 mbd. Instead, the average fuel economy of new vehicles is at a 21-year low.

B. Current CAFE standards are too low

Carly Wyatt, "MPG," THE PLANET, Winter 2003, Western Washington Univ., planet.wwu.edu/winter03/mpgprint.htm

In December 2002, the Bush administration announced that CAFE standards for SUVs and light trucks would be raised by 1.5 mpg over the next five years while the standard for passenger cars would remain the same. Due to the United States’ dependence on foreign oil, this increase is not enough, [Jim] DiPeso [policy director, Republicans for Environmental Protection] said. The National Academy of Sciences stated that fuel economy could be 10 times better than what the administration proposed. "One point five mpg is a very small increase and doesn’t apply to our biggest problem, vehicles over 6,000 pounds," said Michael Seal, director of the Vehicle Research Institute at Western Washington University.

C. The "light truck loophole" inreases the use of oil

Alliance to Save Energy, FACT SHEET: Increasing Automobile Fuel Economy," Oct 2003, p. 1 (brackets added)

When light trucks were given a lower [CAFE] standard, pickup trucks and vans were used primarily for commercial and farming functions, and were a small minority of the vehicles sold. Auto manufacturers have driven millions of trucks a year through this 'light truck loophole,' by developing passenger cars on truck chasses. Today, more than half of all light vehicles sold in America are "light trucks." Most of them are used primarily as passenger or family vehicles, but they burn a third more fuel for each mile they drive than the standard car.

OBSERVATION 4. DEPENDENCE ON FOREIGN OIL CREATES LOST ECONOMIC OPPORTUNITIES

A. Trillions of dollars in direct economic losses

Howard Geller, STRATEGIES FOR REDUCING OIL IMPORTS:EXPANDING OIL PRODUCTION VS.INCREASING VEHICLE EFFICIENCY, April 2001, Report Number E011, American Council for an Energy-Efficient Economy

World oil supplies are becoming increasingly concentrated in a few Middle Eastern countries, namely Saudi Arabia, Iraq, Iran, Kuwait, and the United Arab Emirates. Oil production from these Middle East OPEC nations is expected to grow from about 20 MBD (26% of global supply) in 1997 to 47 MBD (41% of global supply) by 2020. This level of dependence on a cartel and a few nations in a region with high potential for military conflict is dangerous. Previous oil price shocks cost the United States trillions of dollars due to transfer of wealth to countries that maintained monopolistic control over oil prices.

B. Billions of dollars in foreign policy costs

Lloyd Dixon, Isaac Porche, Jonathan Kulick, RAND study, 2002, "Driving Emissions to Zero: Are the Benefits of California's Zero Emission Vehicle Program Worth the Costs?" p. 92 (brackets in original)

According to the U.S. Department of Energy, "[The cost of m]aintaining the uninterrupted flow of oil from the Gulf region is high-as much as $57 billion per year. The U.S. General Accounting Office estimated that the cost of U.S. military and foreign aid programs in the Gulf area from 1980 to 1990 was as high as $365 billion. When military and energy security factors are taken into consideration, the true cost of oil is as high as $100 per barrel or $5 a gallon."

OBSERVATION 5. THE FOLLOWING PLAN SHALL BE IMPLEMENTED BY ANY NECESSARY CONSTITUTIONAL MEANS

**Plank 1** Agency: Congress and the Department of Transportation.

**Plank 2** Mandates:

A. The distinction between "light trucks" and cars in the CAFE regulations shall be abolished.

B. CAFE MPG standard shall be raised gradually each year to reach 40 mpg by the year 2017

**Plank 3** Enforcement shall be the same as for current CAFE regulations.

**Plank 4** Funding. This plan does not create any new agencies or programs. If any incidental funding is needed for administering the new regulations, it will be taken from cuts in Federal crop subsidies.

**Plank 5** This plan takes effect starting with the 2006 automotive model year.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 6. ADVANTAGES

A. The 40 mpg standard would significantly reduce imported oil dependence

Ann Mesnikoff, Sierra Club, "Corporate Average Fuel Economy Standards," 8 May 2001, ENVIRONMENTAL MEDIA SERVICES, http://www.ems.org/energy\_policy/cafe.html

Raising CAFE standards to 40 miles per gallon for cars and light trucks would save more oil than our Persian Gulf imports, offshore California drilling and potential deposits in the Arctic National Wildlife Refuge combined.

B. Closing the "light truck loophole" reduces imports and lowers oil prices by $2/barrel

National Highway Traffic Safety Administration, Apr 2003, Office of Regulatory Analysis and Evaluation Plans and Policy, FINAL ECONOMIC ASSESSMENT — CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/

The Leiby study says that at current import levels, reducing U.S. demand by one barrel saves a total of about $2.00 (using the midpoint of this range) by reducing the price of all other oil we purchase. If we "credit" this $2.00 entirely to the one barrel, that's equivalent to $2.00/42 gallons, which is about 4.8 cents per gallon. Reducing the level of U.S. oil imports by tightening the CAFE standard to lower future gasoline use by light trucks would result in "social" cost savings to the U.S. economy of approximately $2.00 per barrel beyond the direct savings in gasoline costs.

C. Consumers save $45 billion with higher CAFE standards

Union of Concerned Scientists, "Consumer Savings from Higher Fuel Economy Standards" 10 Sept 2002, http://www.ucsusa.org/clean\_vehicles/cars\_and\_suvs/page.cfm?pageID=229

There is no reason to be complacent with new car and light truck fuel economy dropping to its lowest point in twenty years. Instead, we can end 15 years of stagnant fuel economy standards and apply existing technologies to deliver a fleet of new cars and light trucks that achieves a fuel economy of 40 miles per gallon by 2012. The consumer benefits of increasing fuel economy standards are impressive, creating over 45 billion dollars in net savings to American consumers by 2012. This is money that can be returned to each state’s economy, creating new jobs and spurring economic growth, while protecting public health and our environment.

D. CAFE reduces pollution by cutting fuel-burning emissions

Physicians for Social Responsibility, 2001, "CAFE Standards and Your Health," p. 1

Carbon dioxide emissions directly contribute to global warming, a dangerous phenomenon that presents major health threats for the future. Increasing the fuel efficiency of automobiles is the biggest single step we can take to reduce the consumption of fossil fuels and the risk of global warming, and CAFE standards are one of our best tools.

E. Auto fuel-efficiency reduces risk of oil supply disruptions

American International Automobile Dealers Association, 2 July 2004, "Saudis Have Us Over a Barrel, and the Price is Rising," http://www.aiada.org/article.asp?id=18787

Even as U.S. dependence on Middle Eastern oil is rising, so too is political instability in the region. The growing insurgency in Iraq could spread to other oil-exporting countries, disrupting oil supplies. If ever there were a time to get serious about boosting auto fuel efficiency, it is now.

2A EVIDENCE — RAISE CAFE STANDARDS

TOPICALITY

Automotive fuel efficiency is part of US energy policy

National Highway Traffic Safety Administration, 22 Dec 2003, "Reforming the Automobile Fuel Economy Standards Program," 49 CFR Part 533, Docket No. 2003-16128, RIN 2127-AJ17, p. 4

Congress enacted the Energy Policy and Conservation Act (EPCA P.L. 94-163) during the aftermath of the energy crisis created by the oil embargo of 1973-74. The Act established an automotive fuel economy regulatory program by adding Title V, "Improving Automotive Efficiency," to the Motor Vehicle Information and Cost Saving Act.

INHERENCY

U.S. oil imports are significant and rising

Howard Geller, STRATEGIES FOR REDUCING OIL IMPORTS:EXPANDING OIL PRODUCTION VS.INCREASING VEHICLE EFFICIENCY, April 2001, Report Number E011, American Council for an Energy-Efficient Economy

U.S. oil imports have more than doubled over the past 15 years, from 4.3 million barrels/day(MBD) of net imports1in 1985 to 9.6 MBD in 1999. Net imports now exceed domestic oilproduction and account for over 50 percent of petroleum products supplied. And with oil prices on the rise, the cost of petroleum imports soared to about $110 billion or one-quarter of the total U.S. trade deficit in 2000.

Demand for vehicle fuel causes rising imports

National Highway Traffic Safety Administration, Apr 2003, Office of Regulatory Analysis and Evaluation Plans and Policy, FINAL ECONOMIC ASSESSMENT — CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/Chapter02.html

U.S. oil use has become increasingly concentrated in the transportation sector, the sector that has shown the least ability to substitute alternative energy sources for petroleum. In 1973, the U.S. transportation sector accounted for 51% of total U.S. petroleum use (8.4 of 16.5 million barrels per day (mmbd)). By 2001, transportation’s share of U.S. oil use had increased to 69% (12.5 out of 18.1 mmbd) (USDOE/EIA, 2002a). Inadequacies in U.S. energy infrastructure have caused regional supply disruptions and price volatility. Domestic refining capacity has not kept pace with increases in demand, resulting in increased imports of petroleum products (NEPDG, 2001, ch. 7).

US imports 56% of its oil — will rise to 2/3 soon

Environmental and Energy Study Institute (EESI), "Corporate Average Fuel Economy (CAFE): On the Road to a Sustainable Future?" 28 Jan 2002, Congressional briefing, http://www.eesi.org/briefings/01.28.02brf.htm (brackets added)

Oil imports currently constitute about 56 percent of total U.S. oil consumption. EIA [Energy Information Admnistration] projects that U.S. reliance on imported oil will increase to two-thirds of consumption early this century.

Light truck loophole encourages manufacturers to make less efficient vehicles

National Highway Traffic Safety Administration, 22 Dec 2003, "Reforming the Automobile Fuel Economy Standards Program," 49 CFR Part 533, Docket No. 2003-16128, RIN 2127-AJ17, p. 8

The difference between the fuel economy standards for passenger cars and light trucks (27.5 mpg and 20.7 mpg, respectively in 2004) encourages vehicle manufacturers to offer vehicles classified as light trucks for purposes of CAFE.

Light truck loophole is based on old 1970s vehicle market

National Highway Traffic Safety Administration, 22 Dec 2003, "Reforming the Automobile Fuel Economy Standards Program," 49 CFR Part 533, Docket No. 2003-16128, RIN 2127-AJ17, p. 16-17

The existing CAFE program creates a bright line distinction between passenger and non-passenger automobiles (light trucks) and that distinction — found in both the statute and subsequent rulemakings — reflects the vehicle fleet prevalent in the 1970's. Since then, the American public has resoundingly responded to the development of new types of vehicles, such as minivans and sport utility vehicles (SUVs).

Light truck loophole increases oil consumption

Union of Concerned Scientists, "Fuel Economy: Going Farther on a Gallon of Gas," April 2003, http://www.ucsusa.org/clean\_vehicles/cars\_and\_suvs/page.cfm?pageID=222

Light Truck Loophole **—** At the time that Congress passed the CAFE law, light trucks were allowed to meet a lower fuel economy standard because they constituted only 20 percent of the vehicle market and were used primarily as work vehicles. Today, light trucks comprise nearly 50 percent of the new-vehicle market, and are primarily used as passenger cars. In 2001, the average fuel economy of new vehicles sold was at its lowest point since 1980. The proliferation of SUVs takes advantage of a loophole that allows what are essentially passenger cars to comply with the lower light truck standards, driving up the use of oil.

Status Quo fuel efficiency is declining

Csaba Csere, May 2004, "Saving gas through semantic definitions," CAR AND DRIVER online, http://www.caranddriver.com/article.asp?section\_id=27&article\_id=8022&page\_number=1

But those who want to improve fuel economy criticize companies for using the CAFE rules to sell increasing numbers of large and heavy vehicles. And no one can dispute that, because of the shift from cars to trucks, the fuel efficiency of America's vehicular fleet is declining, despite the existing CAFE standards.

Miniscule 2005 increase in light truck CAFE is useless

Union of Concerned Scientists, "Fuel Economy: Going Farther on a Gallon of Gas," 10 April 2003, http://www.ucsusa.org/clean\_vehicles/cars\_and\_suvs/page.cfm?pageID=222

On April 1, 2003, the National Highway Traffic Safety Administration (NHTSA) announced it would increase the fuel economy of SUVs and other light trucks. This rule increases the Corporate Average Fuel Economy (CAFE) standards for light trucks by 1.5 mpg. Under the new rule, the current standard of 20.7 mpg will increase to 21.0 mpg for model year (MY) 2005, 21.6 mpg for MY 2006, and 22.2 mpg for MY 2007. Close analysis reveals that when taking into account the many loopholes the auto industry currently enjoys, the oil savings from the proposal will be negligible. In fact, this increase in fuel economy is less aggressive than what the automakers have said they would do voluntarily by 2005.

CAFE standards for cars unchanged since 1990 at 27.5 mpg

National Highway Traffic Safety Administration, 22 Dec 2003, "Reforming the Automobile Fuel Economy Standards Program," 49 CFR Part 533, Docket No. 2003-16128, RIN 2127-AJ17, p. 5

Since 1990, the CAFE standard for passenger automobiles has been 27.5 miles per gallon (mpg).

Congress refuses to take advantage of 40 mpg technology

Kara Saul Rinaldi and Steven Nadel, Alliance to Save Energy, "Energy bill is a wasted opportunity to save energy," 16 Oct 2003, http://www.ase.org/policy/EnergyBillBreakdown.htm

While the technology exists to raise CAFE standards to an average of 40 mpg, Congress has refused even a modest increase. In fact the conference draft would likely make it harder for the Department of Transportation to raise CAFE standards due to added legal hurdles put in place by the addition of new criteria.

Status Quo cannot solve for oil import dependence

National Highway Traffic Safety Administration, Apr 2003, Office of Regulatory Analysis and Evaluation Plans and Policy, FINAL ECONOMIC ASSESSMENT — CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/Chapter02.html

Over the past two years our trade deficit in oil has averaged $100 billion per year. Projections by the Energy Information Administration foresee further growth in U.S. import dependence and growing world dependence on OPEC oil producers.

Lower vehicle gas mileage is the cause of increased vehicle fuel demand

Howard Geller, STRATEGIES FOR REDUCING OIL IMPORTS:EXPANDING OIL PRODUCTION VS.INCREASING VEHICLE EFFICIENCY, April 2001, Report Number E011, American Council for an Energy-Efficient Economy

The recent oil price run-up is due in no small part to the growth in consumption of petroleum products--mainly gasoline and diesel fuel--in the United States during the past 12 years. Cars and light trucks account for about 61% of transportation energy use and about 41% of total consumption of petroleum products in the United States. The average fuel economy of newpassenger vehicles (cars and light trucks) declined from a high of about 26 miles/ gallon (MPG) in 1988 to 24 MPG in 2000, due to increasing vehicle engine size and power, the rising market share for light trucks,increasing vehicle weight, and lack of tougher fuel economy regulations (see Figure ES-2). As a result of decreasing vehicle efficiency and rising vehicle use, consumption of gasoline and diesel fuel increased 19 percent during 1988-2000.

SOLVENCY/ADVANTAGES

CAFE increase would save $72 million/year and 1.8 million barrels of oil/year

Mark Ferrulo, Florida Public Interest Research Group, 28 May 2004, "Consumers Pay the Price for Shortsighted Policies," http://floridapirg.org/FL.asp?id2=13503&id3=FL&

Florida PIRG compared the current fleet-wide fuel economy average of 20.8 miles per gallon to the technologically achievable 40 miles per gallon. Florida PIRG found that, had the achievable technology already been implemented, consumers this holiday weekend would pay $72 million less nationally, and $4 million less in Florida. Consumers nationwide would also be using 1.8 million fewer barrels of oil.

Reducing oil demand is the only way to protect consumers from high gas prices

Mark Ferrulo, Florida Public Interest Research Group, 28 May 2004, "Consumers Pay the Price for Shortsighted Policies," http://floridapirg.org/FL.asp?id2=13503&id3=FL&

“Consumers are at the mercy of volatile gasoline prices because of America’s over-dependence on oil,” said Mark Ferrulo, Director of Florida PIRG. “The only way to protect consumers from skyrocketing gas prices is to reduce oil demand by increasing fuel economy.”

40 mpg saves 3 million barrels of oil per day

Ann Mesnikoff, Sierra Club, "Corporate Average Fuel Economy Standards," 8 May 2001, ENVIRONMENTAL MEDIA SERVICES, http://www.ems.org/energy\_policy/cafe.html

Raising fuel economy standards for new cars, sport utility vehicles (SUVs) and other light trucks to an average of 40 miles per gallon over the next decade would save 3 million barrels of oil per day, or 50 billion barrels of oil over the next 50 years.

40 mpg is the best solution for oil dependence

Therese Langer, American Council for an Energy-Efficient Economy, December 2001, "CAFE Menu"

Oil savings from a 40 mpg CAFE standard far outstrip the benefits of any of the other proposals and would exceed half of our current car and truck oil consumption in the early 2020s.

40 mpg saves each driver $3000-$5000 in fuel costs

Natural Resources Defense Council, 3 Oct 2001, Clean Air & Energy: Energy: In Depth: Fact Sheet , "Reducing U.S. Oil Dependence — A Real Energy Security Policy" http://www.nrdc.org/air/energy/fensec.asp

Passenger cars use more than 40 percent of the oil consumed in America. Drivers spent $186 billion on fuel last year. Without vehicle fuel economy improvements, Americans will spend an estimated $260 billion in 2020 on gasoline. Raising fuel economy standards to 40 mpg would save car owners $3,000 to $5,000 at the gas pump over the life of their cars, more than offsetting increased vehicle costs.

Public supports more fuel efficient cars and higher CAFE standards

Public Citizen, (National non-profit public interest organization), 2002, "Supplementary Comments of Public Citizen Regarding: Request for Comments; National Academy of Science Study and Future Fuel Economy Improvements, Model Years 2005-2010" http://www.citizen.org/autosafety/fuelecon/nhtsacafe/articles.cfm?ID=8265

In a separate Gallup poll a decade ago, 61 percent of Americans favored increasing the fuel efficiency requirements to 40 miles per gallon (mpg), even if it increased the price of cars. Other Gallup polls conducted over the years support this result. Ninety-three percent of Americans believe the United States should require cars to get better gas mileage to reduce our dependence on foreign oil

Technology exists to get 40 mpg

Howard Geller, STRATEGIES FOR REDUCING OIL IMPORTS:EXPANDING OIL PRODUCTION VS.INCREASING VEHICLE EFFICIENCY, April 2001, Report Number E011, American Council for an Energy-Efficient Economy

Unlike the poor prospects for increasing domestic oil production,there are very good prospects for reducing oil demand and cutting future oil imports by raising theefficiency of our vehicle fleet. A wide range of technologies are technically proven and readily available, including engine modifications such as variable valve control or friction reduction, weight reduction, better engine and transmission controls,aerodynamic drag reduction, and tire improvements (see Table ES-1). Many of these technologies are already used to some degree but only in a relatively small fraction of new vehicles. Widespread adoption of these commercially available measures could improve the average fuel economy of new vehicles by 40-65% within a decade.

Vehicle fuel economy is at 21-year low

John Hanger (Pres. & CEO of PennFuture, an environmental organization), "Forum: Hard Luck Cafe," 6 June 2004, Pittsburgh Post-Gazette, http://www.post-gazette.com/pg/04158/327256.stm

Because of inaction in the federal agencies and congressional hostility to the CAFE standards, average fuel economy is at a dangerous 21-year low and dropping. Again, it doesn't have to be this way. Technology exists that could raise our fleet average to 40 mpg.

Technology exists to achieve 40 mpg by 2012

Shawn-Patrick Stensil, Stephen Martin, John Bennett, June 2003, "Laying down the Law: Why Canada should regulate the fuel efficiency standards of cars and light trucks," SIERRA CLUB OF CANADA, p. 17 (parentheses in original)

The technology exists today to cost effectively raise the fuel economy of cars and light trucks to at least 40 mpg (5.9L/100km) by 2012.

CAFE saves money and decreases pollution

Howard Geller, STRATEGIES FOR REDUCING OIL IMPORTS:EXPANDING OIL PRODUCTION VS.INCREASING VEHICLE EFFICIENCY, April 2001, Report Number E011, American Council for an Energy-Efficient Economy, p. 10

Tougher fuel economy standards and other complementary policies would provide a wide range of benefits in addition to lowering our oil import dependence. Consumers could save over $350 billion net (gasoline savings minus increased vehicle cost) through 2020. U.S. carbon dioxide emissions would drop by 79 million metric tons (MMT) of carbon equivalent by 2010 and 255 MMT by 2020. In addition, improving vehicle efficiency would reduce emissions ofhydrocarbons and other air pollutants, making it easier for urban areas to meet ambient airquality standards.

CAFE standards cut pollution efficiently and painlessly

Wenonah Hauter (Director, Public Citizen's Critical Mass Energy and Environment Program), 10 Feb 2000, Testimony before House Transportation and Related Agencies Appropriations Subcommittee

CAFE standards help curb climate change by keeping millions of tons of carbon dioxide out of the atmosphere, They also cut pollution, improve air quality and help polluted regions achieve the goals of the Clean Air Act. By reducing oil consumption, CAFE standards keep 500,000 tons of cancer-causing hydrocarbon emissions out of the air we breathe. These emissions are smog-forming pollutants caused by the refining and transporting of oil, and by refueling at the pump. CAFE standards provide an efficient and relatively painless way of achieving a cleaner and safer environment for all Americans.

Eliminating the light truck loophole encourages better fuel economy solutions

Union of Concerned Scientists, "Drilling in Detroit," 10 Feb 2003, http://www.ucsusa.org/clean\_vehicles/cars\_and\_suvs/page.cfm?pageID=228

Raise the CAFE standards for light-duty trucks to that of passenger cars in the near term. Closing the "light-truck loophole" is a key first step in improving fuel economy. By 2012, raise the CAFE standards for the combined fleet of cars and light trucks to 40 mpg. Eliminating the separation between cars and light trucks will give automakers the flexibility to meet the standards in the manner that suits them best.

HIgher CAFE = lower pollution

Union of Concerned Scientists, "Questions and Answers on Fuel Economy," 24 Feb 2004, http://www.ucsusa.org/clean\_vehicles/cars\_and\_suvs/page.cfm?pageID=221#6

More fuel-efficient cars and trucks help the environment by reducing both global warming emissions and air pollution. For every gallon of gasoline that is consumed, approximately 24 pounds of global warming pollutants are released into the air. Drilling, refining, and distributing gasoline produced nearly 1,700 million pounds of smog forming emissions and 784 million pounds of benzene equivalent toxic emissions in 2000. Increasing fuel economy standards to 40 mpg in the next decade can cut annual greenhouse gas emissions by 273 million tons in 2010;

Reduced fuel consumption is critical to energy security and national security

National Highway Traffic Safety Administration, Office of Regulatory Analysis and Evaluation Plans and Policy, FINAL ECONOMIC ASSESSMENT — CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, Apr 2003, http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/Chapter02.html

Conserving energy, especially reducing the nation’s dependence on petroleum, benefits the United States of America in several ways. Reducing total petroleum use and reducing petroleum imports decrease our economy’s vulnerability to oil price shocks. Reducing dependence on oil imports from unstable regions enhances our energy security and can reduce the flow of oil profits to certain nations now hostile to the U.S.

Better vehicle mileage = Lower oil prices

National Highway Traffic Safety Administration, Office of Regulatory Analysis and Evaluation Plans and Policy, FINAL ECONOMIC ASSESSMENT — CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, Apr 2003, http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/Chapter02.html

Past reductions in U.S. petroleum consumption, similar reductions by other nations and increased non-OPEC oil supply helped to reduce U.S. oil imports and put downward pressure on world oil prices. From 1950 to 1973, U.S. consumption of petroleum products increased in every year at an average annual rate of over 4%. From 1973 to 1985, U.S. petroleum consumption decreased from 17.3 to 15.7 mmbd and net imports of petroleum decreased from 6.0 mmbd to 4.3 mmbd. Petroleum conservation by the U.S. over this same period played a major role in the collapse of oil prices in 1986, and the years of relatively low prices that ensued.

Don't listen to industry sources who say CAFE can't be raised

Robert L. Redding, Jr., (Automotive Service Assoc. Washington, D.C. Representative), AutoInc. Magazine, Vol. L, Apr 2002, "CAFE Standards Unlikely to Change," http://www.asashop.org/autoinc/april2002/legis.cfm

The NAS report found fuel economy can be improved in America's vehicles. It pointed out that auto manufacturers do have the technology to provide better enhanced fuel economy without compromising safety. However, auto manufacturers argue this can't be done. They believe it is not cost effective and updated technology isn't available. According to Joan Claybrook, former administrator for the National Highway Traffic Safety Administration (NHTSA) from 1977-1981, “during the 1970s when the CAFE standards were first created, the auto industry said the same thing, but all have achieved the 27.5 and 20.7 mpg standards.”

Higher CAFE standards reduce environmental carbon

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

Concern about climate change is another driving force behind policymakers' desire to decrease gasoline consumption. A recent report on CAFE standards by the National Research Council cited that concern as the key reason to make a policy change. Scientists have known for more than a century that rising concentrations of carbon dioxide and other gases in the atmosphere affect the Earth's climate. Burning a gallon of gasoline releases 8.9 kilograms of carbon dioxide into the atmosphere. Carbon emissions make up 84 percent of the United States' emissions of greenhouse gases, and motor vehicles account for 20 percent of U.S. carbon emissions.

DISADVANTAGE RESPONSES

Higher CAFE standards acutally create jobs, not unemployment

Ann Mesnikoff, Sierra Club, "Corporate Average Fuel Economy Standards," 8 May 2001, ENVIRONMENTAL MEDIA SERVICES, http://www.ems.org/energy\_policy/cafe.html

Importantly, raising CAFE standards will create jobs. An analysis by the American Council for an Energy Efficient Economy concludes that the consumer savings at the pump would translate into a net increase of 244,000 jobs nationwide, with 47,000 of these in the auto industry.

Market intervention for CAFE is justified

NATIONAL ACADEMY OF SCIENCES, "Potential Modifications of and Alternatives to CAFE," 2002, Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards, p. 83

Fuel economy decisions can be distorted if the market price of gasoline--the price that motivates decisions--fails to take account of the environmental impacts of gasoline use, the impacts of oil consumption on workd oil prices, or the impacts of oil consumption on vulnerability to oil market disruptions. And, absent intervention, the resulting distortions would result in a fleet of new vehicles with fuel economy lower than what is optimal for the United States as a whole. Appropriately designed and scaled interventions can successfully mitigate these distortions and thereby enhance overall welfare.

Higher fuel economy can be achieved safely

Wenonah Hauter (Director, Public Citizen's Critical Mass Energy and Environment Program), 10 Feb 2000, Testimony before House Transportation and Related Agencies Appropriations Subcommittee

Furthermore, the Center for Auto Safety has demonstrated that higher fuel economy standards can be achieved while also reducing occupant deaths and injuries without drastically changing the types of vehicles produced. New materials and cost-effective technologies will be the key to raising the fuel economy of cars and trucks, while ensuring that they are safe.

CAFE won't increase highway fatalities

David L. Greene and Maryann Keller, 2002, "Dissent on Safety Issues: Fuel Economy and Highway Safety," NATIONAL ACADEMY OF SCIENCES, Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards, p. 117

The fallacy lies in reasoning that, therefore, reducing the mass of all vehicles will increase risks in collisions between vehicles. This is a fallacy because it is the relative weight of the vehicles rather than their absolute weight that, in theory, leads to the adverse risk consequences for the occupants of the lighter vehicle. In fact, there is some evidence that proportionately reducing the mass of all vehicles would have a beneficial safety effect in vehicle collisions (Kahane, 1997, tables 6-7 and 6-8; Joksch et al., 1998, p. ES-2)

Studies claiming higher fatalities with CAFE are flawed

Joan Claybrook, (former Administrator of National Highway Traffic Safety Admistration), Testimony before Senate Committee on Commerce, Science and Transportation, 24 Jan 2002

None of the research that attempts to establish the industry argument has thus far sufficiently isolated the confounded effects of vehicle size and vehicle weight in terms of safety implications for occupants or other motorists. Even the landmark study by Charles Kahane for NHTSA did not isolate the different implications of shifts in vehicle size and weight, a problem which the recent NAS [National Academy of Science] study literally glosses over in their attribution of overblown fatality figures to CAFE.

Turnaround: Smaller vehicles will improve public safety

National Highway Traffic Safety Administration, 22 Dec 2003, "Reforming the Automobile Fuel Economy Standards Program," 49 CFR Part 533, Docket No. 2003-16128, RIN 2127-AJ17, p. 11 (parentheses in original)

For light trucks, a change in the sales mix to certain vehicles (e.g. minivans) could reduce weight, improve fuel economy and be safer for society overall. Even within vehicle classes we already see the potential for overall safety improvements (e.g., crossover SUVs are lighter, more fuel efficient, and appear to be safer for society overall than larger SUVs).

Raising CAFE standards on SUVs would increase safety

Wenonah Hauter (Director, Public Citizen's Critical Mass Energy and Environment Program), 10 Feb 2000, Testimony before House Transportation and Related Agencies Appropriations Subcommittee

The National Highway Traffic Safety Administration has found that collisions between cars and light trucks account for one half of all fatalities in crashes that involve vehicles smaller than large commercial trucks. Sixty percent of all fatalities in light vehicle side impacts occur when the striking vehicle is a light truck. Raising light truck and SUV standards would increase safety, while at the same time protecting the environment by conserving oil.

HISTORY OF CAFE

John Hanger (Pres. & CEO of PennFuture, an environmental organization), "Forum: Hard Luck Cafe," 6 June 2004, Pittsburgh Post-Gazette, http://www.post-gazette.com/pg/04158/327256.stm

In 1975 Congress passed the Energy Policy Conservation Act in response to the 1973-74 Arab oil embargo. An effective component of the act is the CAFE standards that require automakers to meet a fleet-wide fuel efficiency standard of 27.5 miles per gallon for passenger cars and 20.7 mpg for light trucks. The CAFE standards worked. Average fuel economy hit a high of 26.2 mpg in 1987. American demand for oil fell, and the price of oil came tumbling down when the Organization of Petroleum Exporting Countries realized that it no longer had America over an oil barrel. No sooner had the CAFE standards and energy conservation brought America to the edge of beating OPEC when defeat was snatched from the jaws of victory as total fleet fuel economy began falling all the way to 24.4 mpg by 2001.

John Hanger (Pres. & CEO of PennFuture, an environmental organization), "Forum: Hard Luck Cafe," 6 June 2004, Pittsburgh Post-Gazette, http://www.post-gazette.com/pg/04158/327256.stm

In a testament to the power of special-interest lobbying by the auto manufacturers and of conservative ideologues that belittle energy conservation of all sorts as "perhaps a sign of personal virtue," the U.S. House of Representatives in 1996 tacked a CAFE freeze rider onto the Department of Transportation appropriations bill preventing further improvements in auto fuel efficiency. This freeze was a poisoned fruit of Newt Gingrich's radical right revolution. When the freeze was lifted in 2001, the resulting thaw was more symbolic than real. New standards for light trucks were set that will require pickups, vans and SUVs to get just 22.2 mpg by 2007.

INDEPENDENCE DAY: THE CASE FOR REVOKING THE CARTER DOCTRINE

Let's start today's case with a careful look at the word "dependence." The American Heritage Dictionary of the English Language, 4th edition (2000) defines it as: "The state of being determined, influenced, or controlled by something else." We will affirm: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

There are two ways that this resolution could be met by an Affirmative plan: One is to reduce the amount of imported oil we use. But there is a better way: Instead of reducing the quantity of imported oil, we will instead reduce its influence or control over our public policies. Since quantity and dependence are not the same thing, it is possible to reduce one without reducing the other.

OBSERVATION 1. TOPICALITY: THE AFFIRMATIVE CASE MEETS A REASONABLE INTERPRETATION OF THE RESOLUTION

A. Definitions

**Energy**: "A source of usable power, such as petroleum or coal" (American Heritage Dict. of the English Language, 4th Ed., 2000)

**Energy Policy**: Any areas of government action and planning enacted by Congress and the President in response to the objectives outlined in the US Code Title 42 Chapter 84 Section 7321, the "National Energy Policy Plan." This includes "energy security" ( 7321 (b)(1) ) and "foreign policy" (7321 (b)(3) ) when done within the context of meeting the "projected energy needs of the United States" ( 7321 (b)(1) ).

**Substantial**: "considerable in quantity" (Merriam-Webster Online Dict., 2004)

**Reduce**: "to make something smaller in size, amount, degree, importance" (Cambridge Advanced Learner's Dict., 2004)

B. Energy policy includes alliances and military posture to secure Middle East oil

James A. Baker III Institute For Public Policy, Independent Task Force, "BAKER INSTITUTE STUDY: Strategic Energy Policy: Challenges for the 21st Century," Apr 2001, http://www.bakerinstitute.org/Pubs/studies/bipp\_study\_15/bippstudy15.html

For the most part, U.S. oil policy has relied on maintenance of free access to Middle East Gulf oil and free access for Gulf exports to world markets, relying heavily on military preparedness. The U.S. has forged a special relationship with certain key Middle East exporters that had an expressed interest in stable oil prices and, we assumed, would adjust their oil output to keep prices at levels that would neither discourage global economic growth nor fuel inflation.

OBSERVATION 2. INHERENCY: FOREIGN OIL CONTROLS AND INFLUENCES THE UNITED STATES

A. The Carter Doctrine requires US military intervention to obtain foreign oil

Prof. Michael T. Klare (Peace & World Security Studies, Hampshire College), Jan 2004, "Bush-Cheney Energy Strategy: Procuring the Rest of the World's Oil," FOREIGN POLICY IN FOCUS, http://www.fpif.org/papers/03petropol/politics.html

U.S. policy with regard to the protection of Persian Gulf energy supplies is unambiguous: When a threat arises, the United States will use whatever means are necessary to ensure the continued flow of oil. This principle, known as the Carter Doctrine, was first articulated by President Jimmy Carter in January 1980, following the Soviet invasion of Afghanistan and the fall of the Shah of Iran. It has remained part of U.S. policy ever since. In accordance with the principle, the United States used force in 1987 and 1988 to protect Kuwaiti oil tankers from Iranian missile and gunboat attacks, and then in 1990 and 1991 to drive Iraqi forces out of Kuwait.

B. Oil drives deeper and deeper US military commitments

Ivan Eland (Director, Center on Peace & Liberty, The Independent Institute), "It's Lonely (and Potentially Dangerous) at the Top," 23 Mar 2004

To guard Persian Gulf oil, new bases have also been constructed in Qatar, Iraq and Djibouti. In addition to being used to project U.S. force to other parts of those regions, the bases imply a commitment to come to the aid of the specific countries.

OBSERVATION 3. HARMS: FOREIGN OIL'S CONTROL OVER U.S. POLICY IS DANGEROUS AND COSTLY

A. US foreign oil policies spawn Islamic terrorism

Prof. Nayna J. Jhaveri (Asst. Prof., Dept. of Geography, Univ. of Washington), Apr 2003, "Petropolitics: Oil and War in Iraq," http://staff.washington.edu/jhaveri/petropolitics/

As such, what we see is a vicious antagonistic vortex now labeled "terrorism" developing to counter the continued and self-interested intervention of the US in a range of Middle East affairs revolving around the oil agenda (including its consistent support of Israel). Indeed, it is not unreasonable to claim that the Americans are the architects of their own violent embroilment with Islamic “terrorists” because of their own growing need to control the petropolitical order.

B. Oil-based military requirements cost $49 billion dollars per year

Institute for the Analysis of Global Security, 30 Oct 2003, "NDCF REPORT: THE HIDDEN COST OF IMPORTED OIL," http://www.iags.org/n1030034.htm

The NDCF [National Defense Council Foundation] project represents the most comprehensive investigation of the military and economic penalty our undue dependence on imported oil exacts from the U.S. economy. Included in this economic toll are: Almost $49.1 billion in annual defense outlays to maintain the capability to defend the flow of Persian Gulf Oil — the equivalent of adding $1.17 to the price of a gallon of gasoline;

C. Oil-related interventions in the Middle East stifle democracy and human rights

Anup Shah, "The 'Threat' of Islam," GLOBAL ISSUES, 11 Nov 2003, http://www.globalissues.org/Geopolitics/MiddleEast/Islam.asp

Unfortunately, democratic voices are suppressed by autocratic regimes (many supported by the West), who fear loss of power, and, after suppressing democratic movements, can point to the Islamic extremism as the alternative to themselves being in power. Western interests in the Middle East, for example, have led to support and even installation of some of these brutal regimes, both in favor of this over an extremist regime, and to have puppet leaders in the region so that their own geopolitical interests (such as oil and related geostrategic interests) can be met.

D. Oil policies lend US support to evil dictators, cost innocent lives, and disrupt world peace

Michael Renner, Senior Researcher, Worldwatch Institute, "Blood and Oil—Alternatives to War in Iraq", 26 Nov 2002 http://www.worldwatch.org/press/news/2002/11/26/

Oil and geopolitical interests translated into U.S. support for Saddam Hussein when he was at his most dangerous and murderous—not only committing an act of international aggression by invading Iran, but also by using chemical weapons against both Iranian soldiers and Iraqi Kurds. U.S. assistance to Baghdad was provided although top officials in Washington knew at the time that Iraq was using poison gas. Undoubtedly, U.S. support emboldened Saddam Hussein to invade Kuwait in 1990.

OBSERVATION 4. WE OFFER THE FOLLOWING PLAN — to be implemented by any necessary constitutional means.

**Plank 1** The President shall explicitly and publicly revoke the Carter Doctrine.

**Plank 2** Congress shall stop funding, and the President shall order an end to, all US military operations and alliances related to protection of foreign oil supplies.

**Plank 3** Enforcement shall be through the Joint Chiefs of Staff to enforce any necessary military orders.

**Plank 4** Funding. This plan reduces total federal spending. Any funds needed to carry out the plan will come from funds saved by reduced military commitments.

**Plank 5** Timeline. This plan takes effect immediately upon an Affirmative ballot.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. SOLVENCY

A. US withdrawal from the Middle East is the best policy

Prof. Leon T. Hadar (American University, Wash. DC), 20 Aug 2003, "Mending the U.S.-European Rift over the Middle East," CATO INSTITUTE Policy Analysis,

The long-term interests of the United States do not lie in dominating the Middle East and marginalizing the European role there. Instead, by taking steps to disengage from the Middle East, Washington could create incentives for the Europeans to adopt a posture in the region suitable for protecting and defending their legitimate interests there. A foreign policy that encourages greater engagement between Europe and the states of the Middle East could ultimately redound to the benefit of Europeans, Middle Easterners, and Americans alike.

B. US forces are no longer needed to protect Middle East oil

Christopher Preble (director of foreign policy studies, Cato Institute; former US Navy officer, served in the Middle East), 10 June 2003, "After Victory — Toward a New Military Posture in the Persian Gulf," CATO POLICY ANALYSIS #477, http://www.cato.org/pubs/pas/pa-477es.html

In addition to the removal of troops from Saudi Arabia, U.S. forces should be withdrawn from other Gulf states, including Qatar, Kuwait, and Iraq, and the U.S. Navy should terminate its long-standing policy of deploying a carrier battle group in the Persian Gulf. The United States need not have troops stationed in the Persian Gulf in order to remain engaged in the region. The Gulf's energy resources are important to the global economy, but goods and services flow on the world market absent explicit "protection" by military forces. Further, the United States will continue to exert a stabilizing influence from a distance by drawing on its economic assets and its political standing.

2A EVIDENCE — REVOKE THE CARTER DOCTRINE

HARMS

US troop presence in Persian Gulf is unnecessary and costly

Christopher Preble (director of foreign policy studies, Cato Institute; former US Navy officer, served in the Middle East), 10 June 2003, "After Victory — Toward a New Military Posture in the Persian Gulf," CATO POLICY ANALYSIS #477, http://www.cato.org/pubs/pas/pa-477es.html

The American troop presence is not merely unnecessary; it is also costly, both in dollars and in the hardships it imposes on the all-volunteer force. The presence of U.S. troops may have stabilized the Persian Gulf, but, as the recent terrorist incident in Saudi Arabia demonstrated, the troops have also been, and remain, a source of tension and instability.

Current military policy in the Middle East is dangerous and flawed

Andrew Rathmell, Theodore Karasik, and David Gompert, 10 Apr 2003, "A New Persian Gulf Security System," RAND ISSUE PAPER, p. 4

One of the most serious shortcomings of the current security system is that it exposes U.S. forces, bases, local allies, and eventually U.S. territory to the threat of weapons of mass destruction, which can in turn weaken the credibility of the U.S. threat to intervene in the event of some new regional aggression.

Military intervention in the Middle East is the wrong policy

Jeffrey Sachs (Director, Earth Institute, Columbia Univ.), "America's disastrous energy plan," Financial Times, 22 December 2003

With oil supplies and production increasingly concentrated in the Middle East, and with growing competition from other oil importers, Mr Cheney and associates believe the US has a long-term strategic need to secure military pre-eminence in the region. This sentiment helped fuel the invasion of Iraq. Yet the vice-president's view of US energy security is dead wrong, in terms of both energy economics and geopolitics. The energy economics mistake is to confuse petroleum and energy. There is indeed a petroleum bottleneck looming in the coming decades — but no energy bottleneck if we think ahead of the curve. That means using energy more efficiently, as well as seeking out new sources.

US military costs for foreign oil are billions/year

Jeffrey Sachs (Director, Earth Institute, Columbia Univ.), "America's disastrous energy plan," Financial Times, 22 December 2003

The dollar costs of US military operations in the Middle East attributable to policing the energy flows are tens of billions a year, if not $100bn or more. This amounts to a hidden subsidy to oil use of $10 or more per barrel exported from the region.

Institute for the Analysis of Global Security, 2003, "How much are we paying for a gallon of gas?" http://www.iags.org/costofoil.html

The cost of securing our access to Middle East oil — deploying U.S. forces in the Persian Gulf, patrolling its water and supplying military assistance to Middle East countries — is estimated at $50 billion per year, which adds additional dimes to each gallon of gasoline we purchase

U.S. oil-related intervention in the Middle East causes terrorism and instability

Institute for the Analysis of Global Security, 2003, "How much are we paying for a gallon of gas?" http://www.iags.org/costofoil.html

World competition for dwindling oil reserves will force the U.S. to increase its footprint in the region while oil generated wealth would continue to provide extremists the capital to market and implement their ideas worldwide. The unavoidable result is even more terrorism and instability.

U.S. oil-related intervention in the Middle East is disastrous

Jeffrey Sachs (Director, Earth Institute, Columbia Univ.), "America's disastrous energy plan," Financial Times, 22 December 2003

The fundamental miscalculation, however, is the same one that contributed to the fall of the Shah in Iran, the tottering of Saudi Arabia, the wide popularity among Arab youth of al-Qaeda and the chaos in Iraq. The US cannot secure oil supplies in the Middle East by means of a military occupation. We are in 2003, not 1903. The age of imperialism is past. Nationalism in the Middle East is as fervent as anywhere else in the world, which is understandable given the amount of meddling by the great powers in the 20th century. Each time America embraces a Middle East regime, the regime loses legitimacy.

Oil-based policies cost billions of dollars and lost American lives

US Dept. of Energy, Energy Efficiency and Renewable Energy, "Biomass Program," 12 May 2004, http://www.eere.energy.gov/biomass/economic\_growth.html (parentheses in original)

Analyst's estimates for the cost of maintaining an uninterrupted flow of oil from the Gulf region vary widely, from less than $0.5 billion to $70 billion annually. This is equivalent to $0.015 to $0.30 per gallon of motor fuel from Persian Gulf oil. ("Oil Imports: An Overview and Update of Economic and Security Effects " Moore, J. et al., December 12, 1997, CRS Report for Congress 98-1). These estimates don't include the cost of actual military action to defend our interests in the Persian Gulf. U.S. military action in the 1990 Persian Gulf War cost the United States $61 billion and the loss of priceless human lives ("Conduct of the Persian Gulf War," U.S. Department of Defense, April 1992).

US troop presence encourages radical opposition and regime backlash

Richard D. Soloksky & Joseph McMillan, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter Seven: Policy Implications and Recommendations, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/10\_ch07.htm

The presence of U.S. troops tends to associate the ruling families with a host of deeply unpopular U.S. policies—sanctions and possibly war against Iraq, support of Israel against the Palestinians, and the perceived American campaign against Islam, to name the three most obvious. This generally has the effect of weakening the legitimacy of the existing governments, lending credibility to their and our most radical opponents, and discouraging regimes from loosening control over public discourse.

Military presence makes the US guilty of local human rights violations

Richard D. Soloksky & Joseph McMillan, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter Seven: Policy Implications and Recommendations, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/10\_ch07.htm

Finally, U.S. dependence on host governments for access to defend U.S. interests impedes Washington's ability to talk straight on matters of human rights and political reform. At a minimum, it creates the widespread impression that the United States is sacrificing principle to expediency and, in the eyes of some in the region, makes the United States complicit in whatever repression is practiced.

INHERENCY

US priorities, policies, and interventions are driven by oil

Michael Renner, Senior Researcher, Worldwatch Institute, "Blood and Oil—Alternatives to War in Iraq", 26 Nov 2002, http://www.worldwatch.org/press/news/2002/11/26/

For half a century, the United States has made steadily increasing investments in keeping the Gulf region in its geopolitical orbit-and maintaining its claim on a preponderant share of the earth’s resources. The investments have included direct and indirect forms of intervention, massive arms transfers to allies, and the acquisition of military bases. The result has been a series of shifting alliances and repeated large-scale violence. In Washington’s calculus, securing oil supplies has consistently trumped the pursuit of human rights and democracy-a priority unchanged now that the Bush administration prepares for a more openly imperial role in the region.

Christopher Preble (director of foreign policy studies, Cato Institute; former US Navy officer, served in the Middle East), 10 June 2003, "After Victory — Toward a New Military Posture in the Persian Gulf," CATO POLICY ANALYSIS #477, p. 4

The American military presence is not essential to ensure access to Persian Gulf oil. Nonetheless, oil seems to govern much of what the United States does in Iraq, as it has done throughout the region for decades.

Carter Doctrine requires US intervention for Middle East oil

Prof. Michael T. Klare (Peace & World Security Studies, Hampshire College), 18 July 2002, "Washington's Oilpolitik" http://greatchange.org/ov-klare,oilpolitik.html

The pursuit and protection of Middle Eastern oil has, of course, always been a significant factor in U.S. security policy. In 1980, then President Jimmy Carter made explicit what had long been stated informally: that any hostile effort to impede the flow of Persian Gulf oil would be regarded as an "assault on the vital interests of the United States," and, as such, would be "repelled by any means necessary, including military force." This principle, dubbed the Carter Doctrine, was later given as the reason for American intervention in the 1991 Gulf conflict and for the subsequent buildup of U.S. forces in the region.

US foreign policy with Saudi Arabia is dependent on foreign oil

Prof. Nayna J. Jhaveri (Assistant Prof., Dept. of Geography, Univ. of Washington), Apr 2003, "Petropolitics: Oil and War in Iraq," http://staff.washington.edu/jhaveri/petropolitics/

Starting in the period of World War II the US began to rely on Saudi Arabian oil. Therefore, the Roosevelt Administration established an alliance with the Saudi Royal Family such that the big oil corporations would have privileged access to Saudi oil in return for the US protection of the Saudi monarchy — a policy that persists today.

US military policy is determined by oil

Nayna J. Jhaveri (Assistant Prof., Dept. of Geography, Univ. of Washington), Apr 2003, "Petropolitics: Oil and War in Iraq," http://staff.washington.edu/jhaveri/petropolitics/

Over time, this military network has basically colonized an even more expansive region in an insidious fashion. Since 9/11 US military presence now extends from Pakistan to Central Asia to the Caucasus, and from the eastern Mediterranean to the Horn of Africa creating a security network made in the name of fighting terror, but in actuality following the trail of oil.

Michael Renner, Senior Researcher, Worldwatch Institute, "Blood and Oil—Alternatives to War in Iraq", 26 Nov 2002 http://www.worldwatch.org/press/news/2002/11/26/

Both in the Middle East and in other regions, securing access to oil goes increasingly hand in hand with a fast-expanding U.S. military presence. From Pakistan to Central Asia to the Caucasus, and from the eastern Mediterranean to the Horn of Africa, a dense network of U.S. military facilities has emerged-with many bases established in the name of the “war on terror.”

SOLVENCY

Europe can deal with military problems in the Middle East if U.S. pulls out

Leon T. Hadar, (Washington correspondent, Straits Times, Singapore), "In The Wake of War: Geo-strategy, Terrorism, Oil Markets, and Domestic Politics," 10 Jan 2003, Middle East Policy Council, Capitol Hill Conference Series on US Middle East Policy

In the end the U.S. has an interest to encourage other members of the Northern Alliance to play a more active diplomatic and military role in the Middle East. The EU is more dependent than the U.S. on oil supplies from the Middle East. Taking into consideration the EU's geographical proximity to the Middle East and it's economic and demographic ties to the region, there is no reason why it should not share more of the cost of intervention in the region.

US troops not needed to ensure Middle East oil

Christopher Preble (director of foreign policy studies, Cato Institute; former US Navy officer, served in the Middle East), 10 June 2003, "After Victory — Toward a New Military Posture in the Persian Gulf," CATO POLICY ANALYSIS #477, p. 3

To those who are focused on the Gulf's energy resources and who argue that U.S. troops must remain in the region, the euphemism most frequently used is "engagement," as in, the presence of U.S. troops ensures that the United States is "engaged." By this logic, engagement comes only at the barrel of a gun. But why can we not assume that individual initiative, private enterprise, and cultural exchange are also forms of engagement? Do people only travel to places where U.S. troops are stationed? Can commerce only take place in the presence of American troops? Of course not.

U.S. troops not needed in the Middle East at all

Christopher Preble (director of foreign policy studies, Cato Institute; former US Navy officer, served in the Middle East), 10 June 2003, "After Victory — Toward a New Military Posture in the Persian Gulf," CATO POLICY ANALYSIS #477, p. 3

In the future, our troops need not sit for months or years in the midst of a hostile landscape preparing for offensive operations against presumed threats yet to materialize. With the removal of Saddam's regime, no sensible person is contemplating another ground invasion of any country in the region.

Military costs of oil far exceed benefit

"Oil — A dangerous addiction," 13 Dec 2001, The Economist, (parentheses in original, brackets added)

He [Donald Losman, Cato Institute] calculates that America wastes $30 billion-60 billion a year safeguarding Middle Eastern oil supplies even though its imports from that region totalled only about $10 billion a year during the 1990s. He also observes that semiconductors, the backbone of the digital economy, come mostly from one place (Taiwan), but American soldiers do not guard chip plants.

Markets will solve for oil disruptions without US intervention

Christopher Preble (director of foreign policy studies, Cato Institute; former US Navy officer, served in the Middle East), 10 June 2003, "After Victory — Toward a New Military Posture in the Persian Gulf," CATO POLICY ANALYSIS #477, p. 4

But just as embargoes can cause temporary disruptions that affect the price of oil in the United States, world markets likewise adjusts to disruptions caused by violence. If a military conflict threatens to slow or halt the flow of oil, the market draws on an increased supply of products from other regions.

TOPICALITY

Energy policy includes certain foreign and national security policies

James A. Baker III Institute For Public Policy, Independent Task Force, "BAKER INSTITUTE STUDY: Strategic Energy Policy: Challenges for the 21st Century," Apr 2001, http://www.bakerinstitute.org/Pubs/studies/bipp\_study\_15/bippstudy15.html

The articulation of a coherent energy policy requires the integration of foreign, national security, and trade policy with numerous domestic environmental, tax, and investment programs. Energy policy should play a significant role in diplomatic discourse, especially where bilateral relations with major powers are concerned.

National security policies are part of energy policy

Gen. Charles W. Dyke (US Army, retired), "Recent Trends in US Policy in the Persian Gulf and Middle East and US Energy Policy," 19 Feb 2004, IEEJ Lecture, p. 2

In most cases, energy is not necessarily a strong feature of the more mature states' security policies. However, in the US, historically and certainly currently, US national security and economic interests are intertwined with US energy policy in ways that are very complex and very demanding, both on the US and on allies.

GASSING UP: THE CASE FOR RAISING THE GASOLINE TAX

Because we believe the current system is failing to meet the goals of a good energy policy, and is missing benefits it could be achieving, my partner and I are happy to affirm: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS AND CRITERIA

A. Definitions

**Energy:** "A source of usable power, such as petroleum or coal" (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Energy Policy:** Any areas of government action and planning enacted by Congress that are described in the US Code Title 42 Chapter 84 Section 7321, the "National Energy Policy Plan". This includes "legislative recommendations with respect to taxes or tax incentives" (7321 (b)(3)) when done within the context of the "projected energy needs of the United States" (7321 (b)(1)).

**Substantial**: "considerable in quantity" (Merriam-Webster Online Dict., 2004)

**Reduce:** "to make something smaller in size, amount, degree, importance" (Cambridge Advanced Learner's Dict., 2004)

B. Criteria

We will affirm that a good energy policy should meet the following criteria in order to produce the best outcomes for all citizens:

1. It should discourage wasteful use of resources

2. It should price goods in a way that accounts for their full social costs

3. It should promote the national security of the United States

4. It should promote the long term economic and social stability of the United States

We will win this round when we show you that a change in US energy policy would better meet these goals and produce advantages over the Status Quo.

OBSERVATION 2. INHERENCY:

A. Inflation-adjusted gasoline prices today are historically low

Michelle K. Massie, Pittsburgh Post Gazette, 13 May 2004, "Gasoline Prices head near $2, but motorists still filling up," http://www.post-gazette.com/pg/04134/315618.stm

While many would agree that current fuel prices are stinging motorists in the pockets, historically, gasoline prices today are not all that high. When adjusted for inflation in 2004 dollars, the highest U.S. gas price was nearly $3 a gallon in March 1981, according to the U.S. Energy Information Administration.

B. Gasoline taxes are low in the U.S. today

Ales Sedlacek, "Fuel Efficiency and the CAFE Standards, Environmental Politics in the United States," 2003, Bard College , http://inside.bard.edu/politicalstudies/student/PS260Spring03/cafe.htm [Federal and State taxes are fixed-amount excise taxes, not percentages. The 29% figure is an average of the average-state + Federalgasoline tax divided by the current average price of gasoline]

Total U.S. gas tax is 29%. Fuel taxation in Britain (other parts of Europe are not much different) reaches 75%. In 2002, federal gas tax was slightly more than 18 cents per gallon. In early 1960s, federal gas tax (in 2002 dollars) amounted to 24 cents per gallon.

OBSERVATION 3. THE STATUS QUO FAILS TO MEET THE CRITERIA OF A GOOD ENERGY POLICY

A. Low gasoline taxes encourage wasteful fuel consumption

Yael Abouhalkah, Kansas City Star, 17 Mar 2003, "U.S. learned few lessons about energy since first Persian Gulf War," http://www.kansascity.com/mld/kansascitystar/news/opinion/5401946.htm

Americans pay some of the lowest gasoline taxes in the world, which only encourages motorists to waste tremendous amounts of fuel.

B. Consumers do not pay the full social cost of gasoline consumption

Milton R. Copulous (president, National Defense Council Foundation), 23 July 2003, THE WASHINGTON TIMES, "The real cost of imported oil," http://washingtontimes.com/commentary/20030722-093718-6082r.htm

Allowing for this, roughly $42.8 billion of Central Command's budget goes to defending Persian Gulf oil. When special one-time costs and contingency funds are included, the total rises to $49.1 billion — an amount equal to adding $1.17 to the cost of a gallon of gasoline.

C. Dependence on foreign oil threatens the national security of the United States

Charli Coon, J.D., 9 Apr 2002, "Strengthening National Security Through Energy Security," HERITAGE FOUNDATION, Policy Research & Analysis, http://www.heritage.org/Research/EnergyandEnvironment/WM94.cfm

As evidenced by the 1973 Arab oil embargo and the 1979 Iranian Revolution, anabrupt and prolonged loss of oil from the Persian Gulf region wreaks havoc on the U.S. economy, increases unemployment, and boosts inflation. In 1979, President Carter called this situation “a clear and present danger to our national security.” Twenty years later, in a response to a bi-partisan request from eleven U.S. Senators, the U.S. Department of Commerce conducted an investigation into the nation’s increasing oil imports. That study, released in November 1999, concluded “that petroleum imports threaten to impair the national security.”

D. Cheap oil consumption is economically and socially unsustainable

Prof. David Goodstein, (California Institute of Technology), Out of Gas: The End of the Age of Oil, 2004, http://www.tompaine.com/feature2.cfm/ID/9961

The world will soon start to run out of conventionally produced, cheap oil. If we manage somehow to overcome that shock by shifting the burden to coal and natural gas, the two other primary fossil fuels, life may go on more or less as it has been—until we start to run out of all fossil fuels by the end of this century. And by the time we have burned up all that fuel, we may well have rendered the planet unfit for human life. Even if human life does go on, civilization as we know it will not survive, unless we can find a way to live without fossil fuels.

OBSERVATION 4. WE OFFER THE FOLLOWING PLAN — to be implemented by any necessary constitutional means.

**Plank 1** Congress shall raise the Federal gasoline tax to $4.00 per gallon, phased in at 40 cents per year over the next 10 years and adjusted for inflation every year thereafter.

**Plank 2** Enforcement shall be through the Internal Revenue Service and/or any existing enforcement agencies for the current gas tax.

**Plank 3** This plan produces a net increase of revenue for the Federal budget and therefore requires no funding.

**Plank 4** This plan takes effect on January 1 of next year.

**Plank 5** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. ADVANTAGES

ADVANTAGE 1. Discouraging wasteful use of resources

Dan Benjamin, (Analyst, ABI Research), February 12, 2004, The Technological Ramifications of a 40 MPG CAFE Standard, http://www.abiresearch.com/insights/50.html [CAFE = Corporate Average Fuel Economy — federal regulations on vehicle fuel mileage]

Buyers in Europe and Japan already make use of vehicles that are smaller and more efficient than those typically sold in the US, because they pay much more than North American buyers for fuel. As long as fuel is relatively inexpensive in North America, there will be demand for large, powerful SUVs, and there will be companies that chose to only sell gas-guzzlers because that is the simplest strategy: to sell large SUVs within the confines of CAFE.

ADVANTAGE 2. Paying the full cost of gasoline breaks oil addiction and improves society's future

Glen Barry PhD. (Univ. of Wisconsin, Biology) 25 May 2004, "America's Gasoline Dangerously Inexpensive — Oil's true cost: cheap gas kills the Earth and diminishes society,"Eco-Portal — The EnvironmentalSustainability.Info Source, http://www.environmentalsustainability.info/blog/archives/000596.htm

Breaking the deadly addiction of cheap oil will require that consumers eventually see the entire cost of burning gasoline reflected in the price they pay at the pump. Only then will it prove more difficult to ignore the harmful effects that their addiction has to the Earth, society and their children's prospects.

ADVANTAGE 3. Reduced gasoline consumption improves national security and avoids future wars

A. Higher gasoline taxes significantly reduce consumption

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

Based on a review of those studies, the Department of Energy suggests a long-run price elasticity of -0.38—implying that a 15-cent rise in the gasoline tax would eventually cause a 3.8 percent decline in the amount of gasoline used by passenger vehicles

B. Reduced gasoline consumption is key to preventing future wars over oil

Jesse Gordon, 19 Feb 2002, "The Fourth Oil War," Cambridge (Ma.) Chronicle, http://www.webmerchants.com/spectrum/Oil\_War.htm

Oil consumption has become a matter of national security-not to maintain the supply, but to reduce our demand so we no longer need the supply. The price of maintaining our current oil consumption will be an ongoing Oil War for the indefinite future, of which the War on Terror will be just the current version. We must reduce our oil consumption or face a future of international war. Is that worth the convenience of cheap gas?

ADVANTAGE 4. Improving long-term social and economic stability

Prof. William E. Rees (Univ. of British Columbia’s School of Community and Regional Planning), 21 May 2004, "In Praise of Higher Fuel Prices: Why We Should Pay More for Gas," COMMON DREAMS NEWS CENTER, http://www.commondreams.org/views04/0521-01.htm

We must begin hiking energy prices now to signal the real scarcity to come. Without higher fuel prices, we will not invest in the technology needed for a smooth transition to the post-petroleum age. If we don't act soon, the remaining life expectancy of industrial society, as energy analyst Richard Duncan has argued, may be less than 40 years.

2A EVIDENCE — RAISE THE GASOLINE TAX

HARMS

Low gasoline prices encourage waste

Prof. William E. Rees (ecological economist and professor at the University of British Columbia’s School of Community and Regional Planning), 21 May 2004, "In Praise of Higher Fuel Prices: Why We Should Pay More for Gas," COMMON DREAMS NEWS CENTER, http://www.commondreams.org/views04/0521-01.htm

American consumers enjoy the most underpriced fuel available in any major industrialized country, with Canadians not far behind. And as every economist knows, the consequence of underpricing is overuse. Wealthy and middle-class North Americans live in ever-larger energy-inefficient houses and vehicles, and so are squandering in a few decades a nonrenewable resource that took tens of millions of years to accumulate.

Low gasoline prices prevent development of alternative energy sources

Prof. Martin Feldstein (Economics, Harvard U.), "Oil Dependence and National Security: A Market-based System for Reducing U.S. Vulnerability," 2001, National Bureau of Economic Research

A variety of promising technologies are available to substitute for the traditional internal-combustion engine. These include engines that use natural gas, or that can switch between gasoline and electric battery power, or that are powered by fuel cells based on hydrogen. All three major U.S. auto companies plan to introduce cars equipped in these ways by 2004 or 2005. Although these cars will initially cost more than cars with traditional internal combustion engines, the high price of gasoline in Europe may induce some car buyers there to pay the extra up front cost of the car in order to achieve the subsequent savings in fuel costs. It will however be difficult to induce American car buyers to select these new technologies because of the relatively low U.S. price of gasoline.

Low gas taxes cause dependence on foreign oil

Ales Sedlacek, "Fuel Efficiency and the CAFE Standards, Environmental Politics in the United States," 2003, Bard College , http://inside.bard.edu/politicalstudies/student/PS260Spring03/cafe.htm

A Brookings Institution study found that "After years of steady growth, federal and state gas tax receipts have plateaued in the late 1990s. When accounting for inflation, federal and state gas tax revenues are actually declining." In a nutshell, it is obvious that cheap gas is the main reason for low fuel efficiency of the U.S. fleet and dependence on foreign oil, as it creates demand for gas-guzzlers.

Consumers don't pay the full cost for gasoline

James Rosen, Modesto (California) Bee (Washington Bureau), 21 June 2004, "Gasoline Costs Not as Bad As We Think," http://www.modbee.com/local/story/8741038p-9619908c.html

Larry Goulder, a Stanford University professor, said the true costs of the country's driving-dominated culture are hidden, and that Americans actually pay much more for gasoline than the price they see at the pump. Among the hidden costs he cited are military expenses of protecting Persian Gulf and other oil supplies; heath care expenses to treat asthma, cancer and other diseases tied to automobile emissions; and expenses to prevent or repair related environmental damage.

Real cost of gasoline should be at least $5.60/gallon

Prof. William E. Rees (ecological economist and professor at the University of British Columbia’s School of Community and Regional Planning, "Energy Supply and Pricing for a Sustainable Future," March 2003, p. 1-2.

Depending on the range of subsidies included and the quality of available data, the total unaccounted cost of fossil fuel use in the US was found to lie between $559 billion and $1.7 trillion dollars annually. A fuller social cost accounting for the use of fossil fuel would therefore result in a gasoline price per gallon of between US$ 5.60 and US$ 15.14.

Status Quo energy policy is economically & environmentally unsustainable

Glen Barry PhD. (Univ. of Wisconsin, Biology) 25 May 2004, "America's Gasoline Dangerously Inexpensive — Oil's true cost: cheap gas kills the Earth and diminishes society,"Eco-Portal — The EnvironmentalSustainability.Info Source, http://www.environmentalsustainability.info/blog/archives/000596.htm

If every last bit of oil is to be ripped from the Earth and burned before alternatives are seriously pursued, large natural ecosystems and the global atmosphere will cease to function in the manner they have throughout history. A post-petroleum World will face widespread poverty, persistent environmental problems and a dearth of energy adequate to meet basic needs.

INHERENCY

Gasoline prices are historically low

Grand Forks (S.D) Herald, 7 May 2004, "Nation's Gas Prices High, But Adjusted Prices Not Highest Ever," http://www.aiada.org/article.asp?id=12220

In inflation-adjusted terms, the peak price for gas was in March 1981, when the price was nearly $3 a gallon, in 2004 dollars, said Jonathan Cogan, energy information specialist for the U.S. Department of Energy.

Gasoline prices are historically low

James D. McWilliams (Staff Writer), 11 June 2004, "Drop in gasoline prices gives some relief at pump," THE STATE (Columbia, S.C. newspaper) online, http://www.thestate.com/mld/thestate/business/8895354.htm

Further, today’s gas prices, when adjusted for inflation, are not nearly as high as they were in 1981, [S.C. Petroleum Marketer's Assoc. Exec. Director Sims] Floyd said. Adjusted for inflation, the price was $2.79 per gallon then, Floyd said, citing calculations from the American Petroleum Institute.

Gasoline is 43% of US petroleum use

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2 (brackets added, parentheses in original)

Thus, it [the Congressional Budget Office] considers the most relevant benefits of energy security to be the macroeconomic losses from higher oil prices that are avoided when there are no political disruptions to oil supplies. Many analysts argue that the United States would be less vulnerable to such disruptions if it used less oil. Consumption of finished motor gasoline (which is derived from oil) accounts for about 43 percent of U.S. petroleum use—and about 11 percent of world petroleum use.

Current State & Federal gasoline taxes

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

In addition to the federal government, state and local governments tax gasoline consumption. Total state and local taxes—including per-gallon taxes, sales taxes, and environmental fees—vary from a high of 35 cents per gallon in New York to a low of 8 cents per gallon in Alaska (*see* *Figure 2*). The average tax paid on a gallon of gasoline in the United States is about 41 cents, which includes the federal tax of 18.4 cents and average state and local taxes of 22.6 cents.

History & status of Federal Highway Trust Fund

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

The federal government also taxes diesel, gasohol, and other special fuels. Revenue from those taxes, the gasoline tax, and various truck-related taxes goes into the Highway Trust Fund. That fund was created in 1956 primarily to ensure a dependable source of financing for the National System of Interstate and Defense Highways. Initially, it was used exclusively for highways, but in 1983 an account was established to fund mass transit needs. The balance in the Highway Trust Fund stood at $27.7 billion at the end of fiscal year 2001. Of that amount, $20.4 billion was directed to the highway account and $7.4 billion to the mass transit account. Excise taxes on gasoline brought $20.1 billion into the Highway Trust Fund in 2001.

ADVANTAGES

Gas tax increase reduces gasoline usage

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

Raising the tax would have a direct impact on consumers of gasoline because it would increase the amount they could save by reducing their gasoline use. It would affect automakers and gasoline producers indirectly by raising consumers' demand for fuel economy in new vehicles and lowering their demand for gasoline.

High gas tax works to reduce fuel consumption in Europe & Japan

Gary Becker (Nobel Laureate, Economics, Univ. of Chicago), 27 May 2002, "Want to Cut Gasoline Use? Raise Taxes," BUSINESS WEEK, http://www.businessweek.com/magazine/content/02\_21/b3784039.htm

Europe and Japan do not use fuel-economy standards to any significant degree, but instead rely principally on high taxes to reduce gas consumption. Their average tax is more than $2 per gallon, while in the U.S., federal gas taxes are only 18 cents per gallon and average state taxes 22 cents per gallon. Higher prices at the pump resulting from higher taxes increase consumer demand for cars with better fuel economy—and they encourage consumers to reduce their driving. In addition, higher gasoline prices do not favor one vehicle type over others, and so automatically encourage greater economies from trucks as well as sedans.

Gas tax increase of 20% reduces long-run gasoline demand by 10%

Gary Becker (Nobel Laureate, Economics, Univ. of Chicago), 27 May 2002, "Want to Cut Gasoline Use? Raise Taxes," BUSINESS WEEK, http://www.businessweek.com/magazine/content/02\_21/b3784039.htm

Research by students at the University of Chicago Graduate School of Business shows that federal taxes on gasoline would have to increase by a bit less than 50 cents per gallon to cut gasoline consumption by the same percentage claimed to be achieved under the CAFE program. This assumes that each 20% increase in gas prices reduces long-run gasoline demand by 10%.

Gas tax increase produces more fuel-efficient vehicles

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

Moreover, an increase in the gasoline tax would not create incentives for manufacturers to make unproductive design changes that would raise their fleets' MPG ratings by reclassifying vehicles without reducing gasoline use. With a gasoline-tax hike, sales of more-fuel-efficient vehicles would increase (relative to sales of less-fuel-efficient ones) and the fuel economy of vehicles would improve because of changes in consumer demand, not because manufacturers had to meet regulatory requirements.

Gas tax produces cost-effective reduction in gasoline consumption

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

A well-designed increase in the federal tax on gasoline would give consumers a direct incentive to reduce gasoline consumption. As a result, it would encourage them to undertake all of the activities that could lead to lower gasoline use. Consumers would have an incentive to drive less, to rely more heavily on the most fuel-efficient car they owned, to retire gas-guzzling vehicles earlier, and to buy more-fuel-efficient vehicles. In general, people engage in each of those activities up to the point at which the cost of the activity equals the savings in gasoline spending that it brings about. A higher gasoline tax would encourage consumers to undertake more of each of those activities by increasing the value of their gasoline savings. Thus, it could lead to a cost-effective reduction in gasoline consumption.

Gas tax increase makes alternative fuel technologies more attractive

Jonathan Rauch, 9 Feb 2002, "A Higher Gas Tax Is the Answer. Who'll Ask the Question?" National Journal, http://reason.com/rauch/020902.shtml

But the other way to make new technologies competitive with gasoline is to raise the price of gasoline. Increase the gas tax, and, overnight, you make alternatives more attractive to investors and consumers.

Gas tax is the best way to reduce gasoline use

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

An increase in the gasoline tax would not ensure a specific decline in gasoline use, nor—unlike improved CAFE standards—would it cause a specific increase in fuel economy. Thus, estimating the gasoline savings that would result from a particular tax increase would require estimating changes in fleetwide fuel economy (which depend on changes in consumer demand) as well as changes in the number of vehicle miles traveled. Price elasticities provide estimates of the expected change in gasoline consumption for a given price increase (see Box 3), but such estimates are rough ones. Despite its uncertainty, however, a gasoline tax could be adjusted over time to meet a specific reduction target.

Higher gas prices reduce auto accidents

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

To the extent that higher gasoline prices would reduce vehicle miles traveled, a policy that raised prices would tend to lower the number of accidents.

Conservation is key to reducing harms of imported oil

Yael Abouhalkah, Kansas City Star, 17 Mar 2003, "U.S. learned few lessons about energy since first Persian Gulf War," http://www.kansascity.com/mld/kansascitystar/news/opinion/5401946.htm

A full-scale pursuit of energy conservation is needed to dry up some of the country's thirst for petroleum. That would reduce the nation's fears about being cut off from imported oil.

Higher energy prices produce social & environmental advantages

Glen Barry PhD.,(Univ. of Wisconsin, Biology) 25 May 2004, "America's Gasoline Dangerously Inexpensive — Oil's true cost: cheap gas kills the Earth and diminishes society,"Eco-Portal — The EnvironmentalSustainability.Info Source, http://www.environmentalsustainability.info/blog/archives/000596.htm

A steady, incremental incorporation of external costs into energy prices is exactly the stimulus needed to promote conservation, energy independence and renewable alternatives. And a whole slew of other benefits will follow such as less international conflict, more intact ecosystems, and more livable communities.

Energy tax inproves national security by reducing demand for oil

Laura Cohn and Stan Crock in Washington, with Peter Coy in New York, Stephanie Anderson Forest in Dallas, David Welch in Detroit, and Christopher Palmeri in Los Angeles, Business Week: October 29, 2001, "What to Do About Oil — US Dependencies on Middle East and Russia," http://www.unitedstatesaction.com/dependence-oil.htm

And U.S. vulnerability to an oil shock is increased by the fact that oil accounts for 40% of the nation's energy needs, is critical to transportation, and, for most uses, can't be substituted for with other types of energy. What should Washington do? A simple energy-use tax would raise the price of oil, penalize inefficiency, and work to drive down demand.

RESPONSES TO DISADVANTAGES

Gas tax increase won't hurt the poor

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

When gasoline spending is measured as a share of total expenditures, evidence on the distributional effects of a gasoline-tax increase is mixed. For example, the Congressional Budget Office found that spending on all motor fuels made up about 3 percent of total expenditures for the bottom four-fifths of the income distribution and 2.3 percent of total expenditures for the highest one-fifth

Even a big gas tax increase would have only small impact on the poor

Gary Becker (Nobel Laureate, Economics, Univ. of Chicago), 27 May 2002, "Want to Cut Gasoline Use? Raise Taxes," BUSINESS WEEK, http://www.businessweek.com/magazine/content/02\_21/b3784039.htm

A higher gasoline tax has been opposed because it is alleged to be regressive and to hurt lower-income families. In fact, the average share of income spent on gasoline is less than 4% and varies little by income class, according to the government's Consumer Expenditure Survey of 2000. So even a big tax increase would have only a small impact on the typical poor family's standard of living.

No economic harm: gradual phase-in solves

Prof. William E. Rees (ecological economist and professor at the University of British Columbia’s School of Community and Regional Planning), 21 May 2004, "In Praise of Higher Fuel Prices: Why We Should Pay More for Gas," COMMON DREAMS NEWS CENTER, http://www.commondreams.org/views04/0521-01.htm

If we ease our society gradually into a world of scarce fossil fuels, problems should be relatively short-lived. Both producers and consumers respond to higher prices. People would not much mind paying twice as much for gasoline if their cars were twice as efficient — which they would be if manufacturers hoped to stay in business. And keep in mind that European countries already have much higher energy costs than North America, with no appreciable harm.

High gas tax won't hurt the economy, will help federal budget

Jonathan Rauch, 9 Feb 2002, "A Higher Gas Tax Is the Answer. Who'll Ask the Question?" National Journal, http://reason.com/rauch/020902.shtml

As a share of the price that consumers pay at the pump, total gas taxes (federal plus state) are about half the rate in Canada and a third the rate in Europe. That does not make Canada's or Europe's tax rates right, or America's wrong, but it does suggest that a high gas tax can be consistent with a thriving modern economy. Moreover, each penny of a federal gas tax translates into about $1.3 billion in revenue.

CHEERS: THE CASE FOR RENEWABLE FUELS STANDARDS FOR ETHANOL

Since the early 1970s, the United States government has declared reduced dependence on foreign oil to be an important goal. And, likewise, since the 1970s we have suffered losses and missed opportunities for failing to meet this goal. Today, we will offer you a Comparative Advantage case that changes energy policy and better meets the goals of the present system, resulting in several significant advantages. That's why my partner and I stand firmly Resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS & TOPICALITY

A. Definitions

**Energy:** A source of usable power, such as petroleum or coal" (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Policy**: a high-level overall plan embracing the general goals and acceptable procedures especially of a governmental body (Merriam-Webster Online Dict, 2004)

**We define "Energy Policy" taken together in context to include all proposals offered in H.R. 4503, "The Energy Policy Act of 2004" currently pending in Congress.**

**Substantial**: considerable in importance, value, degree, amount, or extent (American Heritage English Dict 4th Ed., 2000)

**Reduce:** "to make something smaller in size, amount, degree, importance" (Cambridge Advanced Learner's Dict., 2004)

**Dependence**: "The state of being determined, influenced, or controlled by something else." (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Foreign:** "belonging or connected to a country which is not your own (Cambridge Advanced Learner's Dict., 2004)

**Oil:** Petroleum (Webster's Collegiate Dic., 5th edition, 1936)

**RFS:**Renewable Fuels Standard. A mandate proposed in H.R. 4503 "Sec. 1501. RENEWABLE CONTENT OF MOTOR VEHICLE FUEL" of the proposed Energy Policy Act of 2004 (http://thomas.loc.gov/cgi-bin/query/F?c108:18:./temp/~c108fLQwgV:e1292711:)

The RFS sets a standard for the number of gallons of renewable ethanol content in gasoline that must be supplied by refiners, blenders and importers based on their market percentage of total U.S. gasoline sales during a calendar year. The standard starts at 3.1 billion gallons nationwide in the first calendar year and rises to 5 billion gallons in 2012. RFS also creates a credit trading system where one refiner can use more ethanol than required and earn credits to sell to others who don't use enough.

OBSERVATION 2. THE GOAL OF THE PRESENT SYSTEM IS REDUCED DEPENDENCE ON IMPORTED OIL

Oak Ridge National Laboratory Review, Vol. 35 No. 2, 2002, "ORNL and Oil Research," http://www.ornl.gov/info/ornlreview/vol35\_2\_02/oil\_research.shtml

For three decades the U.S. government has had the goal of reducing our nation’s reliance on imported oil for our energy supplies. President Bush reiterated this goal in his State of the Union address on January 29, 2002.

OBSERVATION 3. INHERENCY: THE STATUS QUO IS FAILING TO MEET THIS GOAL

A. Oil imports are rising

Ian Parry PhD. (economics) and Joel Darmstadter (M.A., economics, Senior Fellow at RFF), 6 Feb 2004, "How Should Policymakers Respond to Growing U.S. Oil Import Dependence?" RESOURCES FOR THE FUTURE, http://www.rff.org/rff/News/Features/HowShouldPolicymakersRespondtoGrowingUSOilImportDependence.cfm

The United States currently consumes almost 20 million barrels of oil a day, more than half of which is imported. And the share of imports in U.S. oil consumption is projected to grow steadily over the next 20 years to around 70%.

B. Energy policy promotes oil, not ethanol

Jerry Taylor, 18 May 2004, "Ethanol’s value made evident in marketplace," COLUMBIA DAILY TRIBUNE, http://www.showmenews.com/2004/May/20040518Comm008.asp

Look at the overall energy market, and you’ll find that ethanol must be subsidized just to have a chance at competing with petroleum-based products. For years, the government has maintained a "cheap energy" policy in an effort to fuel the U.S. economic engine and help keep the costs of transportation and manufacturing affordable. Most of the subsidies go for oil, not ethanol. The General Accounting Office reports the federal government has spent more than $130 billion during the past 32 years in subsidies to the oil industry.

OBSERVATION 4. WE OFFER THE FOLLOWING PLAN — to be implemented by any necessary constitutional means

**Plank 1** Congress shall enact the Renewable Fuels Standard portion of the Energy Policy Act of 2004, amended to set the standards to start in 2006. The standard for ethanol blended gasoline shall be 3.1 billion gallons the first year after passage, rising to 5 billion gallons in 2013. Refiners and blenders of gasoline shall be allowed to trade credits for ethanol produced above their quota. In addition, the Act shall be extended to raise the final RFS standard to at least 8 billion gallons by 2020. After 2020 the RFS standard shall be adjusted upward at the same percentage as any increase in total overall gasoline consumption.

**Plank 2** Enforcement shall be through the Dept. of Energy for normal oversight, and the FBI and Justice Dept. for arrest and prosecution. Violations shall be punishable with up to 5 years imprisonment without parole.

**Plank 3** Funding for administrative costs shall come from cutting Federal farm subsidies.

**Plank 4** Timeline. This plan takes effect starting Jan. 1, 2006.

**Plank 5** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. ADVANTAGES

ADVANTAGE 1. REDUCED FOREIGN OIL DEPENDENCE REDUCES THE TRADE DEFICIT AND STRENGTHENS THE U.S. ECONOMY

A. Significance: Oil imports weaken the economy

American International Automobile Dealers Association, 2 July 2004, "Saudis Have Us Over a Barrel, and the Price is Rising," http://www.aiada.org/article.asp?id=18787

In 1970, a bushel of wheat could be traded for a barrel of oil in the world market. It now takes nine bushels of wheat to buy a barrel of oil. The two countries most affected by the dramatically shifting terms of trade between grain and oil are the United States and Saudi Arabia. The United States, the world's largest importer of oil and largest exporter of grain, is paying for this shift in the wheat- oil exchange rate with higher gasoline prices, recently exceeding $2.00 a gallon. The ninefold shift is also driving the largest U.S. trade deficit in history, which in turn is raising external debt to a record level, weakening the U.S. economy.

B. Solvency: RFS significantly reduces oil imports

Sen. Tom Daschle (D-S.D.), 3 June 2003, "Fact Sheet on the Daschle-Frist Renewable Fuel Standard," http://democrats.senate.gov/~dpc/releases/2003619720.html

The RFS will significantly diminish America's dependence on foreign oil and replace it with American-produced renewable fuels. By 2012, the RFS will displace 200 million gallons of oil with ethanol — that is about the same amount of oil the U.S. imported from Iraq in 2002.

ADVANTAGE 2. STABILIZING THE ETHANOL MARKET CREATES 214,000 JOBS

A. Significance: Oil imports are costing American jobs

National Ethanol Vehicle Coalition, "Urgent Message to Advocates of American Fuels and a Clean Environment," 22 Oct 2003, http://www.e85fuel.com/news/102203\_congress\_bill.html

If there is one point that most can agree with, it is that the United States is far too dependent on imported petroleum. Such national energy dependence costs American's 100s of thousands of jobs and billions upon billions of dollars in lost economic opportunity.

B. Solvency: Ethanol mandate stabilizes the market and creates 214,000 jobs

John Gartner, WIRED NEWS, 9 Sept 2003, "Congress Bets the Farm on Ethanol," http://www.wired.com/news/politics/0,1283,60346,00.html

This increased use of ethanol would cut America's dependence on foreign petroleum by reducing crude oil imports by 1.6 billion barrels over the next decade, according to Monte Shaw, Renewable Fuels' communications director. Shaw said 214,000 jobs would be created to grow the additional corn and process the needed ethanol, and farmers would receive an additional $6 billion in annual revenues. "Requiring the use of ethanol brings certainty to the market and encourages investment," said Shaw, who pointed out that the proposed bills do not use any government funds or subsidies to increase ethanol production.

ADVANTAGE 3. INCREASED ETHANOL CREATES $57 BILLION IN PUBLIC ECONOMIC BENEFIT

A. Significance: High OPEC oil prices are a drain on consumers

Stephen Moore (Senior Fellow, Cato Inst.), 2 Apr 2004, Washington Times, "Vapors at the Pump," http://www.cato.org/dailys/04-06-04.html

High oil prices severely harm the U.S. economy, since we are the world's premier oil importer. It is a tax on American consumers.

B. Solvency: Ethanol produces a $57.5 billion refund to consumers

John Urbanchuk, (Exec. V.P. AUS Consultants, "Ethanol's Role in Mitigating the Adverse Impact of Rising Energy Costs of U.S. Economic Growth," Feb 2001, http://www.ethanolrfa.org/pubs.shtml#four

A quadrupling of ethanol use over the next fifteen years would save American consumers $57.5 billion (1996 dollars). This is equivalent to a “tax refund” of nearly $540 for each household in the United States.

2A EVIDENCE — RENEWABLE FUELS STANDARD FOR ETHANOL

SOLVENCY/ADVANTAGES

Natural Resources Defense Council, July 2004, "Reducing America's Energy Dependence," http://www.nrdc.org/air/transportation/gasprices.asp#head2

A renewable fuels standard ramping up to 5 billion gallons per year would save 175,000 barrels of oil per day by 2013.

RFS saves $1 billion annually in farm subsidies

Rep. Tom Osborne (Neb.), "Long-awaited Energy Policy Includes Renewable Fuels Standard," 24 Nov 2003, http://www.house.gov/apps/list/speech/ne03\_osborne/112403EnergyBill.html

The RFS is estimated to reduce the amount of money the federal government will pay for farm programs by more than $1 billion annually and net cash farm income is expected to increase more than six percent.

All motor vehicles can run on 10% ethanol blended gasoline

Missouri Corn Growers Assoc., 2001, "Missouri Corn Online," http://www.mocorn.org/ethanol.htm

All motor vehicles manufactured since the 1970s can run on E10, a blend of 10 percent ethanol. E10, which does not require engine modifications, also significantly lowers carbon monoxide levels.

Stable ethanol market could supply US ethanol needs

John Gartner, WIRED NEWS, 9 Sept 2003, "Congress Bets the Farm on Ethanol," http://www.wired.com/news/politics/0,1283,60346,00.html

While most ethanol-processing plants are located in the Corn Belt states of Illinois, Indiana, Iowa, Nebraska and Kansas, Shaw said a stable market would be sufficient to spur development of a distribution channel. Getting "big oil" to use ethanol in its gasoline products is not a problem, said Shaw, noting that the American Petroleum Institute sent a letter to Congress in 2002 endorsing the renewable-fuel-standard provision.

Ethanol reduces smog and greenhouse gases

Jerry Taylor, 18 May 2004, "Ethanol’s value made evident in marketplace," COLUMBIA DAILY TRIBUNE, http://www.showmenews.com/2004/May/20040518Comm008.asp

For instance, the American Lung Association of Metropolitan Chicago credits ethanol-blended reformulated gasoline with reducing smog-forming emissions by 25 percent since 1990. And in 2003, Argonne National Laboratory determined ethanol use in the United States reduced CO2-equivalent greenhouse emissions by 5.7 million tons, an amount equal to the annual emissions of more than 853,000 automobiles. That is a real and measurable benefit.

RFS credit trading ensures ethanol is used economically and efficiently

Sen. Tom Daschle, 3 June 2003, "Fact Sheet on the Daschle-Frist Renewable Fuel Standard," http://democrats.senate.gov/~dpc/releases/2003619720.html

Unlike current law, the RFS does not require a single gallon of renewable fuels to be used in any particular state or region. Rather, the RFS imposes a requirement on refiners which means that refiners in any state do not have to use ethanol unless it makes economic sense to do so. This flexibility is achieved through the establishment of a credit trading system. The credit trading program allows refineries to generate credits for excess production of renewable fuels in any given year. Other refiners can buy these credits to meet their requirement under the RFS. This system ensures that ethanol will be used where it is most efficient and economical.

Ethanol produces significant economic advantages

Jerry Taylor, 18 May 2004, "Ethanol’s value made evident in marketplace," COLUMBIA DAILY TRIBUNE, http://www.showmenews.com/2004/May/20040518Comm008.asp

And contrary to Waters’ perception, the increased use of U.S.-produced fuel would have an impact on our over-reliance on foreign oil. Every gallon of ethanol we use reduces the influence of foreign oil price fluctuations on our economy, produces more farm income and value-added opportunities and helps Americans become attenuated to the idea that alternative fuels are reliable and efficient. And it makes economic sense. Spending on ethanol industry operations and new construction will add $1.14 billion in federal tax revenues and $734 million for state and local governments this year alone, offsetting much of the cost of subsidies.

Ethanol = $685 billion increase in GDP + 156,000 new jobs

John Urbanchuk, (Exec. V.P. AUS Consultants, "Ethanol's Role in Mitigating the Adverse Impact of Rising Energy Costs of U.S. Economic Growth," Feb 2001, http://www.ethanolrfa.org/pubs.shtml#four

The combination of investment in plant and equipment to produce additional ethanol and stimulus provided by the consumer savings provided by replacing expensive imported oil with domestically produced ethanol will add $685 billion to real GDP by 2015, increase household income by nearly $186 billion over the next fifteen years, and generate more than 156,000 new jobs throughout the entire economy by 2015.

Pimentel is wrong about corn supplies — there's plenty of corn for ethanol

Dr. Michael S. Graboski (Colorado School of Mines) & Dr. John McClelland (National Corn Growers Association), May 2002, "A Rebuttal to 'Ethanol Fuels: Energy, Economics and Environmental Impacts' by D. Pimental," http://www.ethanolrfa.org/pubs.shtml#four

In 2010, the US will consume about 158 billion gallons of gasoline. Pimentel ridiculously calculates that there is barely sufficient land in the US to supply our entire fuel needs with ethanol from corn. USDA has estimated that about 7 billion gallons of ethanol could be produced from agricultural products in the near future without disrupting food markets. Assuming that was achieved in 2010, ethanol would make up about 4.4% of the gasoline volume. According to the 2001 USDA Corn Baseline, corn production should increase by 1 billion bushels to 11.2 billion in 2010. Currently, about 58% of corn is used for domestic livestock feed, 11% for food and industrial uses not including ethanol, and 22% is exported. Today, only about 7% of US corn is used for ethanol.

DISADVANTAGE RESPONSES

Corn prices aren't a problem — ethanol follows fuel prices

Ray Hansen, Agricultural Marketing Resource Center, Iowa St. Univ., "Ethanol Industry Profile," May 2004, p. 3

Although competitive ethanol production is dependent on an ample and affordable supply of grain, it is important to note that ethanol prices are not reflective of corn prices, they in fact more closely follow fuel prices. Because there is no correlation between corn and ethanol price it is important for investors to remember that they are dealing with two related but independent commodities.

Ethanol is NOT more expensive than oil: Oil is heavily subsidized

Jerry Taylor, 18 May 2004, "Ethanol’s value made evident in marketplace," COLUMBIA DAILY TRIBUNE, http://www.showmenews.com/2004/May/20040518Comm008.asp

The General Accounting Office reports the federal government has spent more than $130 billion during the past 32 years in subsidies to the oil industry. That excludes the additional billions awarded in the form of oil depletion allowances and tax credits since the turn of the last century. Some studies indicate if gasoline were sold for its actual total cost of production, the consumer price would be in excess of $15 per gallon.

Ethanol is NOT subisidized in the Status Quo

National Corn Growers Association, "NCGA Refutes Claims of Energy Imbalance of Ethanol" 22 Aug 2001, http://www.ncga.com/public\_policy/issues/2001/ethanol/08\_22\_01a.htm

According to Pimentel, Federal "subsidies" for ethanol are paid to large corporations at a more than $1 billion cost to the public. Ethanol is not subsidized, but is taxed differently than petroleum fuels. Natural gas enjoys a similar tax benefit when used in automobiles and trucks. In his analysis, he ignores the fact the public pays a lower price for gasoline and fuel oil because ethanol increases the supply of domestic petroleum products.

Pimentel's claim that ethanol uses too much energy to produce is based on outdated research

Dr. Michael S. Graboski (Colorado School of Mines) & Dr. John McClelland (National Corn Growers Association), May 2002 , "A Rebuttal to 'Ethanol Fuels: Energy, Economics and Environmental Impacts' by D. Pimental," http://www.ethanolrfa.org/pubs.shtml#four

Much of the discrepancy between Pimentel's study and other recent analyses may be traced to his use of very out-of-date information. USDA reports that the inputs of energy, predominantly fuels and electricity have declined 15% since 1980 while farm output has increased by 33%.

Pimentel does not accurately estimate ethanol yields from corn

Dr. Michael S. Graboski (Colorado School of Mines) & Dr. John McClelland (National Corn Growers Association), May 2002 , "A Rebuttal to 'Ethanol Fuels: Energy, Economics and Environmental Impacts' by D. Pimental," http://www.ethanolrfa.org/pubs.shtml#four

Pimentel reported that the energy used to manufacture ethanol is 70,000 BTU/gal, characteristic of 1979 technology. In 2000, the industry average dry mill consumed 49,252 total (45,173 primary) BTU/gallon. Pimentel assumed an ethanol yield of 2.5 gallons per bushel of corn. The 2000 dry-mill industry average was 2.68. Pimentel ignores any value to the co-products. In our analysis, we assign a credit for DDGS production since its use reduces the quantity of corn fed to livestock.

IT ALL ADDS UP: THE CASE FOR FFV + E85 ETHANOL

Since the 1970s, Americans have known that our dependence on foreign oil is dangerous and unsustainable in the long run. But Status Quo government policies have left the US vulnerable to disruptions, price spikes, and the eventual exhaustion of oil supplies. That’s why my partner and I stand Resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. OUR CASE WILL MEET THE FOLLOWING DEFINITIONS OF THE RESOLUTION

**Energy:** "A source of usable power, such as petroleum or coal" (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Energy Policy**: Actions carried out by the Federal government in accordance with the National Energy Policy Plan (US CODE, TITLE 42, CHAPTER 84, SECTION 7321), which include "legislative recommendations with respect to taxes or tax incentives, Federal funding, regulatory actions" that "establish energy production, utilization, and conservation objectives."

**Substantial**: "considerable in importance, value, degree, amount, or extent (American Heritage Dict. of the Eng. Lang., 4th Ed., 2000)

**Reduce:** "to make something smaller in size, amount, degree, importance" (Cambridge Advanced Learner's Dict., 2004)

**Dependence**: "The state of being determined, influenced, or controlled by something else." (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Foreign:** "belonging or connected to a country which is not your own (Cambridge Advanced Learner's Dict., 2004)

**Oil:** Petroleum (Webster's Collegiate Dic., 5th edition, 1936)

**E85:"**E85 is a blend of 85 percent ethanol and 15 percent gasoline. E85 runs clean, has good performance characteristics and is a domestic renewable energy." (Alternative Fuel Vehicle Group, GLOSSARY, 2004, p. 1, http://www.altfuels.com/glossary1.php)

**FFV: Flexible Fuel Vehicles —** Vehicles that "can run on ethanol, gasoline, or a mixture of the two." (US Dept. of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuel Fact Sheet, "Do You Own a Flexible Fuel Vehicle?" Apr 2003, p. 1)

OBSERVATION 2. INHERENCY: THE STATUS QUO IS COMMITTED TO OIL DEPENDENCY

A. Oil imports are rising

Ian Parry PhD. (economics) and Joel Darmstadter (M.A., economics, Senior Fellow at RFF), 6 Feb 2004, "How Should Policymakers Respond to Growing U.S. Oil Import Dependence?" RESOURCES FOR THE FUTURE, http://www.rff.org/rff/News/Features/HowShouldPolicymakersRespondtoGrowingUSOilImportDependence.cfm

The United States currently consumes almost 20 million barrels of oil a day, more than half of which is imported. And the share of imports in U.S. oil consumption is projected to grow steadily over the next 20 years to around 70%.

B. Current policies discourage ethanol and maintain dependence on petroleum

Prof. Patricia L. Mokhtarian and Xinyu Cao, (Univ. of Calif.-Davis Dept. of Civil & Environmental Engineering), "THE FUTURE DEMAND FOR ALTERNATIVE FUEL PASSENGER VEHICLES: A PRELIMINARY LITERATURE REVIEW" 13 July 2003, p. 10

As for fuel prices, E85 and LPG have higher prices per gasoline-gallon-equivalent (GGE) than gasoline. The higher fuel prices will inhibit private consumers’ voluntary use of E85 and LPG. Although ethanol used as a transportation fuel is subsidized by the Federal excise and energy tax, the price of E85 per GGE still ranks highest. The incentive will shrink from 54 cents per gallon in 2001 to 51 cents per gallon by 2005, and is scheduled to remain in effect through 2007 (Joyce, 2001). After 2007, ethanol prices are expected to be higher.

OBSERVATION 3. HARMS

A. Oil imports cost thousands of jobs and billions of dollars

Institute for the Analysis of Global Security, 2003, "How much are we paying for a gallon of gas?" http://www.iags.org/costofoil.html

Our dependency on oil from countries that are either politically unstable or at odds with the U.S. subjects the American economy to occasional supply disruptions, price hikes, and loss of wealth, which, according to a study commissioned by the U.S. Department of Energy, have cost us more than $3.4 trillion over the last 30 years. The transfer of wealth to oil-producing countries — $1.16 trillion over the past thirty years — significantly increased our trade deficit. The Department of Energy estimates that each $1 billion of trade deficit costs America 27,000 jobs. Oil imports account for almost one-third of the total U.S. deficit and, hence, are a major contributor to unemployment.

B. Reliance on oil for transportation is economically risky and unsustainable in the long-term

Prof. Patricia L. Mokhtarian and Xinyu Cao, (Univ. of Calif.-Davis Dept. of Civil & Environmental Engineering), "THE FUTURE DEMAND FOR ALTERNATIVE FUEL PASSENGER VEHICLES: A PRELIMINARY LITERATURE REVIEW" 13 July 2003, p. 1

Among all sectors, transportation constituted more than two-thirds of energy consumption in the U.S. in 2001, of which petroleum accounted for an overwhelming proportion (96.9%) of energy demand (Davis and Diegel, 2002). The continued growth in the amount of imported oil required to meet our demand for petroleum products threatens national and economic security, and is not sustainable in the long term.

C. Oil dependence is a serious national security risk

Peter Brownfield, FOX News, 17 Oct 2003, "Experts Mull Threat of Another Oil Embargo," http://www.foxnews.com/story/0,2933,100343,00.html (brackets added)

"Things are not going to get easier as long as people who don’t like us hold the key to our prosperity and security," [executive director of the Institute for the Analysis of Global Security, Gal] Luft said. Increasing the reliance on oil from the Middle East makes it easier for those nations to use oil as a weapon. Leaders of countries — including Malaysia, Libya and Iran — have already made threats in the last two years to use their resources against the United States.

OBSERVATION 4. We offer the following plan, to be implemented by any necessary constitutional means:

**Plank 1** Congress shall pass any necessary legislation to enact our mandates.

**Plank 2** Mandates:

1. Current federal tax incentives for ethanol shall be extended for 20 years.

2. The Minnesota 20 cent ethanol subsidy shall be implemented nationwide and federally funded.

3. Phased in over the next 20 years, all new motor vehicles sold in the US shall be FFVs capable of operating on at least 85% ethanol.

4. The federal government shall subsidize and/or directly contract for the construction of E85 gas stations in areas where E85 is not currently available. Stations shall be privatized 10 years after they are operational.

5. The federal tax on non-E85 gasoline shall be adjusted every month such that it's retail price averages 50 cents per gallon more expensive than E85 nationwide.

**Plank 3** Funding shall come from an optimal mix of the following:

1. The gasoline tax in Mandate 5

2. Cutting Federal education funding and the Dept. of Housing and Urban Development

3. Increased Federal revenues from ethanol-based economic growth

**Plank 4** Enforcement shall be through the Dept. of Energy, the Dept. of Transportation, the FBI and the Justice Department. Violations or fraud shall be punishable with fines and/or imprisonment up to 5 years without parole.

**Plank 5** This plan takes effect 30 days after an Affirmative ballot.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. SOLVENCY: FFV+ETHANOL REDUCES DEPENDENCE ON FOREIGN OIL

A. E85 and FFV technology already exist and are on the market

US Dept. of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuel Fact Sheet, "Do You Own a Flexible Fuel Vehicle?" Apr 2003, p. 1

More than 2 million of today's private- and corporate-owned vehicles are flexible-fuel vehicles (FFVs), which can run on ethanol, gasoline, or a mixture of the two.

B. Ethanol substantially reduces oil imports

Renewable Fuels Association, "Ethanol and Energy Security", 2000, http://www.ethanolrfa.org/factfic\_ensec.html

The use of ethanol directly displaces imports of foreign oil and gasoline additives, including MTBE. Today, ethanol reduces the need to import 128,000 barrels a day of oil and MTBE. 23.8 gallons of ethanol displace one barrel of imported oil. Increasing the use of domestic ethanol will make America less dependent on foreign oil.

C. Solving transportation petroleum use solves for oil import dependence

Jonathan Rauch , "A Higher Gas Tax Is the Answer. Who'll Ask the Question?" National Journal, 9 Feb 2002

America depends on oil from dubious friends such as Saudi Arabia, and from undoubted adversaries such as Iraq and Iran and Libya, not primarily to heat our houses or power our refrigerators (gas, coal, and nuclear power can do those jobs) but to fuel our automobiles. "The key market that we're so dependent on oil for is transportation, and really not anything else," says Edward Porter, an economist with the American Petroleum Institute.

OBSERVATION 6. IN ADDITION TO GREATLY REDUCING THE HARMS OF IMPORTED OIL, WE ALSO ACHIEVE THE FOLLOWING ADVANTAGES:

1. Ethanol is much better for the environment than petroleum

US Dept. of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuel Fact Sheet, "Do You Own a Flexible Fuel Vehicle?" Apr 2003, p. 1)

Ethanol is cleaner burning than gasoline because of its high oxygen content. It is a completely renewable, domestically produced, environmentally friendly fuel. It degrades quickly in water and poses much less risk to the environment than an oil or gasoline spill.

2. Ethanol subsidies generate returns 14 to 18 times greater than the investment

Deon Daugherty "Fueling the future," 27 Jan 2002, Morris News Service, Augusta, GA, Chronicle http://www.augustachronicle.com/stories/012702/bus\_biofuel.shtml

An incentive program in Minnesota features a producer payment of 20 cents per gallon of ethanol. Minnesota paid its farmers the 20-cent subsidy from 1989 to 1993. As a result, for every $1 that Minnesota put into the program, it received $14 to $18 in revenue. The revenue returned to the state came from economic ripples when the value on corn increased, which allowed farmers to pay more in state income tax, and jobs were created, which kicked in still more tax dollars to the state.

3. Reduce global poverty

William R. Cline, Center for Global Development and Institute for International Economics, Mar 2004, "Biomass, Global Warming, and Global Poverty"

The great bulk of the world's poor are in the rural sector, and their incomes rise when global agricultural prices rise, so higher world agricultural prices tend to reduce the incidence of poverty. When the additional factor of security costs of relying on oil is taken into account, it would appear that benefits in these three areas could largely or fully compensate for the extra energy costs associated with a major move toward cellulosic ethanol and away from gasoline.

2A EVIDENCE — FFV + E85

DEFINITIONS

Definition of E85 fuel

General Motors, Uptime AltFuels, Fall 2002, p. 2

**"**A blend of 85% ethanol and 15% unleaded gasoline."

Definition of Ethanol

US Dept. of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuel Fact Sheet, "Do You Own a Flexible Fuel Vehicle?" Apr 2003, p. 1

Ethanol is an alcohol-based fuel produced by fermenting and distilling crops that have been converted into simple sugars. In the United States, it's typically made from starch crops, primarily corn. It can also be made from sugar crops or from agricultural waste and "cellulosic biomass" such as trees and grasses.

INHERENCY

E85 is not widely used because the fueling sites don't exist

General Motors, Uptime AltFuels, Fall 2002, p. 2

According to the National Ethanol Vehicle Coalition (NEVC), an advocacy group that promotes the use of E85, there are more than 1 million E85 flex-fuel vehicles (FFVs) on the road today. But the number of ethanol refueling sites across the United States has yet to catch up.

Status Quo isn't using E85

Deon Daugherty Morris News Service, "As technology improves, ethanol looks more viable," AUGUSTA CHRONICLE, 1 Feb 2002

A large part of selling the idea of ethanol to the public depends on teaching car dealers and consumers that cars, vans and pickups can perform well on E85, Mr. Grostick said. "Soccer moms are driving them around and don't even know ethanol is an option for them," said Keith Kahl, a scientist in Oak Ridge's Fuels, Engines and Emissions Group.

Status Quo ethanol vehicles are not being utilized with ethanol

Prof. Patricia L. Mokhtarian and Xinyu Cao, (Univ. of Calif.-Davis Dept. of Civil & Environmental Engineering), "THE FUTURE DEMAND FOR ALTERNATIVE FUEL PASSENGER VEHICLES: A PRELIMINARY LITERATURE REVIEW" 13 July 2003, p.4-5

For E85, the most common vehicles are flex-fueled ones, which can be fueled either by gasoline or by ethanol or by any blend of both fuels. For 2000, the EIA estimated that there were more than 2.6 million on-road vehicles that can be fueled by E85, but that the overwhelming proportion of these vehicles were operating on gasoline. However, these vehicles have the potential to switch to E85 when competitive conditions are met.

Status Quo is not doing Alternative Fuel Vehicles (AFVs include FFVs)

Prof. Patricia L. Mokhtarian and Xinyu Cao, (Univ. of Calif.-Davis Dept. of Civil & Environmental Engineering), "THE FUTURE DEMAND FOR ALTERNATIVE FUEL PASSENGER VEHICLES: A PRELIMINARY LITERATURE REVIEW" 13 July 2003, p. 26

AFVs have experienced creative development and dramatic growth in the U.S. during the past decade. However, currently, all AFVs combined only account for about 0.2% of total registered vehicles in the U.S. Therefore, a great deal of concerted effort is required to facilitate the development and continued growth of AFVs. The widespread use of AFVs has the potential to improve air quality, reduce greenhouse gas effects, and mitigate our dependence on imported oil.

Oil companies are blocking ethanol

Deon Daugherty "Fueling the future," 27 Jan 2002, Morris News Service, Augusta, GA, Chronicle http://www.augustachronicle.com/stories/012702/bus\_biofuel.shtml

Efforts to block ethanol in Texas have been largely successful. "I found out how big that oil lobby was pretty quick," Mr. [Carl] King [founder of Texas Corn Producers] said. "It's tough to get anything through in alternative fuels," he said.

Price and availability issues must be resolved to make E85 work

Prof. Patricia L. Mokhtarian and Xinyu Cao, (Univ. of Calif.-Davis Dept. of Civil & Environmental Engineering), "THE FUTURE DEMAND FOR ALTERNATIVE FUEL PASSENGER VEHICLES: A PRELIMINARY LITERATURE REVIEW" 13 July 2003, p. 12

The future demand for E85 vehicles is mainly dependent on fuel price and the availability of refueling infrastructures.

SOLVENCY

Ethanol is economically beneficial with government intervention in the market

William R. Cline, Center for Global Development and Institute for International Economics, Mar 2004, "Biomass, Global Warming, and Global Poverty"

The full target of 64 billion gallons could be achieved with a subsidy of 21 cents per gallon (at a fiscal cost of $13.5 billion annually). The full target could also be achieved with a net fiscal impact close to zero if the subsidy were set at 14 cents per gallon (costing $9.0 billion) and an incremental tax of 10 cents per gallon were imposed on gasoline (raising $8.7 billion; scenario 10). The central scenario and especially the optimistic scenario suggest that this large ethanol project could be feasible. Nonetheless, the economic costs would be significant. This cost can be measured by the sum of the producer subsidy and the incremental gasoline tax. In scenario 7 (central), this sum would be $41 billion, or 0.4 percent of 2002-scale U.S. GDP. In scenario 10 (optimistic), this sum would be $17.7 billion, or about 0.18 percent of GDP. However, external benefits in the areas of environment, global development, and security could substantially reduce these costs. Table 3 shows that at the full target level of 64 bnge, the shift of land toward biomass would reduce other agricultural output by 1.55 percent and boost agricultural prices by 3.1 percent. Based on the relationship between global poverty and world agricultural prices discussed above, the 3 percent rise in prices would reduce global poverty by an estimated 62 million people, or by 2.2 percent.

Brazil has successfully promoted ethanol to replace petroleum

Embassy of Brazil in London, 2004, "How are Brazil's different energy sources used and by whom?" http://www.brazil.org.uk/page.php?cid=159&offset=6

"Ethanol" is an unfamiliar fuel for most people outside Brazil. In Brazil it has become a familiar substitute for petrol. Its development was supported by the Brazilian Government. After the oil price rises of the 1970s, as well as encouraging the search for oil and gas, the Brazilian Government set up a National Alcohol Programme (PROALCOOL). They weren't looking for a new drink. They wanted an alternative to petrol for running vehicles. They plumped for ethanol and developed an efficient way of making it from sugarcane. 16 billion litres are produced annually. Cars can run on pure ethanol or a mixture of petrol and ethanol. Ethanol is more environmentally friendly than petrol because the amount of carbon dioxide emitted, when ethanol is burnt in an engine, is balanced by the carbon dioxide absorbed when the sugarcane is growing. (Carbon dioxide is the so-called "greenhouse gas".)

New ethanol facilities and new ethanol technologies are being built

Joseph DiPardo, "Outlook for Biomass Ethanol Production and Demand" 30 July 2002, Dept. of Energy, Energy Information Administration, http://www.eia.doe.gov/oiaf/analysispaper/biomass.html

The concentrated acid and dilute acid processes have been targeted for near-term deployment because of their maturity. BC International is building a facility in Louisiana that is designed to convert bagasse (sugarcane residue) into ethanol by the dilute sulfuric acid process, although its long-term plan is to convert the plant to an enzyme process. Masada Resource Group is planning to locate a municipal solid waste (MSW) to ethanol plant in New York using the concentrated acid hydrolysis process, which may be better suited than enzymes to heterogeneous cellulose sources (such as MSW). Arkenol is working to establish a commercial facility in Sacramento, California, to convert rice straw to ethanol, also using the concentrated acid hydrolysis process.

Ethanol capacity can easily grow to meet consumer demand

Ray Hansen, Agricultural Marketing Resource Center, Iowa St. Univ., "Ethanol Industry Profile," May 2004, p. 4

A report prepared by the [Iowa] Governor's Ethanol Coalition states that the U.S. ethanol industry has the ability to double its production within 24 months. This ability to expand and or start new facilities will easily accomodate the phase out of MTBE and meet growing consumer demand.

Brazil uses ethanol successfully to reduce petroleum dependence in transportation fuel

Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Brazil: Environmental Issues," Aug 2003

The use of ethanol to fuel automobiles was initiated partially in response to the oil shock of 1973, and as an alternative to oil to promote self-sufficiency. In 1975, the government created the Brazilian National Alcohol Program to regulate the ethanol market and encourage the production and use of fuel ethanol. The program guaranteed that all gasoline sold in the country would be blended with 22% anhydrous ethanol and that the pump price would remain competitive with gasoline.

Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Brazil: Environmental Issues," Aug 2003

Past sugarcane crop problems have slightly altered the percentage of ethanol in Brazilian gasoline, however, mandated levels have usually remained at around 20%. On June 1, 2003, the Brazilian government raised the ethanol mix in gasoline from 20% to 25%. In July 2003, Volkswagen announced plans to have its entire Brazilian fleet's engine converted from conventional to bi-fuel version by 2006. A bi-fuel engine can run on either gasoline or ethanol (Flexible Fuel Vehicles). Ethanol usually offers consumers a cheaper option to gasoline.

Brazil produced 50% reduction in gasoline usage in 10 years with government-driven ethanol substitution

State of Hawaii, Dept. of Business, Economic Development & Tourism, "Transportation Energy Strategy," 1995, Chap 9: "Potential Measures to Encourage Alaternative Transportation Fuels and Vehicles," p. 9-1 — 9-6

Government-provided fuel entails the highest degree of government involvement with the following governmental roles: fuel selection; investment; fuel production and distribution; and pricing. This approach may be appropriate to an energy emergency (see Hawaii Energy Strategy Project 6, Energy Vulnerability Assessment and Contingency Planning) where speed and decisiveness may be more important than "optimum" energy choices. This approach has been used in wartime economies and in South Africa to promote energy independence during international economic sanctions. It was fundamentally the approach followed by Brazil in the 1980s to increase ethanol use in vehicles, the most rapid deep substitution of petroleum fuels ever achieved in an industrialized society. About half of the gasoline use was displaced by ethanol in approximately 10 years.

Ethanol cut Brazil's use of oil for gasoline by 66%

Northwest Iowa Community College report: Introduction to Ethanol, 2000, Module 1, http://www.nwicc.cc.ia.us/Module1.htm (66% = 40% of cars use 100% pure ethanol + the rest use 22% ethanol)

Prompted by the increase in oil prices in the 1970's, Brazil introduced a program to produce ethanol for use in automobiles in order to reduce oil imports. Brazilian ethanol is made mainly from sugar cane. Pure ethanol is used in approximately 40% of the cars in Brazil. The remaining vehicles use blends of 22% ethanol with 78% gasoline.

Tax incentives motivate use of E85 even if it isn't available at every gas station

Paul Leiby & Jonathan Rubin, Univ. of Maine, Sept 2000, "The Alternate Fuel Transition:Results from the TAFV Model of Alternate Fuel Use in Light-Duty Vehicles 1996-2000" http://www.umaine.edu/mcsc/Research/EnvPol/TAAFTMP/ToC.htm [Translation: This quote is saying that a 35 cents/gallon price differential would be enough to motivate consumers to find and buy alternative fuels if only 0.1% of all gas stations had them; when 50% of gas stations sell alternate fuels, only a 2-cents/gallon or 7-cents/gallon (depending on which assumptions you use, logarithmic or exponential) incentive is needed]

For the exponential functional form, the cost penalty at 50% availability is 2c per gallon, while the fuel availability cost is 7c per gallon using the logarithmic functional form. At 0.1% fuel availability the cost per gallon, using the exponential functional form, is 35c.

Alternative fuels significantly reduce climate change

Prof. Patricia L. Mokhtarian and Xinyu Cao, (Univ. of Calif.-Davis Dept. of Civil & Environmental Engineering), "THE FUTURE DEMAND FOR ALTERNATIVE FUEL PASSENGER VEHICLES: A PRELIMINARY LITERATURE REVIEW" 13 July 2003, p. 1

Global warming is another major worldwide concern associated with petroleum consumption. The surface temperature of the earth has risen by 0.6 degrees Celsius since the late 19th century (IPCC, 2001). Carbon dioxide (CO2), the main “greenhouse gas”, greatly contributes to the climate change. The U.S. is the largest emitter of CO2 in the world, accounting for about 23% of the world's CO2 emissions (compared to 4.6% of its population (Census Bureau, 2002) but 32.5% of the global total gross domestic product (GDP) (World Bank, 2002)). In 2000, the transportation sector accounted for 33% of the U.S. total CO2 emissions from fossil energy consumption (Davis and Diegel, 2002). Replacing gasoline-based vehicles with alternative fuel vehicles (AFVs) is expected to significantly reduce CO2 emissions from the transportation sector.

Ethanol reduces greenhouse gases

Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Brazil: Environmental Issues," Aug 2003

The use of biomass fuel ethanol is an effective strategy to mitigate greenhouse gases, as it replaces oil, a more carbon-intensive fuel.

Ethanol is efficient — produces 34% more energy than it takes to make it

US Dept of Agriculture, Hosein Shapouri, James A. Duffield and Michael Wang, July 2002, Office of Energy Policy and New Users, "The Energy Balance of Corn Ethanol: An Update," p. iii

Production of corn-ethanol is energy efficient, in that it yields 34 percent more energy than it takes to produce it, including growing the corn, harvesting it, transporting it, and distilling it into ethanol.

Environmental benefits of ethanol outweigh the risks

Ronald A. Wirtz, "Under the Influence — All engines are go for the ethanol industry, but whether that continues hinges on fickle consumers and government policy," FedGazette, Federal Reserve Bank of Minneapolis, Jan 2001 woodrow.mpls.frb.fed.us/pubs/fedgaz/01-01/ethanol.html

Ethanol itself has some pollution baggage, having evaporative tendencies in warm weather that release harmful compounds, which partially offset ethanol's lower tailpipe emissions. But the federal government recognizes ethanol as a cleaner, more environmentally benevolent fuel than gasoline, which brings with it the rationalization and justification for a variety of federal and state subsidies for alcohol-based fuel.

Massive environmental benefits to ethanol

American Lung Association of Minnesota, "E85 and Flexible Fuel Vehicles (FFVs) " http://www.alamn.org/outdoor/E85.htm, 2001

E85 is environmentally friendly. It has the highest oxygen content of any fuel available today, making it burn more completely (cleaner) than gasoline. E85 contains 80% less gum-forming compounds, like the olefins found in gasoline. Production and use of E85 results in a 35% reduction in greenhouse gas emissions. More than 100 major U.S. cities suffer from unhealthy levels of smog. E85 may be able to help. U.S. Environmental Protection Agency (EPA) studies have shown that high-blend ethanol fuels can reduce harmful exhaust emissions by more than 50 percent.

Ethanol would lift 40 million people out of poverty in the developing world

C. Boyden Gray (former Counsel to President George H.W. Bush), 6 May 2004, testimony before the COMMITTEE ON AGRICULTURE, NUTRITION AND FORESTRY, UNITED STATES SENATE, http://www.energyfuturecoalition.org/newsroom/index.shtm

Economist William Cline of the Center for Global Development and the Institute for International Economics estimates that U.S. production of 50 billion gallons of ethanol would have the indirect effect of lifting more than 40 million people out of poverty in the developing world.

DISADVANTAGE RESPONSES

Corn prices don't matter — ethanol follows fuel prices

Ray Hansen, Agricultural Marketing Resource Center, Iowa St. Univ., "Ethanol Industry Profile," May 2004, p. 3

Although competitive ethanol production is dependent on an ample and affordable supply of grain, it is important to note that ethanol prices are not reflective of corn prices, they in fact more closely follow fuel prices. Because there is no correlation between corn and ethanol price it is important for investors to remember that they are dealing with two related but independent commodities.

E85 cars don't cost more than normal cars

US Dept. of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuel Fact Sheet, "Do You Own a Flexible Fuel Vehicle?" Apr 2003, p. 2

When buying a new car, you'll find that E85 fueling capability adds little or nothing to the purchase price. In some cases it is standard, or offered as a no-cost option. Automakers' costs to modify a vehicle for E85 fueling are minimal.

New technology solves past problems with ethanol

Deon Daugherty Morris News Service, "As technology improves, ethanol looks more viable," AUGUSTA CHRONICLE, 1 Feb 2002

New technology developed at Texas Tech alleviates those problems by adding a catalyst.Enviro Max Plus is a zinc-based compound that can eliminate ethanol's problems of absorbing water and poor performance in low temperatures, said Kenneth Sanders, a Lubbock, Texas, businessman backing the research.

OLD KING COAL: THE CASE FOR COAL LIQUIFICATION TECHNOLOGY

The US economy and national security are threatened by Status Quo policies that result in reliance on foreign sources of oil. Fortunately, the solution is right here in America, where the perfect substitute for petroleum exists in supplies guaranteed to last for many years. That's why my partner and I stand Resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS

**Energy Policy**: Any areas of government action outlined in the *US Code Title 42 Chapter 84 Section 7321*, the "National Energy Policy Plan." This includes the following when done within the context of the "projected energy needs of the United States" (7321 (b)(1) ): "actions of the Federal Government that will maximize the private production and investment necessary in each of the significant energy supply sectors" (7321(b)(2))

**Substantial**: considerable in quantity *(Merriam-Webster Online Dict., 2004)*

**Reduce:** "to make something smaller in size, amount, degree, importance" *(Cambridge Advanced Learner's Dict., 2004)*

**Dependence**: "The state of being determined, influenced, or controlled by something else." *(American Heritage Dictionary of the English Language, 4th Ed., 2000)*

**Foreign:** "belonging or connected to a country which is not your own *(Cambridge Advanced Learner's Dict., 2004)*

**Oil:** Petroleum *(Webster's Collegiate Dic., 5th edition, 1936)*

**Coal Liquification (also called Coal-to-Liquid or CTL):"**Converting coal into synthetic liquid fuel, similar in nature to crude oil and/or refined products such as gasoline" *(Indiana Coal Council, "Coal Glossary," 2004, http://www.indianacoal.com/)*

**Polygeneration:** "A Polygeneration (or Coproduction) Plant is one that produces more than one useful product. In this case the products are clean liquid transportation fuels and electric power." (*David Gray & Glen Tomlinson, (Mitretek Systems), NCEP Forum: The Future of Biomass and Transportation Fuels, US Senate, Hart Building, 13 June 2003, "Reducing Dependence on Imported Oil: Zero Sulfur Transportation Fuels from Domestic Coal," p. 5)*

OBSERVATION 2. INHERENCY: THE STATUS QUO IS, AND WILL REMAIN, DEPENDENT ON FOREIGN OIL

A. The US imports 56% of its oil

According to the Energy Information Administration, Monthly Energy Review, June 2004, p. 15, the US had net imports of an average of 11,237,000 barrels of oil per day in 2003 out of a total oil consumption of 20,044,000 barrels/day, or 56%.

B. Transportation uses 69% of US oil consumption

US Dept. of Energy, "ENERGY INFOCARD — United States," 2002, http://www.eia.doe.gov/kids/infocardnew.html

Share of US oil consumption for transportation69%

C. OPEC manipulates the price of oil to prevent alternatives to petroleum

Bob Davis & Bhusan Bahree (Staff writers, Wall Street Journal), 17 Mar 2003, McGraw-Hill Economics Web Newsletter, "How OPEC Keeps America Hooked on Imports of Oil"

OPEC manages production to try to keep prices higher than they would be if set in a free market, but low enough to make alternative fuels and technologies uncompetitive. "If we force Western countries to invest heavily in finding alternative sources of energy, they will," Saudi Arabia's influential oil minister, Sheik Ahmed Zaki Yamani, said in a 1981 speech at a Saudi petroleum university. "This will take them no more than seven to 10 years and will result in their reduced dependence on oil as a source of energy to a point which will jeopardize Saudi Arabia's interests."

D. Government intervention is needed to initiate coal-based facilities

David Gray & Glen Tomlinson, (Mitretek Systems), NCEP Forum: The Future of Biomass and Transportation Fuels, US Senate, Hart Building, 13 June 2003, "Reducing Dependence on Imported Oil: Zero Sulfur Transportation Fuels from Domestic Coal," p. 14

However, coal-based polygeneration will still be a hard sell because of barriers and risks. If deployment of this technology is perceived to be in the public interest, then Government must help overcome these barriers especially for the first plants so that industry would invest in future plants with no government assistance.

OBSERVATION 3. HARMS: FOREIGN OIL DEPENDENCE IS HARMFUL TO THE UNITED STATES

A. Transportational demand for imported oil creates massive economic losses

Chicago Tribune, "How to reduce oil imports," 8 Jan 2002, http://www.anwr.org/features/chicagotrib.htm

The strategy needs to focus first on transportation—the lion's share of the oil consumed in the U.S. goes into cars and trucks. Consider that, according to federal government estimates, price shocks and manipulation by the OPEC cartel from 1979 to 1991 cost the U.S. economy about $4 trillion. Each oil price shock was followed by an economic recession. Add to that the cost of American involvement in the Middle East—much of it to protect vital sources of production and transportation of oil—and reducing American dependence on foreign oil takes on added urgency

B. Dependence on imported oil threatens global and national security

Jason Ahdoot, Charity Morsey & David Vela, "Alleviating U.S. Dependence on OPEC," Apr 2001, Pepperdine Univ. School of Public Policy, p. 10

Purchasing oil from volatile OPEC countries has resulted to substantial consequences. For example, Americans are unintentionally funding wars, adding to the wealth of dictators, and threatening U.S. national security. Some OPEC countries routinely violate human rights and are beginning to develop nuclear weaponry.

C. Status Quo refusal to switch to alternate sources is an immediate threat to society

Paul Roberts (expert on economics, technology and the environment), The End of Oil, 2004, p. 306

Instead, the longer the world continues to rely on the current energy system, and the greater the demands we place on it, the more likely we are to see the kinds of serious system lapses that are only hinted at in media stories: nationwide blackouts; sabotage of critical infrastructure; yearlong, economy-sapping price spikes; violent instability in energy-producing states; even political or military conflict between big energy importers — any one of which could happen not in ten years or twenty-five years, but right now.

OBSERVATION 4. We offer the following plan, to be implemented by any necessary constitututional means:

**Plank 1** Congress and the President shall enact any laws needed to implement the mandates of this plan.

**Plank 2** Mandates:

1. The Dept. of Energy shall spend $150 billion to construct through competitive bidding 70 coal-based polygeneration sequestered-carbon plants for the production of diesel fuel and gasoline. The plants shall be privatized after 5 years in operation.

2. The federal excise tax on all petroleum-based motor fuel shall be raised to maintain an average retail price equivalent to $41/barrel of oil. The tax shall be adjusted every 3 months based on the current price of oil. If the market price of oil rises above $41/barrel, the tax shall be lowered back to Status Quo level. All non-petroleum-based motor fuel shall be taxed only at Status Quo rates.

**Plank 3** Funding shall come from an optimal mix of the following:

- The gasoline tax in Mandate 2

- Cutting the NASA budget

- Eliminating Federal education funding

- Freezing the Federal travel budget

- Suspending the Medicare drug benefit for 2 years

- Eliminating Federal crop subsidies

- Eliminating unnecessary military aircraft programs

**Plank 4** Enforcement of Mandate 1 shall be through the Dept. of Energy, with any malfeasance prosecuted by the FBI and Justice Dept. Enforcement of Mandate 2 shall be through the current means of enforcement of Status Quo Federal motor fuels taxes.

**Plank 5** This plan takes effect 30 days after an Affirmative ballot.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. ADVANTAGES

ADVANTAGE 1. The initial investment will reduce import dependence with 2.4 million barrels/day of fuel

David Gray & Glen Tomlinson, (Mitretek Systems), NCEP Forum: The Future of Biomass and Transportation Fuels, US Senate, Hart Building, 13 June 2003, "Reducing Dependence on Imported Oil: Zero Sulfur Transportation Fuels from Domestic Coal," p. 14

Zero sulfur liquid transportation fuels from coal-based polygeneration plants are competitive with crude oil at $24/bbl (no sequestration) and $25/bbl (sequestration). Production of 2.4 MMBPD [million barrels per day] of these fuels and 35 GW [gigawatts] of power would require 70 plants at a cost of $150 billion (1.5 years oil imports) and use 350 MMTPY [million tons per year] of coal.

ADVANTAGE 2. $41/barrel pricing solves OPEC manipulation and ensures future private-sector CTL profitability

Institut Francais du Petrole (IFP; independent research and industrial development information center), 8 Jan 2004, PANORAMA 2004, "Engines/MotorFuels: Possible Long-Term Trends," p. 2-3.

A recent IFP study shows that, given a coal price of $30/ton, the CTL solution can compete with conventional pathways provided that the price per barrel remains higher than $35-40 a barrel for a substantial length of time.

ADVANTAGE 3. Long-term motor fuel independence: Pennsylvania alone can produce 130 billion barrels of CTL

Jeff Miller, "Coal-to-fuel plant wins $100 million," 14 Jan 2003, THE MORNING CALL (Allentown, Pa. newspaper), http://www.ultracleanfuels.com/articles/mcall\_01142003.html (Blue Book Note: if you do the math, Pennsylvania's 130 billion barrel supply would replace 9.5 million barrel/day of imports for over 37 years)

The United States currently imports about 9.5 million barrels of oil a day, or a little more than half its supply. Schuylkill County has about 5 billion tons of anthracite; the state has 34 billion tons of bituminous coal and anthracite reserves. The Pennsylvania reserves are enough to produce more than 130 billion barrels of oil, according to Energy Department figures.

2A EVIDENCE — COAL LIQUIFICATION

INHERENCY

Congress hasn't provided the needed incentives for CTL

Hershey Philbin Associates, NEWSROOM, "AMERICANS REACT TO HISTORIC GAS PUMP PRICES," 24 June 2004, http://www.hersheyphilbin.com/news/wmp/062404.html (brackets added)

The international technology team [John] Rich [president of a coal-to-liquid technology company] organized has been in place for several years. The process is already a proven success in South Africa. However, it's taking longer than anticipated to get the Pennsylvania plant, the first in the U.S., up and running. "Everybody's pushing for passage of the Energy Bill in Washington," Rich said. "There are incentives in the bill that will help attract investment to the coal-to-liquid fuels process as well as other domestic energy alternatives."

ADVANTAGES

Carbon-sequestered CTL reduces carbon dioxide emissions

David Gray & Glen Tomlinson, (Mitretek Systems), NCEP Forum: The Future of Biomass and Transportation Fuels, US Senate, Hart Building, 13 June 2003, "Reducing Dependence on Imported Oil: Zero Sulfur Transportation Fuels from Domestic Coal," p. 14 (brackets added)

If these [70 coal liquification] plants sequestered carbon then 280 MMTPY [million tons per year] of carbon dioxide would be avoided compared to producing fuels from crude oil and power from conventional coal.

Fuel from coal produces multiple energy security benefits

David Gray & Glen Tomlinson, (Mitretek Systems), NCEP Forum: The Future of Biomass and Transportation Fuels, US Senate, Hart Building, 13 June 2003, "Reducing Dependence on Imported Oil: Zero Sulfur Transportation Fuels from Domestic Coal," p. 12

Energy Security benefits

- can be derived from plentiful domestic coal resources

- can be derived from domestic (or overseas) gas resources (gas is available in many areas throughout the world, often in remote locations)

- reduce dependence on foreign sources for fuel

- ideal candidate for single, high performance liquid fuel for ground, aviation, and marine applications

Multiple environmental and economic benefits to CTL

David Gray & Glen Tomlinson, (Mitretek Systems), NCEP Forum: The Future of Biomass and Transportation Fuels, US Senate, Hart Building, 13 June 2003, "Reducing Dependence on Imported Oil: Zero Sulfur Transportation Fuels from Domestic Coal," p. 4

Producing Clean Liquid Transportation Fuels from Domestic Coal could be a Realistic Part of the Solution. Why?

- they use same delivery & end-use infrastructure as our current petroleum fuels

- they are refined fuels (no need for extra refinery capacity)

-they are zero sulfur & produce ultra low vehicle emissions

-they can be produced cleanly with carbon dioxide capture

-they use our vast & secure domestic coal resources (the U.S. is the Saudi Arabia of coal with over 250 years of supply at current usage)

Barriers & Risks to CTL in the Status Quo

David Gray & Glen Tomlinson, (Mitretek Systems), NCEP Forum: The Future of Biomass and Transportation Fuels, US Senate, Hart Building, 13 June 2003, "Reducing Dependence on Imported Oil: Zero Sulfur Transportation Fuels from Domestic Coal," p.13

Barriers & Risks

High capital plant cost

Polygeneration is essentially new technology and there are

concerns over plant performance & reliability

Uncertainties over future costs of oil and natural gas

Uncertainties over future environmental regulations

Difficulties in siting new coal plants

RD&D is necessary to mitigate these risks

Doubling US coal production + CTL = 1/3 reduction in oil imports

American International Automobile Dealers, "Fuel for the Future," 23 May 2004, http://www.aiada.org/article.asp?id=16610 (F-T = Fischer-Tropsch method, named after the German scientists who invented the process for making synthetic liquid fuels)

It would take about 1.4 billion tons of coal produced annually to make 4 million barrels per day of clean F-T fuels, and to reduce imports by a similar amount. That would cut the nation's oil imports by one third. Could enough coal be supplied? The U.S. coal industry now produces about 1.1 billion tons a year, so it would require a doubling of the nation's coal production, Peterson said. This is ambitious, but he said major U.S. coal companies have told him it is quite possible.

CTL works in South Africa at $10/barrel

American International Automobile Dealers, "Fuel for the Future," 23 May 2004, http://www.aiada.org/article.asp?id=16610

Today, when international passenger jets refuel in Johannesburg, South Africa, the fuel they take on is made from coal. Sasol, the South African energy company, is the world's leading producer of FischerTropsch fuels with over 40 billion gallons produced. Sasol's new generation coal based F-T plants are so efficient they can compete with crude based products at prices as low as $10 per barrel crude oil, the company says.

Coal substitution reduces foreign oil dependence

Michigan Dept. of Environmental Quality, "Coal-Derived Liquid Fuels," 2004, http://www.michigan.gov/deq/0,1607,7-135-3585\_4127\_4172-11312—,00.html

Coal is currently available in abundant quantities within the United States, which would consequently reduce our dependence on foreign oil imports.

CTL reduces dependence on foreign oil

Hershey Philbin Associates, NEWSROOM, "AMERICANS REACT TO HISTORIC GAS PUMP PRICES," 24 June 2004, http://www.hersheyphilbin.com/news/wmp/062404.html

"The state of Pennsylvania has about 34 billion tons of in-ground coal reserve," [John] Rich [president of a coal-to-liquid technology company] says, "For each ton we get about three barrels of product. This equates to the state of Pennsylvania having about 100 billion barrel reserve, which is larger than Iraq's reserves." "We are exploring capital sources now," Rich added. "Clearly the time has come to utilize the domestic resources we have in the U.S. to reduce our dependency on foreign sources for clean transportation fuels."

JUMPIN' JACK FLASH: THE CASE FOR GAS-TO-LIQUID TECHNOLOGY

In the 1920s, two German scientists named Franz Fischer and Hans Tropsch developed a process for converting natural gas into liquid substitutes for petroleum-based products. Germany used the technology extensively in World War II and South Africa uses it today to reduce dependence on foreign oil. The same technology works as well with other hydrocarbon sources, such as natural gas. As oil supplies run out, it will become vital for the United States to make the transition smoothly from the fuel of today, oil, to the fuel of tomorrow: natural gas. That's why my partner and I stand resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS

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**Foreign:** "belonging or connected to a country which is not your own *(Cambridge Advanced Learner's Dict., 2004)*

**Oil:** Petroleum *(Webster's Collegiate Dic., 5th edition, 1936)*

**GTL:**"Gas to Liquid" — "A process that combines the carbon and hydrogen elements in natural gas molecules to make synthetic liquid petroleum products" *(US Dept. of Energy, Energy Information Administration, "Energy Glossary," May 2003, http://www.eia.doe.gov/glossary/glossary\_g.htm).*

Please note that GTL is not the same as liquified natural gas (LNG). LNG is simply the liquification of raw natural gas so that it can be easily transported without a pipeline. GTL is different because it transforms the natural gas into other products such as gasoline and diesel fuel.

OBSERVATION 2. PLAN. The following plan shall be implemented by any necessary constitutional means:

**Plank 1** Congress shall vote to establish a GTL gasoline generation program, contracted through the private sector and subsidized to stabilize prices competitive with current market prices until it becomes economically competitive without subsidies. The program shall be implemented through the Dept. of Energy.

**Plank 2** This plan will begin constructing the facility 2 years from the date of an Affirmative ballot, and will begin dedicating funds for its construction immediately upon an Affirmative ballot.

**Plank 3** Funding shall come from the following:

Elimination of Federal education funding

Elimination of Federal crop subsidies

Freezing the Federal travel budget

Eliminating unnecessary military aircraft and US troop deployment in the Balkans

Cutting the NASA budget

Suspending the Medicare prescription drug program for 2 years

All money saved over 2 years will be accumulated into a trust fund dedicated to this plan.

**Plank 4** Enforcement shall consist of preventing waste, fraud and abuse by federal employees and contractors through normal means under existing law, using the oversight of the Inspector General, the FBI and the Justice Department.

**Plank 5** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 3. INHERENCY: THE STATUS QUO IS DEPENDENT ON FOREIGN OIL

A. Over 60% of gasoline comes from imported oil

US Dept. of Energy, "Primer on Gasoline Sources and Markets," 20 Jan 2004, http://www.eia.doe.gov/neic/experts/contactexperts.htm

In 2001, United States refineries produced over 90 percent of the gasoline used in the United States. Less than 40 percent of the crude oil used by U.S. refineries was produced in the United States.

B. Gasoline demand and price are rising, while supply is tight

National Petrochemical & Refiners Association, "The Facts on US Gasoline Supply," 10 June 2004, p. 1

World oil supply is tight due to record growth in world oil demand. This growth has been fueled by recovering economies worldwide, especially in China and India. In the U.S., economic growth continues to be string, increasing the demand for energy. According to the latest EIA [Energy Information Agency] estimates, growth in gasoline demand is averaging 3-4% on year-ago levels. Currently, gasoline prices are averaging more than $2 a gallon, which is more than 50 cents higher than a year ago.

C. The Status Quo cannot do GTL fast enough to get petroleum independence

Michael Moorehead (president of Universal Energy Consulting and retired V.P. of Strategy and Investment for Conoco Global Power, Inc), PROGRESSIVE ENGINEER, Jan 2003, "Gas-to-Liquid Fuels Can Give Us Energy Independence," http://www.progressiveengineer.com

The major oil companies have teams working to be the first company to use GTL commercially. Exxon and Shell have each spent more than $500 million in the effort. Several are currently on the economic threshold, working to reduce costs and risks before making multi-billion-dollar investments. They are just years away, even without government support. Their entry, however, will not be large or fast enough to break OPEC or give us petroleum independence. Our ten largest oil companies combined could not finance $300 billion in new projects in just two to three years. Only the U.S. government can do this.

OBSERVATION 4. HARMS: CURRENT ENERGY POLICY IS DANGEROUS AND UNSUSTAINABLE

A. Oil supplies are soon running out

Sullivan S. Marsden, "Are we running out of oil?" 19 May 2004, SAN DIEGO UNION TRIBUNE, http://www.signonsandiego.com/uniontrib/20040519/news\_lz1e19marsden.html

Simply put, the days of cheap and plentiful oil are coming to an end. Kenneth S. Defeyes of Princeton University predicts that global oil production will start to decline soon — and that, barring some major technological breakthroughs — there will be an effective world shortage beginning in 2010.

B. High prices and shortages are inevitable and catastrophic

Paul Roberts (writes about the energy industry for Harper's Magazine and other national publications) 7 Mar 2004, "Running Out of Oil — and Time," LOS ANGELES TIMES, http://www.betterworld.com/getreallist/article.php?story=20040310215233155

As we hit the peak, soaring prices — $70, $80, even $100 a barrel — will encourage oil companies and oil states to scour the planet for oil. For a time, they will succeed, finding enough crude to keep production flat, thus stretching out the peak into a kind of plateau and perhaps temporarily easing fears. But in reality, this manic, post-peak production will deplete remaining reserves all the more quickly, thus ensuring that the eventual decline is far steeper and far more sudden. As one U.S. government geologist put it to me recently, "the edge of a plateau looks a lot like a cliff."

C. Foreign oil supply disruptions are a constant threat

John W. Schoen, (Senior Producer, MSNBC), 12 May 2004, "Oil prices include a growing 'risk premium' " MSNBC News online, http://www.msnbc.msn.com/id/4962032/

The threat to Middle East oil supplies has existed for as long as there has been violence in the region. The last time oil prices spiked above $40 a barrel was just before the Gulf War began in 1990 — on fears that the conflict, and resulting damage, could restrict supplies.

OBSERVATION 5. GTL SOLVES THE HARMS AND PRODUCES MULTIPLE ADVANTAGES

ADVANTAGE 1. Natural gas reserves have long-term sustainability

US Dept. of Energy, May 2004, Energy Information Administration, International Energy Outlook 2004,"Natural Gas," http://www.eia.doe.gov/oiaf/ieo/nat\_gas.html (brackets added)

Despite high rates of increase in natural gas consumption, particularly over the past decade, most regional reserves-to-production ratios have remained high. Worldwide, the reserves-to-production ratio is estimated at 60.7 years. Central and South America has a reserves-to-production ratio of 68.8 years, the FSU [former Soviet Union] 75.5 years, and Africa 88.9 years. The Middle East’s reserves-to-production ratio exceeds 100 years.

ADVANTAGE 2. GTL solves gasoline import dependence at a competitive price

Michael Moorehead (president of Universal Energy Consulting and retired V.P. of Strategy and Investment for Conoco Global Power, Inc), PROGRESSIVE ENGINEER, Jan 2003, "Gas-to-Liquid Fuels Can Give Us Energy Independence," http://www.progressiveengineer.com

If these plants were financed directly by the U.S. government, the zero-subsidy prices of petroleum products would be lower than today's prices. In other words, we Americans could pay the same price for our gasoline using our own GTL plants as we do now buying it from OPEC and others. At the same time, we could save our military the cost and burden of securing our oil supplies and no longer be hostage to Gulf Arab political turns.

ADVANTAGE 3. Natural gas avoids foreign supply disruptions

Columbia Gas of Ohio, GAS LINES, Fall 2003, "Natural Gas Supply Plentiful but Access Limited," p. 2

North America holds abundant supplies of natural gas. In fact, 99 percent of the natural gas used in this country comes from the United States and Canada. That means we enjoy the benefits that efficient, environmentally friendly natural gas provides without relying on foreign imports from overseas.

ADVANTAGE 4. GTL fuel is better for the environment

Infield Systems Ltd., Global Offshore Oil & Gas Field Development Information, INFIELD REPORTS, 2003

The most significant advantage of the gas to liquids process is to produce a 'clean' hydrocarbon liquid ready to be sold into the market. The second advantage of the process is that it yields clean fuels or those that have a lower impact on the environment when burnt.

2A EVIDENCE — GTL

INHERENCY

No time to wait — government must act now to solve gasoline problems

Sullivan S. Marsden, **"**Are we running out of oil?" 19 May 2004, SAN DIEGO UNION TRIBUNE, http://www.signonsandiego.com/uniontrib/20040519/news\_lz1e19marsden.html

Gasoline accounts for about 45 percent of all our oil consumption. If we wait for great increases in gasoline prices, it will be too late: Detroit won't be able to retool, and consumers won't be able to trade in all their vehicles for new ones, without a transition period of many years. Government needs to move now, to take a larger role in shaping our energy future.

Status Quo wants GTL but companies won't do big investments yet

Jack Peckham, Diesel Fuel News, 4 Aug 2003, "33% GTL-diesel blend wins CARB, CEC approvals" http://www.findarticles.com/p/articles/mi\_m0CYH/is\_14\_7/ai\_107421045

Oil companies already have a keen interest in GTL, [ChevronTexaco Consultant K.C.] Bishop points out. But they're only pursuing projects where gas prices are low enough to risk investment, as for example the SasolChevron project in Nigeria, he said.

Oil companies don't want to be the first to take large risk with GTL

David Brown (staff correspondent), EXPLORER, Sept 2003, "GTL On Verge of Coming-of-Age?"

He [Syntroleum Director of Communications John Ford] also offered an explanation for the wide industry interest in GTL, despite the current lack of an operational, large-scale, commercial GTL plant. "Everybody wants to be second," he said. "Nobody wants to be first."

Oil price instability prevents Status Quo large scale GTL development

David Brown (staff correspondent), EXPLORER, Sept 2003, "GTL On Verge of Coming-of-Age?"

Most operators say economics favor GTL only when oil prices remain above a $20/barrel average. That helps explain why so many GTL proposals went on hold in the late 1990s.

HARMS

High prices and shortages of gasoline are on the horizon

Sullivan S. Marsden, "Are we running out of oil?" 19 May 2004, SAN DIEGO UNION TRIBUNE, http://www.signonsandiego.com/uniontrib/20040519/news\_lz1e19marsden.html (brackets added)

If such predictions [of decline in world oil production] hold true — and they are gaining currency among energy experts here and abroad — Americans face the unsettling prospect of gasoline at $5 a gallon and probably higher before the end of this decade. And beyond that, prices could continue to climb higher and supplies could continue to get tighter — raising scary questions about fuel scarcity in our energy-intensive society. Yet we are doing really very little in the United States to reduce our dependence on oil.

Gasoline is the key to US oil import dependence

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2 (brackets added)

Consumption of finished motor gasoline (which is derived from oil) accounts for about 43 percent of U.S. petroleum use—and about 11 percent of world petroleum use.

Oil price is around $38/barrel as of June 2004

CBS News, "Gas Prices Finally Drop," 14 June 2004, http://www.cbsnews.com/stories/2004/06/15/national/main623250.shtml

Crude oil prices, which have been hovering above $40 a barrel in recent weeks, closed last week at $38.45 a barrel, [Lundberg Survey publisher Trilby] Lundberg said.

ADVANTAGES/SOLVENCY

GTL cost-effective when oil is >$20/barrel

David Brown (staff correspondent), EXPLORER, Sept 2003, "GTL On Verge of Coming-of-Age?"

He described GTL as "incredibly capital intensive," making cost containment a critical focus. "The usual break-even is given at $20 a barrel, and $12-$14 a barrel of that is just the capital," [ConocoPhilipps GTL manager Jim] Rockwell said.

GTL reduces dependence on imported oil — works with gas or coal

Perry A. Fischer, (Editor, World Oil magazine) "Natural Gas: How operators will bring 'worthless' gas to market, " WORLD OIL, Nov 2001, http://www.findarticles.com/p/articles/mi\_m3159/is\_11\_222/ai\_80326156/pg\_2

Finally, GTL presents a method—however long term—for oil-importing nations with sufficient domestic gas/coal reserves to lessen their dependence on imported oil, as is the case with South Africa today.

GTL significantly reduces oil dependence

Jack Peckham, Diesel Fuel News, 4 Aug 2003, "33% GTL-diesel blend wins CARB, CEC approvals" http://www.findarticles.com/p/articles/mi\_m0CYH/is\_14\_7/ai\_107421045

The 33% GTL diesel blend by itself would cut California's crude oil dependence by about 6% by 2020, with none of the heavy subsidies required for biodiesel or other alt-fuels. GTL diesel blending also could reduce California's vulnerability to price-spikes due to unique low-aromatics CARB diesel specs, the CEC/CARB report said.

GTL solves for oil imports

Michael Moorehead (president of Universal Energy Consulting and retired V.P. of Strategy and Investment for Conoco Global Power, Inc), PROGRESSIVE ENGINEER, Jan 2003, "Gas-to-Liquid Fuels Can Give Us Energy Independence," http://www.progressiveengineer.com

The U.S. currently imports 12 million barrels of petroleum a day of our 20 million barrel consumption. This imported oil, equating to roughly $110 billion a year at $25 a barrel, could be replaced entirely by building gas-to-liquid (GTL) fuels plants.

Cost estimate for GTL plant: $2 billion for 100,000 barrels/day

David Brown (staff correspondent), EXPLORER, Sept 2003, "GTL On Verge of Coming-of-Age?"

As a rule of thumb, GTL operators expect to spend $20,000 for each barrel-per-day of plant production capacity, according to [ConocoPhilipps GTL manager Jim] Rockwell. By that measure, a 100,000 barrel-per-day GTL facility would cost $2 billion.

Surplus/"stranded" natural gas will fuel GTL

David Brown (staff correspondent), EXPLORER, Sept 2003, "GTL On Verge of Coming-of-Age?"

The industry sees GTL as a way of monetizing stranded or remote natural gas that would not otherwise be marketable — gas that has little or no current economic value. Some gas might even have a negative economic value, when producers face a penalty for flaring gas, for instance. And the world contains abundant remote gas reserves to feed GTL expansion.

Plenty of natural gas available to fuel GTL

Infield Systems Ltd., Global Offshore Oil & Gas Field Development Information, INFIELD REPORTS, 2003

In order to make gas to liquids conversions economic two main factors are important. First is abundant cheap supply of natural gas and the second is a conversion technique that is highly efficient. All the major oil companies are in persuit of efficient conversion technologies and there are abundant reserves of natural gas in stranded fields.

David Brown (staff correspondent), EXPLORER, Sept 2003, "GTL On Verge of Coming-of-Age?"

The world's resource base of natural gas and significant reserves of currently unmarketable gas promise a bright, long-term future for GTL.

How the Fischer-Tropsch GTL process works

Infield Systems Ltd., Global Offshore Oil & Gas Field Development Information, INFIELD REPORTS, 2003 (underline in original)

Gas to liquids. This is a complementary rather than competitive technology for the exploitation of stranded natural gas. The process to convert natural gas directly to a hydrocarbon liquid has been understood and available since early in the 20th century. Two German chemists named Franz Fischer and Hans Tropsch developed a method of producing a synthesis gas (Syngas: CO+H2) from naturally occurring gas. This gas can be used to manufacture a range of hydrocarbon liquids (diesel/ petrol) with the aid of a special catalyst(cobalt/iron).

How GTL works

Michael Moorehead (president of Universal Energy Consulting and retired V.P. of Strategy and Investment for Conoco Global Power, Inc), PROGRESSIVE ENGINEER, Jan 2003, "Gas-to-Liquid Fuels Can Give Us Energy Independence," http://www.progressiveengineer.com

This technology was used by the Germans during World War II to produce gasoline and other fuels from coal when they were cut off from oil supplies. In short, giant plants use chemical catalysts to convert natural gas into a synthetic gas, which is further turned into refined products such as gasoline and diesel fuel. Considerable advancements have been made in the cost and technology of these facilities over the last 60 years.

Pipelines and LNG will increase availability of natural gas

US Dept. of Energy, May 2004, Energy Information Administration, International Energy Outlook 2004,"Natural Gas," http://www.eia.doe.gov/oiaf/ieo/nat\_gas.html (brackets added; LNG=Liquified Natural Gas)

The increases in world natural gas consumption projected in the *IEO2004* reference case will require bringing new gas resources to market, and a number of international pipelines are either planned or already under construction. In addition, because many of the natural gas assets of the developing world are remote from major consuming markets (“stranded”), much of the increment in international trade is expected to be in the form of LNG. The fact that many sources of natural gas are far from demand centers, coupled with cost decreases throughout the LNG chain, has made LNG increasingly competitive, contributing to the expectation of strong worldwide growth in LNG trade.

Natural gas will be available in North America in the future

Alan Greenspan (Chairman, Federal Reserve Board), "Natural gas supply and demand issues," testimony before the Committee on Energy and Commerce, U.S. House of Representatives,10 June 2003, http://www.federalreserve.gov/BoardDocs/testimony/2003/20030610/default.htm

As the technology of LNG liquefaction and shipping has improved, and as safety considerations have lessened, a major expansion of U.S. import capability appears to be under way. These movements bode well for widespread natural gas availability in North America in the years ahead.

WASTE MAKES HASTE: THE CASE FOR BIOFUELS

In today's Affirmative case, we will show you that the Status Quo is taking unnecessary risks and missing out on significant comparative advantages that could be achieved by changing our current energy policy. That's why we stand resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. DEFINITIONS

**Energy:** "a supply or source of electrical, mechanical, or other form of power" *(Encarta World English Dict., North American Edition, 2004)*

**Energy Policy**: Any areas of government action outlined in the *US Code Title 42 Chapter 84 Section 7321*, the "National Energy Policy Plan." This includes "actions of the Federal Government that will maximize the private production and investment necessary in each of the significant energy supply sectors" (7321(b)(2)) in the context of the "projected energy needs of the United States" ( 7321 (b)(1) )

**Substantial**: considerable in quantity *(Merriam-Webster Online Dict., 2004)*

**Reduce:** "to make something smaller in size, amount, degree, importance" *(Cambridge Advanced Learner's Dict., 2004)*

**Dependence**: "The state of being determined, influenced, or controlled by something else." *(American Heritage Dictionary of the English Language, 4th Ed., 2000)*

**Foreign:** "belonging or connected to a country which is not your own *(Cambridge Advanced Learner's Dict., 2004)*

**Oil:** Petroleum *(Webster's Collegiate Dic., 5th edition, 1936)*

OBSERVATION 2. INHERENCY

A. The transportation sector increasingly relies on unstable oil sources

US Dept. of Energy, "Biomass Program: National Energy Security," 21 June 2004, http://www.eere.energy.gov/biomass/national\_energy\_security.html

The transportation sector relies heavily on oil, accounting for two-thirds of U.S. petroleum use in 2002 and this level of consumption is expected to continue through 2025. Throughout this forecast period, the level of gasoline consumption is projected to increase from 8.9 to 13.3 million barrels per day. In addition, more than 50% of the fuel used by the transportation sector is imported—far more than any other part of the U.S. economy. This makes transportation particularly vulnerable to the risks of relying on foreign oil.

B. US energy policy has no long-term plan for dealing with oil instability

Alamanac of Policy Issues, quoting Robert L. Bamberger, Congressional Research Service 20 Sept 2002, Energy Policy: Setting the Stage for the Current Debate, http://www.policyalmanac.org/environment/archive/crs\_energy.shtml

It isn't that energy policy has failed to be responsive to crises; rather, it is hard in the face of lengthy periods of stability and declining prices for conventional fuels to sustain certain policy courses that will shield the nation from the occasional episodes of instability.

C. The Status Quo is not taking advantage of biomass potential

American International Automobile Dealers, "Fuel for the Future," 23 May 2004, http://www.aiada.org/article.asp?id=16610 (brackets added)

However, the biomass potential of the United States is largely untapped. If coal production were not expanded to that extent, waste from municipal landfills, as well as agricultural waste or even farm products grown specifically for these BTL [biomass to liquid] plants could supply the feedstock, [former oil company gas marketing manager Dick] Peterson said.

D. Status Quo policies will not develop biomass

John Gartner , AlterNet, "Chickens into Oil," June 8, 2004, http://www.alternet.org/story/18871/ (brackets added, parentheses in original)

[Temple Univ. Mechanical Engineering professor Richard] Cohen believes that fuel made from domestic farm products should be subsidized so that they can reduce the need for foreign oil. "We need to develop economical alternative fuel sources that won't fluctuate (like oil prices)," Cohen said. "This observation seems to be missing from the current president's energy plan."

E. Oil price manipulation prevents market forces from developing oil alternatives

Maj. Gregory A. Hermsmeyer (US Air Force), OIL, SECURITY, AND THE POST-9/11 WORLD, US Naval War College, Jan 2003, p. 31

Saudi strategy has been to keep crude oil prices high enough to make a steady profit, but low enough to remove any incentive for consumers to switch to alternative energy sources.

F. We do not have time to wait for the Status Quo to come up with something better

Jeremy Leggett (member of British Govt. Renewables Advisory Board) , 7 June 2004, "Quest for energy is race against time," THE GUARDIAN, http://www.guardian.co.uk/renewable/Story/0,2763,1233406,00.html

Realisation that growing supplies of cheap oil are no longer available will dawn at some point this decade, the alternatives will not be ready in sufficient volume, and the economic dominoes will begin to fall.

OBSERVATION 3. The following plan shall be passed by Congress by any necessary constitutional means:

**Plank 1** The US federal government will impose a monthly adjusted sliding tax on each barrel of petroleum-based oil produced or imported into the US to maintain the market price at a minimum of $20/barrel. This tax shall not be imposed if the market price is already above $20. (Example: if the market price of oil is $19/barrel, the tax is $1.)

**Plank 2** The US Dept. of Agriculture will allocate $13 billion/year for up to $100/acre/year subsidies of 55% of the production cost of farmland converted to grass pellet biofuel production, up to 130 million acres.

**Plank 3** The US Dept. of Energy will allocate $3.9 billion/ year to subsidize the startup of animal agricultural waste biofuel production facilities.

**Plank 4** The US Dept. of Energy will set standards for the gradual introduction of mandatory minimum biofuel content requirements for all motor fuel sold in the United States, phased in over the next 10 years at the rate of 5% per year.

**Plank 5** Funding shall come from cutting Federal agriculture subsidies and cuts in US military deployments in the Persian Gulf.

**Plank 6** Enforcement shall be through the FBI, the Justice Dept., the Dept. of Agriculture and the Dept. of Energy. Violations or fraud shall result in 5 years imprisonment without parole.

**Plank 7** Timeline. Planks 2 and 3 take effect immediately upon an Affirmative ballot. Plank 4 begins taking effect Jan. 1, 2007.

**Plank 8** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 4. WE OFFER MANY COMPARATIVE ADVANTAGES OVER THE STATUS QUO

ADVANTAGE 1. Grass pellet biofuel reduces oil imports 39%

R.Samson, R. Jannascha and T. Adams, ENERGY PROBE (consumer and environmental research team), 23 Mar 2001, "Grass Biofuel Pellets: Assessing the potential to respond to North America's energy concerns," http://www.energyprobe.org/energyprobe/index.cfm?DSP=content&ContentID=1893

With U.S. crude oil imports of approximately 3.4 billion barrels per year, the U.S. could displace the equivalent of 39% of its oil imports by growing biofuels on 14% of its farmland.

ADVANTAGE 2. Animal waste biofuel puts us on the road to oil independence

Jim Pettit, Fayetteville (NC) Observer, 26 June 2004, "Turkey could make your vehicle fly," http://www.fayettevillenc.com/printer.php?Story=6408073

More than 4 billion tons of agricultural animal waste products are produced each year. That makes it theoretically possible to create enough biofuel to replace all of our imported oil.

ADVANTAGE 3. Reduced military burdens and risks

US Dept. of Energy, Energy Efficiency and Renewable Energy, "Biomass Program," 21 June 2004 http://www.eere.energy.gov/biomass/economic\_growth.html#trade

Some political analysts argue that maintaining an uninterrupted supply of oil in the Gulf region is too dangerous and costly for the United States and that it should extricate itself as soon as possible from the whim of Gulf politics. The same money invested in alternative energy research would enhance U.S. security, while decreasing U.S. dependence on foreign oil. Producing biofuels from renewable, domestically supplied biomass presents a tremendous opportunity for our country to ease the burden of protecting our interests in the Persian Gulf.

ADVANTAGE 4. Reduced vulnerability to oil supply disruptions

Alamanac of Policy Issues, quoting Robert L. Bamberger, Congressional Research Service, 20 Sept 2002, Energy Policy: Setting the Stage for the Current Debate, http://www.policyalmanac.org/environment/archive/crs\_energy.shtml

The greater the nation's ability to produce its own fuels, the less vulnerable it is to unanticipated international developments that can reduce or threaten supply.

ADVANTAGE 5. Reduced air pollution

US Dept of Energy, Energy Efficiency and Renewable Energy, 12 July 2004, "Biomass Program: Biomass Today," http://www.eere.energy.gov/biomass/biomass\_today.html

Ethanol and biodiesel, made from plant matter instead of petroleum, can be blended with or directly substitute for gasoline and diesel, respectively. Use of biofuels reduces toxic air emissions, greenhouse gas buildup, and dependence on imported oil, while supporting agriculture and rural economies. Unlike gasoline and diesel, biofuels contain oxygen. Adding biofuels to petroleum products allows the fuel to combust more completely and this reduces air pollution.

2A EVIDENCE — BIOFUELS

ADVANTAGES

Biofuel technology exists today

Jim Pettit, Fayetteville (NC) Observer, 26 June 2004, "Turkey could make your vehicle fly," http://www.fayettevillenc.com/printer.php?Story=6408073

In May, a processing plant in Carthage, Mo., began turning turkey guts, feathers, blood and carcasses into an oil alternative. The company, Renewable Energy Solutions, is a joint venture between ConAgra Foods and Changing World Technologies. Each day, it is transforming 200 tons of material not suitable for food into 500 barrels of bio-derived oil.

Biomass is the only renewable alternative for liquid transportation fuel

US Dept. of Energy, Energy Efficiency and Renewable Energy, "Biomass Program Home Page," 14 July 2004 http://www.eere.energy.gov/biomass/

Biomass is one of our most important energy resources. The largest U.S. renewable energy source every year since 2000, it also provides the only renewable alternative for liquid transportation fuel.

Biomass strengthens rural economies, reduces imported oil, reduces pollution

US Dept. of Energy, Energy Efficiency and Renewable Energy, "Biomass Program Home Page," 14 July 2004 http://www.eere.energy.gov/biomass/

Biomass use strengthens rural economies, decreases America's dependence on imported oil, avoids use of MTBE or other highly toxic fuel additives, reduces air and water pollution, and reduces greenhouse gas emissions.

Biomass = substantial reduction in greenhouse gas emission

US Dept of Energy, Energy Efficiency and Renewable Energy, 12 July 2004, "Biomass Program: Biomass Today," http://www.eere.energy.gov/biomass/biomass\_today.html

When fossil fuels such as petroleum are burned, they also release carbon dioxide that was captured by plants billions of years ago. This release contributes to the buildup of greenhouse gases that contributes to climate change. On the other hand, carbon dioxide released from burning biofuels is balanced by the carbon dioxide capture by the recent growth of the plant materials from which they are made. Depending on how much fossil energy is used to grow and process the biomass feedstock, this results in substantially reduced net greenhouse gas emissions.

Complete solvency cost analysis for grass pellet biofuels

R.Samson, R. Jannascha and T. Adams, ENERGY PROBE (consumer and environmental research team), 23 Mar 2001, "Grass Biofuel Pellets: Assessing the potential to respond to North America's energy concerns," http://www.energyprobe.org/energyprobe/index.cfm?DSP=content&ContentID=1893 ("GJ" = "gigajoule," a unit of energy equal to 277.8 kilowatt hours of electricity; cost=$3/GJ (see R. Samson evidence below) 3.26 tonnes/acre 60.3GJ/acre 8.9 GJ=1.5 barrels of oil 5.93GJ/barrel of oil 10.17 barrels of oil/acre/year $17.80/barrel production cost at $3/GJ $180.90/acre cost to produce 10.17 barrels of oil )

By energy farming 130 million acres in the US and 23.4 million acres in Canada, a total production capacity of 424 and 55 million tonnes could be achieved in the two respective countries. Assuming grass fuel pellets contain 18.5 GJ of energy/tonne, 8.9 billion GJ (an energy equivalent of 1.5 billion barrels of oil) could be produced each year from energy crop production on 14% of North American farmland. With U.S. crude oil imports of approximately 3.4 billion barrels per year, the U.S. could displace the equivalent of 39% of its oil imports by growing biofuels on 14% of its farmland.

Biofuel can create oil independence

John Gartner , AlterNet, "Chickens into Oil," June 8, 2004, http://www.alternet.org/story/18871/ (brackets added)

With more than 4 billion tons of agricultural animal waste products being produced each year, [Chief Technology officer of Changing World Technologies, Terry] Adams said it is theoretically possible to create enough bio fuel to replace all of the imported oil.

Biofuels significantly benefit the environment

C. Boyden Gray (former Counsel to President George H.W. Bush), 6 May 2004, testimony before the COMMITTEE ON AGRICULTURE, NUTRITION AND FORESTRY, UNITED STATES SENATE, http://www.energyfuturecoalition.org/newsroom/index.shtm

There would be also a significant air quality benefit from the increased use of biofuels, at a time when much of the country is having difficulty complying with new ozone standards, by reducing gasoline aromatics, such as benzene, toluene and xylene. These materials are highly toxic, the largest single contributors to fine-particle pollution, highly photochemically reactive to sunlight (and thus large contributors to ozone), hard on catalytic converters, and the most carbon-intensive portion of a gallon of gasoline. The health benefits alone of eliminating these air toxics potentially run to billions of dollars.

Biofuels reduce carbon dioxide greenhouse gas emissions

C. Boyden Gray (former Counsel to President George H.W. Bush), 6 May 2004, testimony before the COMMITTEE ON AGRICULTURE, NUTRITION AND FORESTRY, UNITED STATES SENATE, http://www.energyfuturecoalition.org/newsroom/index.shtm

The use of sustainably produced bio-derived fuels and products contributes little in the way of net greenhouse gas emissions because the carbon dioxide released during combustion is offset by the carbon dioxide absorbed by the biomass as it is grown.

Bioenergy helps farmers, energy security, and resolves global trade disputes

C. Boyden Gray (former Counsel to President George H.W. Bush), 6 May 2004, testimony before the COMMITTEE ON AGRICULTURE, NUTRITION AND FORESTRY, UNITED STATES SENATE, http://www.energyfuturecoalition.org/newsroom/index.shtm

Bioenergy — growing our way out of dependence upon foreign oil — offers our country an opportunity to protect itself by doing the right thing: aiding our farmers, the environment and the nation’s energy security. It also can help resolve global trade deadlocks that center on whether our support for agriculture in this country undermines the rural poor in the rest of the world.

Definition of Pyrolysis

Dr. I. Wagenaar, "Flash Pyrolysis," Biomass Technology Group, 2004, http://www.btgworld.com/technologies/pyrolysis.html

**"**Fast pyrolysis is a process in which organic materials are rapidly heated to 450 — 600 oC in absence of air. Under these conditions, organic vapours, pyrolysis gases and charcoal are produced. The vapours are condensed to bio-oil."

INHERENCY

We need to establish a policy to transition to agricultural fuels

C. Boyden Gray (former Counsel to President George H.W. Bush), 6 May 2004, testimony before the COMMITTEE ON AGRICULTURE, NUTRITION AND FORESTRY, UNITED STATES SENATE, http://www.energyfuturecoalition.org/newsroom/index.shtm

So if we are to move away from dependence upon imported oil, we must change the transportation sector. We can do that, starting today, by creating and sustaining public policies that encourage a transition to cleaner and more fuel-efficient vehicles and by investment in large-scale initiatives to produce biofuels as an alternative supply source. In the process we can increase farm income and reduce the cost of government support payments, as new markets for agricultural materials steadily lift the demand for farmland and provide new revenue streams to farmers for products now thought of as “waste.”

Biomass is only 4% of total US energy today

US Dept of Energy, Energy Efficiency and Renewable Energy, 12 July 2004, "Biomass Program: Biomass Today," http://www.eere.energy.gov/biomass/biomass\_today.html

In 2003 — and for the fourth year in a row — biomass was the leading source of renewable energy in the United States, providing 2.9 Quadrillion Btu of energy. Biomass was the source for 47% of all renewable energy or 4% of the total energy produced in the United States .

Biofuels require subsidies to get started

R.Samson, R. Jannascha and T. Adams, ENERGY PROBE (consumer and environmental research team), 23 Mar 2001, "Grass Biofuel Pellets: Assessing the potential to respond to North America's energy concerns," http://www.energyprobe.org/energyprobe/index.cfm?DSP=content&ContentID=1893

Unprecedented opportunities for biofuel development are occurring as a result of a combination of factors including: rising oil, natural gas and electricity costs, energy security concerns in the US, and the need to reduce greenhouse gas emissions. The 1.1 billion acres of farmland in North America could help mitigate these concerns if currently viable biofuel production systems were expanded.In most agricultural regions, warm season grasses such as switchgrass can be successfully grown at a cost of USD $2-$3/GJ. Much of this farmland can collect 100-250 GJ of energy per hectare with existing production technology and plant materials. Efforts have been made to produce power and liquid fuels from this material, but the development strategies demonstrated so far appear to be sustainable only with subsidies.

Animal biofuel requires government assistance and stable oil price

John Gartner , AlterNet, "Chickens into Oil," June 8, 2004, http://www.alternet.org/story/18871/

[Temple Univ. Mechanical Engineering professor Richard] Cohen said that pyrolysis technology was explored during the oil crunch of the 1970's, but the government lost interest when oil prices dropped, and it became cost-prohibitive. Cohen said that with government funding, pyrolysis could have been optimized then, but instead the private sector has struggled in its efforts. "We might be in a lot less of a mess now if we would have spent the money then," Cohen said. "Waiting for the free market to do it independently isn't going to happen."

No time to wait for Status Quo to find substitutes for oil

Torben Klein (Chairman of the Danish Board of Technology) & Per Ole Front (Chairman of the Society of Danish Engineers), Dec 2003, OIL-BASED TECHNOLOGY AND ECONOMY — PROSPECTS FOR THE FUTURE, p. 1

In the course of a century, technologies based on oil as a unique, easily handled fuel have shaped the world, its human habitats, its transportation infrastructures, its agriculture. The time available to find substitutes for fossil oil and the technologies depending on it is much shorter.

LIGHTER THAN AIR: THE CASE FOR A REFORMED HYDROGEN POLICY

The Status Quo is beginning to recognize the follies of continued reliance on petroleum. President Bush has announced federal initiatives to move the US in the direction of a nation fueled by Hydrogen instead. But these initiatives, though well-intentioned, will fail unless changes are made to US energy policy. That's why my partner and I stand resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil. Today we will offer you a Comparative Advantage case that shows the Status Quo has a worthy goal that it cannot meet with current policies, but with some reforms, we could obtain advantages that would make us much better off than we are today.

OBSERVATION 1. THE AFFIRMATIVE CASE MEETS A REASONABLE DEFINITION OF THE RESOLUTION

Our definitions are:

**Energy:** "A source of usable power, such as petroleum or coal" (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Policy**: "a high-level overall plan embracing the general goals and acceptable procedures especially of a governmental body" (Merriam-Webster Online Dictionary, 2004)

**Substantial**: "considerable in importance, value, degree, amount, or extent (American Heritage Dict. of the Eng. Lang., 4th Ed., 2000)

**Reduce:** "to make something smaller in size, amount, degree, importance" (Cambridge Advanced Learner's Dict., 2004)

**Dependence**: "The state of being determined, influenced, or controlled by something else." (American Heritage Dictionary of the English Language, 4th Ed., 2000)

**Foreign:** "belonging or connected to a country which is not your own (Cambridge Advanced Learner's Dict., 2004)

**Oil:** Petroleum (Webster's Collegiate Dic., 5th edition, 1936)

OBSERVATION 2. HYDROGEN DEVELOPMENT FOR ENERGY INDEPENDENCE IS THE GOAL OF THE PRESENT SYSTEM

A. President Bush is committed to hydrogen research and development

Brian O'Malley, Sierra Club, 22 Mar 2004, "Bush Administration Launches Misleading Hydrogen Tour — Secretary Abraham To Visit Six Cities Promoting Dirty Hydrogen Program," http://www.hydrogennow.org/HNews/PressReleases/SierraClub/Bush%20Promotes%20Dirty%20Hydrogen%20Program.htm

Announced during the 2003 State of the Union address, the Bush Administration called on the Department of Energy to invest $1.7 billion in the research and development of hydrogen technologies, including automobiles, fuel cells, and hydrogen fuel infrastructure.

B. Hydrogen is an important part of National Energy Policy

US Dept. of Energy, "Climate Change," 2003, http://www.energy.gov/engine/content.do?BT\_CODE=EN\_SS3

Hydrogen will make it possible for this Nation to realize a primary objective of the President’s National Energy Policy — to enhance U.S. energy independence and security while making significant improvements in environmental quality.

OBSERVATION 3. CURRENT HYDROGEN INITIATIVES WILL FAIL

A. Infrastructure development is missing

Brian O'Malley, Sierra Club, 22 Mar 2004, "Bush Administration Launches Misleading Hydrogen Tour — Secretary Abraham To Visit Six Cities Promoting Dirty Hydrogen Program," http://www.hydrogennow.org/HNews/PressReleases/SierraClub/Bush%20Promotes%20Dirty%20Hydrogen%20Program.htm

However, the administration's hydrogen proposal requires industries to produce only hydrogen concept vehicles and "demonstration technology." The mass production of hydrogen technologies is not mandated, and there are no detailed plans for the creation of the infrastructure, like filling stations, needed to support a hydrogen economy.

B. Lack of industry accountability guarantees failure of hydrogen transition

Natural Resources Defense Council, "The Bush Administration's Fuel Cell Fake-Out ," 8 May 2003, http://www.nrdc.org/air/transportation/ffuelcell.asp

Another problem is that the president's program lacks any mechanism to hold the automobile industry accountable for converting theoretical plans into real vehicles for real people. In fact, a draft report by the Bush administration's own Department of Energy concludes that this approach is bound to fail without sensible standards to ensure a transition away from current technology.

C. Failure to transition to hydrogen means we miss the advantages of an energy-independent future

Jennifer Pont & Michael D. Jackson, 6 May 2003, REDUCING PETROLEUM DEPENDENCY IN CALIFORNIA — Joint Report to California Air Resources Board and California Energy Commission, p. 19

The continued reliance on petroleum fuels for transportation combined with a projection of increasing consumption rates for these fuels lead to a problematic energy future. Allowing these trends to continue unimpeded today compounds the difficulty of reversing their ill effects and constrains the choices we have to avoid a chaotic energy market in the future.

OBSERVATION 4. WE OFFER A PLAN — to be implemented by any necessary constitutional means, to reduce US dependence on imported oil by better meeting the goal of a hydrogen-based transportation system:

**Plank 1** Congress shall pass, and the US Departments of Transportation and Energy shall administer, the mandates of this plan.

**Plank 2** Mandates:

A. The Federal Government shall set a hydrogen-powered car standard as a percentage of new cars sold in the US, starting at 5% in 2015 and increasing gradually each year thereafter, setting a goal of 100% elimination of new gasoline-powered vehicles by 2055.

B. The Federal government will allocate $17 billion to subsidize construction of Hydrogen fueling stations and retrofitting existing gas stations to support Hydrogen.

C. The Federal government will offer $100 billion in tax credits over the next 20 years for the creation of Hydrogen production from sources other than petroleum and natural gas, infrastructure and vehicle development. In addition, a Federal subsidy of $1500 shall be given to every purchasor of a new hydrogen car over the next 20 years.

**Plank 3** Funding will come from cuts in: The Dept. of Housing & Urban Development, Federal education grants and crop subsidies.

**Plank 4** This plan takes effect immediately upon an Affirmative ballot.

**Plank 5** Enforcement shall be through the Dept. of Energy, the Dept. of Transportation, the FBI, the IRS, and the Justice Department. Violations or fraud shall be punished by $10,000 fine and/or 2 years imprisonment without parole.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. OUR PLAN OFFERS THE FOLLOWING ADVANTAGES:

Advantage 1: Substantial reduction of oil imports, 2 million new jobs and reduced air pollution

Dr. Dominic J. Monetta, " Hydrogen — On the Clock!" 19 July 2004, H2CARSBIZ magazine, http://www.h2cars.biz/artman/publish/printer\_588.shtml

A $100 Billion dollars in tax credits could standardize fuel tanks, crank-up vehicle production, and retrofit gas stations or build new local fueling stations while simultaneously motivating the fossil and nuclear industries to become Hydrogen advocates. A $100 Billion dollars worth of tax credits could generate enough Hydrogen to substantially impact foreign oil imports, create 2 million new jobs and curtail carbon dioxide emissions by 2 billion metric tons.

Advantage 2: Hydrogen is cleaner and more sustainable than the Status Quo

Jeremy Rifkin, THE NATION, 5 Dec 2002, "Hydrogen: Empowering the People" http://www.thenation.com/doc.mhtml?i=20021223&s=rifkin

While the fossil-fuel era enters its sunset years, a new energy regime is being born that has the potential to remake civilization along radically new lines—hydrogen. Hydrogen is the most basic and ubiquitous element in the universe. It never runs out and produces no harmful CO2 emissions when burned; the only byproducts are heat and pure water. That is why it's been called "the forever fuel."

Advantage 3: Improved energy security

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY, Chapter 6, p. 73 (FYI: photovoltaic = solar energy) http://books.nap.edu/books/0309091632/html/3.html#pagetop

Technologies based on coal, biomass, nuclear power, or the two renewables—wind turbines and photovoltaics—would not result in such compensating increases of energy imports. A transition to hydrogen using these feedstocks could thus improve energy security.

Advantage 4: Improve US competitiveness in the global economy

Seth Dunn (Senior Fellow, Worldwatch Institute, Energy & Climate Strategy & Policy), quoted by Worldwatch Institute, 2 Aug 2001, "Hydrogen Rising in Energy Policy Debate: Global Race for "Tomorrow's Petroleum" Heats Up," http://www.worldwatch.org/press/news/2001/08/02/

"Just as the aggressive tapping of oil enabled the United States to eclipse Great Britain and become the economic and political power of the twentieth century, nations that move first to harness hydrogen could potentially erode U.S. competitiveness," said Dunn. As other countries step up support for what scientists call "tomorrow's petroleum," the U.S. risks lagging behind.

2A EVIDENCE — HYDROGEN

ADVANTAGES

Fuel cell technology is working today

Wenonah Hauter (Director, Public Citizen’s Critical Mass Energy and Environment Program) and Alice Slater (President, Global Resource Action Center for the Environment), 3 Feb 2003, "Hydrogen Car Funding: Another Bush Administration Ruse," http://www.citizen.org/pressroom/release.cfm?ID=1319

As more proof that Bush’s announcement is merely window dressing, both Toyota and Honda have hydrogen fuel cell automobiles on the road today, so the technology the auto companies are supposed to be developing with this money already exists.

Hydrogen can replace all gasoline in 50 years

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY, Chap. 10, p. 116 http://books.nap.edu/books/0309091632/html/3.html#pagetop

There is a potential for replacing essentially all gasoline with hydrogen over the next half century using only domestic resources. And there is a potential for eliminating almost all CO2 and criteria poolutants from vehicular emissions.

Gas stations can be fitted with hydrogen for $17 billion

Dr. Dominic J. Monetta, " Hydrogen — On the Clock!" 19 July 2004, H2CARSBIZ magazine, http://www.h2cars.biz/artman/publish/printer\_588.shtml

In the time it would take to mass produce fuel cell vehicles — 8-10 years, today's 176,000 service stations (at an estimated cost of $30,000 each — $5 Billion) could be retro-fitted with Hydrogen pumps. For $12 billion dollars 5200 brand new Hydrogen fueling stations could be built, serving over a million fuel cell vehicles, reaching 70% of America .

Nuclear energy can produce hydrogen to reduce US dependence on foreign oil

Nuclear Energy Institute, June 2004, "DOE’s Generation IV Initiative Securing New Nuclear Plant Designs for the Future," http://www.nei.org/index.asp?catnum=3&catid=1215

Using nuclear energy, DOE’s hydrogen initiative will demonstrate that commercial quantities of hydrogen can be manufactured economically without emitting greenhouse gases. Such a demonstration will pave the way for a hydrogen-fueled economy. As a result, nuclear energy once again can demonstrate its value as a domestic source of clean electricity, easing America’s dependence on oil from volatile regions of the world, much as it did in the wake of the 1973 oil embargo.

Nuclear plants can produce enough hydrogen

Nuclear Energy Institute, June 2004, "DOE’s Generation IV Initiative Securing New Nuclear Plant Designs for the Future," http://www.nei.org/index.asp?catnum=3&catid=1215

In its long-term energy plan, the administration envisions a hydrogen-based economy to reduce U.S. dependence on foreign energy sources and provide clean, abundant energy. Generation IV plants can produce the hydrogen required for that plan.

Nuclear plants are safe, clean and efficient

Nuclear Energy Institute, June 2004, "DOE’s Generation IV Initiative Securing New Nuclear Plant Designs for the Future," http://www.nei.org/index.asp?catnum=3&catid=1215

The safety and efficiency of today’s nuclear power plants are well-proven, as is their value in avoiding the emission of greenhouse gases. New nuclear plant designs will minimize waste and be even safer and more proliferation resistant.

No technological barrier to hydrogen fueling stations

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY, Executive Summary, p. 3 http://books.nap.edu/books/0309091632/html/3.html#pagetop

Small hydrogen-production units located at dispensing stations can produce hydrogen through h natural gas reformign or electrolysis. Natural gas pipelines and electricity transmission and distribution systems already exist; for distributed generation of hygrogen, these systems would need to be expanded only moderately in the early years of the transition.

Fuel cell engines are only $500-$1500 more expensive than gasoline engines today

Dr. Dominic J. Monetta, " Hydrogen — On the Clock!" 19 July 2004, H2CARSBIZ magazine, http://www.h2cars.biz/artman/publish/printer\_588.shtml

However, if mass produced, the price of producing a fuel cell stack will come down to $3,500 per unit. The current price of most gasoline engines on conventional passenger cars is $2,000 to $3,000. We are rapidly moving to the competitive marketability of hydrogen fuel cell cars from a cost standpoint” Wamp said. Don’t be surprised if the General Motors commercialization decision of 2010 happens much sooner.

Coal with carbon sequestration can produce lots of hydrogen cleanly

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY, Chap. 12, p. 19 (italics in original) http://books.nap.edu/books/0309091632/html/19.html#page\_middle

With regard to a carbonaceous feedstock, hydrogen could be manufactured from natural gas or coal. The carbon would be converted into synthesis gas (syngas — CO + H2) — used either for combustion for electricity generation or for further chemical processing into hydrogen and CO2, which can be captured for sequestration. The chief advantage of this approach is the abundance of domestic coal: the United States has the world's largest recoverable coal reserves, sufficient to manufacture hydrogen for a *very* long time.

Hydrogen can be produced without fossil fuel

Jeremy Rifkin, THE NATION, 5 Dec 2002, "Hydrogen: Empowering the People" http://www.thenation.com/doc.mhtml?i=20021223&s=rifkin

There is, however, another way to produce hydrogen without using fossil fuels in the process. Renewable sources of energy—wind, photovoltaic, hydro, geothermal and biomass—can be harnessed to produce electricity. The electricity, in turn, can be used, in a process called electrolysis, to split water into hydrogen and oxygen. The hydrogen can then be stored and used, when needed, in a fuel cell to generate electricity for power, heat and light.

How hydrogen fuel cells work

US Dept of Energy, office of Energy Efficiency and Renewable Energy, "Clean Cities Program," 11 May 2004, http://www.eere.energy.gov/cleancities/atv/tech/fuel\_cell.html (ellipses added)

A fuel cell produces electricity directly from the reaction between hydrogen (derived from a hydrogen-containing fuel or produced from the electrolysis of water) and oxygen from the air. ...In a fuel cell, the fuel is also oxidized, but the resulting energy takes the form of electricity. What's more, when powered by pure hydrogen, the only by-products of the reaction are heat and water.

Hydrogen reduces dependence on imported oil

US Dept of Energy, office of Energy Efficiency and Renewable Energy, "Clean Cities Program," 11 May 2004, http://www.eere.energy.gov/cleancities/atv/tech/fuel\_cell.html

Hydrogen is the most abundant element in the universe and can be found on Earth in virtually unlimited quantities. Using hydrogen or other domestically produced alternative fuels to power fuel cell vehicles will help reduce our nation's dependence on imported oil.

Hydrogen solves oil imports and pollution

US Dept of Energy, office of Energy Efficiency and Renewable Energy, 13 July 2004, "Hydrogen, Fuel Cells & Infrastructure Technologies Program," http://www.eere.energy.gov/hydrogenandfuelcells/

Hydrogen and fuel cells have the potential to solve several major challenges facing America today: dependence on petroleum imports, poor air quality, and greenhouse gas emissions.

Hydrogen = energy flexibility, economic benefits, and reduced import dependence

US Dept of Energy, office of Energy Efficiency and Renewable Energy, 1 July 2004, "Hydrogen, Fuel Cells & Infrastructure Technologies Program," "The Hydrogen Future," http://www.eere.energy.gov/hydrogenandfuelcells/future/benefits.html

The U.S. uses about 20 million barrels of oil per day, at a cost of about $2 billion a week. Much of this is used to power highway vehicles. In fact, half of the oil used to produce the gasoline you put in your tank is imported. Hydrogen can be derived from a variety of domestically available primary sources, including fossil fuels, renewables, and nuclear power. This flexibility would make us less dependent upon oil from foreign countries.

Hydrogen = reduced air pollution

US Dept of Energy, office of Energy Efficiency and Renewable Energy, 1 July 2004, "Hydrogen, Fuel Cells & Infrastructure Technologies Program," "The Hydrogen Future," http://www.eere.energy.gov/hydrogenandfuelcells/future/benefits.html

The combustion of fossil fuels by electric power plants, vehicles, and other sources is responsible for most of the smog and harmful particulates in the air. Fuel cells powered by pure hydrogen emit no harmful pollutants. Fuel cells that use a reformer to convert fuels such as natural gas, methanol, or gasoline to hydrogen do emit small amounts of air pollutants such as carbon monoxide (CO), although it is much less than the amount produced by the combustion of fossil fuels.

Government action to promote hydrogen is the right policy

Seth Dunn (Senior Fellow, Worldwatch Institute, Energy & Climate Strategy & Policy), quoted in Worldwatch Institute, 2 Aug 2001, "Hydrogen Rising in Energy Policy Debate: Global Race for "Tomorrow's Petroleum" Heats Up," http://www.worldwatch.org/press/news/2001/08/02/

"Governments should hasten the hydrogen transition by promoting innovations that have potentially enormous long-term benefits-just as the U.S. government did with transistors, computers, and the Internet."

INHERENCY

Government intervention required to make hydrogen possible

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY, Executive Summary, p. 119-120 (brackets added) http://books.nap.edu/books/0309091632/html/3.html#pagetop

Significant industry investments [in hydrogen] in advance of market forces will not be made unless government creates a business environment that reflects societal priorities with respect to greenhouse gas emissions and oil imports.

Federal assistance needed for early investments in hydrogen infrastructure

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY, Executive Summary, p. 5 http://books.nap.edu/books/0309091632/html/3.html#pagetop (brackets added)

In the area of infrastructure and delivery there seem to be significant opportunities for making major improvements. The DOE [Dept of Energy] does not yet have a strong program on hydrogen infrastructure. DOE leadership is critical, because the current incentives for companies to make early investments in hydrogen infrastructure are relatively weak.

Oil companies are hijacking federal Hydrogen policy

Barry C. Lynn, May/June 2003, "Hydrogen's Dirty Secret," MOTHER JONES magazine, http://www.motherjones.com/news/outfront/2003/05/ma\_375\_01.html

Along with the big automakers, energy companies also formed a consortium called the International Hydrogen Infrastructure Group to monitor federal officials charged with developing fuel cells. "Basically," says Neil Rossmeissl, a hydrogen standards expert at the Department of Energy, "what they do is look over our shoulder at doe to make sure we are doing what they think is the right thing."

Bush administration is actively sabotaging new vehicle technology requirements

Natural Resources Defense Council, "The Bush Administration's Fuel Cell Fake-Out ," 8 May 2003, http://www.nrdc.org/air/transportation/ffuelcell.asp

The administration shows no signs of heeding its own advice, at least not if that requires pursuing policies opposed by the auto industry. Indeed, the administration joined General Motors and DaimlerChrysler in a federal lawsuit against advanced technology vehicle requirements enacted by the state of California that would help put hybrids and fuel cells on the road sooner.

Private markets will not solve — Government policy is necessary

Seth Dunn (Senior Fellow, Worldwatch Institute, Energy & Climate Strategy & Policy), quoted in Worldwatch Institute, 2 Aug 2001, "Hydrogen Rising in Energy Policy Debate: Global Race for "Tomorrow's Petroleum" Heats Up," http://www.worldwatch.org/press/news/2001/08/02/

"Market forces alone will not move us along the best, fastest route to a hydrogen economy. Just as the government catalyzed the early development of the Internet, there is a critical role for governments to play in speeding the creation of a clean hydrogen economy."

AFFIRMATIVE BRIEF: FUNDING SOURCES

Cut Department of Housing and Urban Development — $31 billion

Office of Management & Budget, FY2005 Budget, "DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT," http://www.whitehouse.gov/omb/budget/fy2005/hud.html

Department of Housing and Urban Development

Alphonso Jackson, Acting Secretary

www.hud.gov 202-708-1112

Number of Employees: 10,600

2005 Discretionary Budget Authority: $31.3 billion

Cut Federal crop subsidies — $17 billion

Chris Edwards, (Director of fiscal policy studies, Cato Institute), 2 June 2004, "Downsizing the Federal Government," CATO INSTITUTE, p. 7

Consider the effects of federal crop subsidies of $17 billion that will go directly to farmers this year.

Crop subsidies are not needed

Chris Edwards, (Director of fiscal policy studies, Cato Institute), 2 June 2004, "Downsizing the Federal Government," CATO INSTITUTE, p. 7-8

First, the subsidies add $17 billion to the farm economy but destroy $17 billion of activity elsewhere as resources are shifted into farming. Second, extracting higher taxes to pay for the program creates deadweight losses costing at least another $4.25 billion (or as much as $17 billion if Feldstein is correct). Third, the subsidy program itself may cause further damage. For example, farm subsidies are thought to harm the environment by causing excessive use of fertilizers and overuse of marginal farmland that would otherwise be forests or wetlands.

Cut Title I Education Grants — $13 billion

Office of Management and Budget, 2004, FY2005 Budget, Department of Education, Overview, p. 104

The 2005 Budget continues the President’s unprecedented commitment to K-12 education and to helping schools meet the new challenges of No Child Left Behind, providing $13.3 billion for Title I grants, a $1 billion increase from last year, and a $4.6 billion, or 52-percent, increase since the President took office.

Title I Education Grants are useless

Lisa Snell, (director of the Education and Child Welfare Program at the Reason Public Policy Institute), "Schoolhouse Crock — Why George W. Bush's education reforms won't change anything," REASON, Aug-Sept 2001, http://reason.com/0108/fe.ls.schoolhouse.shtml

In Title I's 36-year history, the U.S. Department of Education has released two major longitudinal studies on the program's effectiveness: Sustaining Effects in 1984 and Prospects in 1997. The Sustaining Effects study demonstrated that the $40 billion spent on the program to that point had done little to improve the achievement of the children it was designed to help.

Lisa Snell, (director of the Education and Child Welfare Program at the Reason Public Policy Institute), "Schoolhouse Crock — Why George W. Bush's education reforms won't change anything," REASON, Aug-Sept 2001, http://reason.com/0108/fe.ls.schoolhouse.shtml

President Bush's proposed program is just the latest attempt to fix Title I. The program has been reformed several times over the last 30 years. Completely absent from the reform debate are the Department of Education's own Title I program evaluations, which demonstrate that after spending more than $150 billion, the program has not improved achievement for disadvantaged students.

Cut the Army Corps of Engineers — $4 billion

Chris Edwards, (Director of fiscal policy studies, Cato Institute), 2 June 2004, "Downsizing the Federal Government," CATO INSTITUTE, p. 18

Army Corps of Engineers. This $4 billion agency has been found to falsify data to justify large white-elephant construction projects. The agency is frequently criticized for pouring billions of dollars into unneeded and environmentally damaging projects in the districts of important members of Congress.

Eliminate the Dept. of Education's "Reading First" program = $1.1 billion

Office of Management and Budget, 2004, FY2005 Budget, Department of Education, Overview, p. 106

The Budget proposes $1.1 billion, an increase of $101 million (9.9 percent) over the 2004 level, for Reading First. The Budget also includes $132 million for Early Reading First, an increase of more than $37 million, to develop model childhood literacy and pre-reading programs for schools serving high-poverty communities.

Eliminate all Federal education funding — $60 billion/year

Stephen Moore (Institute for Policy Innovation), 13 Jan 2004, "Putting Taxpayers First: A Federal Budget Plan to Benefit the Next Generation of American Taxpayers" http://www.ipi.org/ipi/IPIPublications.nsf/PublicationLookupFullText/80ACDB26EED7F58486256E3C001E7086

Despite the fact that the federal government still only accounts for about 10 percent of school funding, well over half of the most expensive regulations imposed on schools are generated in Washington, D.C., not at the state and local levels. In any case, Washington now spends $60 billion a year and there is little support in Congress for retreating from that level of support.

Cut Medicare prescription drug benefit — $400 billion over 10 years

Stephen Moore (Institute for Policy Innovation), 13 Jan 2004, "Putting Taxpayers First: A Federal Budget Plan to Benefit the Next Generation of American Taxpayers" http://www.ipi.org/ipi/IPIPublications.nsf/PublicationLookupFullText/80ACDB26EED7F58486256E3C001E7086

The Medicare prescription drug benefit that Bush requested in his 2004 budget and signed into law just weeks ago was projected to cost $400 billion over the next 10 years-almost double the price tag that Bill Clinton and Al Gore recommended

Cut NASA — $87 billion over 5 years

Office of Management and Budget, 2004, FY2005 Budget, National Aeronautics & Space Administration, Overview, p. 314

Before the Columbia tragedy, NASA was planning to spend approximately $86 billion over the five-year period starting in 2005. To implement the President's new vision, the Budget proposes to redirect funding within this base and adds $1 billion to the existing plan, or an average of $200 million a year, to complete additional work.

NASA is a waste of money

Chris Edwards, (Director of fiscal policy studies, Cato Institute), 2 June 2004, "Downsizing the Federal Government," CATO INSTITUTE, p. 16

Meanwhile, NASA has floundered with poor management, cost overruns, and unclear goals, particularly in its manned space program. Congress should begin closing down NASA and opening up space to private entrepreneurs.

Freeze Federal travel budget — $11 billion

Brian M. Riedl, "How to Get Federal Spending Under Control," 10 Mar 2004, HERITAGE FOUNDATION, Backgrounder #1733

Freezing the federal travel budget at $8 billion (Total annual savings: $11 billion).

Eliminate troop deployment in the Balkans — $3 billion

Jack Spencer, 17 Mar 2003, Heritage Foundation, "The Price of Freedom" http://www.heritage.org/Press/Commentary/ed031703a.cfm

The Pentagon can trim some of its fiscal fat, too. For example, the armed forces spend about $3 billion a year on peace operations in the Balkans. That isn’t necessarily a bad thing. In fact, it’s quite noble. But that nobility becomes burdensome when, since Sept. 11, 2001, America also has sent armed forces to Afghanistan, Djibouti, Kuwait, the Philippines, Yemen and elsewhere to wage the war against terrorism

Gasoline tax: $1.3 billion per 1 cent increase

Jonathan Rauch, 9 Feb 2002, "A Higher Gas Tax Is the Answer. Who'll Ask the Question?" National Journal, http://reason.com/rauch/020902.shtml

Moreover, each penny of a federal gas tax translates into about $1.3 billion in revenue.

Eliminate unnecessary military aircraft — $11 billion

Paul J. Gessing, (Director of Govt Affairs, National Taxpayer Union), United Press International, 7 Mar 2004, "Outside View: Freeze the budget now"

Bush's budget allocates $11 billion for several new and unnecessary aircraft including the F-22 Raptor, F-35 Joint Strike Fighter and V-22 Osprey tilt-rotor aircraft, all of which have had significant cost overruns.

Eliminate International Space Station funding — $2 billion/year

Congressional Research Service, CRS ISSUE BRIEF FOR CONGRESS — "Space Stations," 31 July 2003, p. 3

Congress appropriated about $31.8 billion for the program from FY1985-2003. The FY2004 request is $2.285 billion

International Space Station isn't needed

TONY FREEMANTLE and MIKE TOLSON, "Space station had political ties in tow," 4 Aug 2003, Houston Chronicle, http://www.chron.com/cs/CDA/ssistory.mpl/space/2004947

"It's the biggest technological blunder in history," said Robert Park, physicist and former spokesman for the American Physical Society. "I can't think of any blunder that has cost as much. It is an obstacle to learning anything.

International Space Station is just wasteful spending

TONY FREEMANTLE and MIKE TOLSON, "Space station had political ties in tow," 4 Aug 2003, Houston Chronicle, (brackets added) http://www.chron.com/cs/CDA/ssistory.mpl/space/2004947

"George Brown told me that this country needs large public works projects and that some of them should be in space," [former NJ Congressman Richard] Zimmer said, referring to the chairman of the House Science Committee. "The space station was successfully sold as a pork-barrel project. A staffer on the committee told me off the record that this would end up being NASA's Vietnam. But at the time it was proposed, it was life support for the aerospace industry. That's where all the muscle came for getting it through Congress."

AFFIRMATIVE BRIEF: CLIMATE CHANGE/POLLUTION — BIG PROBLEM

(This brief is also designed to be used by Negatives for a pollution/global warming Disad. against an Aff. plan)

Significance:

Global warming is real and significant

Paul Holper, Manager, CSIRO CLIMATE and Bryson Bates, Director, CSIRO CLIMATE, (Australia) Senate Environment, Communications, Information Technology and Arts Legislation Committee, Inquiry into the Kyoto Protocol Ratification Bill, Jan 2004 (CSIRO=Commonwealth Scientific & Industrial Research Organisation)

The global average surface temperature has risen by about 0.6C since 1900, with the warmest year being 1998, followed by 2002, 2003 and 1997. There has been an increase in heatwaves, fewer frosts, warming of the lower atmosphere and deep oceans, retreat of glaciers and sea-ice, a rise in sea-level of 10-20 cm and increased heavy rainfall in many regions.

Links:

Greenhouse gases cause climate change

Don Kennedy PhD., (American Assoc. for the Advancement of Science), 24 June 2004, U.S. CLIMATE POLICY: TOWARD A SENSIBLE CENTER, Brookings Institution + Pew Center on Global Climate Change, p. 8 (brackets added)

Over the last hundred years, they [climate models] failed miserably unless you add into the models' calculations the addition of the greenhouse gases—carbon dioxide, methane, chlorofluorocarbons—that are the results of human economic activity. That's why the average temperature of the globe has increased by just about a Fahrenheit degree over the past century, accompanied by a rise in sea level somewhere between 10 and 20 centimeters.

Fossil fuel burning alters global climate

Holly Binns, Florida Public Interest Research Group, 9 Oct 2003, "Severe Weather Linked To Global Warming Cost Florida Over $262,000,000 In 2002," http://floridapirg.org/FL.asp?id2=10965&id3=FL&

Burning fossil fuels like oil, coal and gas to power homes and cars releases heat-trapping global warming gases into the atmosphere, which alters the climate of the planet and throws weather systems out of balance.

Global warming is real and humans are causing it

U.S. Global Change Research Information Office, "Ask Dr. Global Change — Is global warming real?" 22 June 2004, http://gcrio.custhelp.com

The threat of global warming is a real issue. It is clear from long-term temperature records that the world is warming. It is becoming clear that human activities, mainly burning fossil fuels and deforestation, are part of the cause of this warming.

US has moral duty to lead the world on fossil fuels and climate change

Don Kennedy PhD., (American Assoc. for the Advancement of Science), 24 June 2004, U.S. CLIMATE POLICY: TOWARD A SENSIBLE CENTER, Brookings Institution + Pew Center on Global Climate Change, p.11

I think we're in a position of natural leadership here. We're the world's most powerful nation, the world's leading producer of greenhouse gases. Plainly, it's in our national interest in multiple ways to reduce our consumption of fossil fuels. And to see the nation failing in this most vital and globaly sensitive matter, it seems to me, is a national embarrassment.

Brink: Now is the critical time to act

1. Doing nothing about global warming will trigger the impacts

Holly Binns, Florida Public Interest Research Group, 9 Oct 2003, "Severe Weather Linked To Global Warming Cost Florida Over $262,000,000 In 2002," http://floridapirg.org/FL.asp?id2=10965&id3=FL&

Scientists warn that doing nothing to reduce global warming pollution will increase the frequency and severity of costly extreme weather events such as drought, floods, and hurricanes.

2. Any further delays will impose unconscionable burdens and impossible tasks on future generations

Eileen Claussen (Pres. of Pew Center on Global Climate Change), 24 June 2004, U.S. CLIMATE POLICY: TOWARD A SENSIBLE CENTER, Brookings Institution + Pew Center on Global Climate Change, p. 6

Woody Allen famously said that 80 percent of success is showing up. We need climate solutions to show up now. In waiting to act, we risk imposing unconscionable burdens and impossible tasks on future generations.

3. Small increase in warming could push the world over the edge

Patrick Doherty (spent a decade in the field of international conflict resolution, working in the Middle East, Africa, Southeastern Europe and the Caucasus), Climate Change Alert, 2 Feb 2004, http://tompaine.com/feature2.cfm/ID/9882

The real threat to national security is from global warming triggering an "abrupt climate change event." Abrupt climate change is an increasingly probable and, the authors show, a historically precedented event in which global atmospheric warming triggers a rapid modification in global oceanic patterns.

Impacts: Climate change/Global warming has big impacts

1. Global warming = hurricanes, droughts, asthma and lung disease

Holly Binns, Florida Public Interest Research Group, 9 Oct 2003, "Severe Weather Linked To Global Warming Cost Florida Over $262,000,000 In 2002," http://floridapirg.org/FL.asp?id2=10965&id3=FL&

"Global warming impacts such as more intense hurricanes and severe droughts, health effects such as air pollution-induced asthma and lung disease, and the threat to Florida’s beaches posed by efforts to drill for oil and gas off Florida’s coast are all consequences of our continued dependence on fossil fuels," observed [clean air and energy advocate with Florida PIRG, Holly] Binns.

2. Fossil fuels = global warming = Destruction of Bangladesh

James Woolsey (former Director, Central Intelligence Agency), 24 June 2004, U.S. CLIMATE POLICY: TOWARD A SENSIBLE CENTER, Brookings Institution + Pew Center on Global Climate Change, p. 13

Certainly global warming is a perfect example of a malignant intereference in the system, in the world's ecosphere. We, by buying Hummers in this country, are not trying to sink Bangladesh beneath the waves. But we are contributing to that through the increased emission of greenhouse gases.

3. Global warming kills 160,000/year

Graham Jones, CNN, 2 Oct 2003, "World oil and gas 'running out' " (ellipses in original) http://edition.cnn.com/2003/WORLD/europe/10/02/global.warming/index.html

"We estimate that climate change may already be causing in the region of 160,000 deaths... a year," Andrew Haines of the UK's London School of Hygiene and Tropical Medicine said. Most deaths would be in developing nations in Africa, Latin America and Southeast Asia, says Haines. These regions would be worst hit by the spread of malnutrition, diarrhea and malaria as a result of warmer temperatures, droughts and floods.

Solvency: Climate change depends entirely on our laws and policies

RAND REVIEW, Rand Corporation (nonprofit research organization providing objective analysis and effective solutions that address the challenges facing the public and private sectors), Summer 2003, "Perspectives: Saving Grace — A Timely Warning from Easter Island," http://www.rand.org/publications/randreview/ (brackets added)

[UCLA Prof. Jared] Diamond listed several environmental problems that threaten societies today: deforestation, soil erosion, unavailability of fresh water, excessive fishing, loss of biodiversity, depletion of the ozone layer, accumulation of toxins, climate change, and overconsumption of resources by humans. "Think of these problems, and one can get pessimistic," said Diamond. "But one can be hopeful, because the risk we face today is not the risk of an asteroid — something beyond our control. These problems are entirely of our own making. So the outcome will depend entirely on our laws and policies."

AFFIRMATIVE BRIEF: JUSTIFICATIONS FOR GOVERNMENT INTERVENTION IN ENERGY MARKETS

1. When environmental impacts are not included in the price of a product

William R. Cline, Center for Global Development and Institute for International Economics, Mar 2004, "Biomass, Global Warming, and Global Poverty"

The prospect of an attractive biomass alternative does not necessarily mean that any specific public sector intervention on its behalf is warranted. However, biomass would seem to be a classic illustration of a product involving externalities not captured by the market. The most obvious is the environmental benefit of avoiding carbon emissions. If one places some environmental damage valuation on each ton of carbon emitted, and if there is no equivalent tax on carbon-emitting fuels, then it makes sense from a policy standpoint to provide a subsidy to carbon-free alternative fuels commensurate with the damage they avoid.

2. To account for other public impats not covered by the price of a product

Dept. of Energy, Energy Information Administration, "Federal Financial Interventions and Subsidies in Energy Markets 1999: Primary Energy," Appendix A: Studies of Federal Government Energy Interventions, 1999, http://www.eia.doe.gov/oiaf/servicerpt/subsidy/appendix\_a.html

Koplow included estimates for the Coast Guard, the Maritime Administration, and the Federal Railroad Administration in the subsidy total, and H.R. Heede (Center for Renewable Resources) also estimated costs incurred by the Coast Guard. Strikingly, David M. Roodman reported total expenditure on highway-related services at $88 billion, and he estimated that the total non-internalized cost of highway driving could be as high as $114 billion annually if costs attributable to congestion, lost time, wasted fuel, and additional accidents were included.

3. National security reasons

William R. Cline, Center for Global Development and Institute for International Economics, Mar 2004, "Biomass, Global Warming, and Global Poverty"

At the same time, many would argue that some tax on petroleum, or subsidy to biomass and other petroleum alternatives, is warranted for security reasons, because of the by-now even more evident security costs of reliance on oil from the Middle East (Lugar and Woolsey, 1999).

4. When unregulated private markets provide too much or too little of something

Ronald J. Sutherland, 1 Feb 2001, Cato Institute, "Big Oil at the Public Trough? An Examination of Petroleum Subsidies" POLICY ANALYSIS No. 390, p. 3

Economic theory allows for conditions in which unregulated private markets provide too little or too much of some goods. If private markets undervalue an economic activity, then a government subsidy could enhance economic efficiency. Likewise, if private markets overvalue an economic activity, then a tax could enhance economic efficiency.

5. To solve for market failures, poverty, or social problems

Office of the Prime Minister (Britain), The Energy Review — A Performance and Innovation Unit Report, Feb 2002 , http://www.number-10.gov.uk/su/energy/6.html

Government intervention in energy markets may be justified where there are market failures or equity-related objectives, such as fuel poverty, that market outcomes may not serve.

Office of the Prime Minister (Britain), The Energy Review — A Performance and Innovation Unit Report, Feb 2002 , http://www.number-10.gov.uk/su/energy/6.html

Government intervention in private markets may be justified on the following grounds

* market failures which lead to economic inefficiencies;
* equity issues, so that even where markets work well, the outcomes are considered socially undesirable; and
* other reasons including strategic and political ones.

6. When a market is not perfectly competitive

Alan V. Deardorff, Univ. of Michigan, "The Economics of Government Market Intervention, and Its International Dimension," 10 Feb 2000, p. 3

In a closed economy, market intervention is justified when there are “distortions” from the perfectly competitive ideal in which all market participants fully internalize the costs and benefits of their choices and also are too small to affect the prices at which they transact.

7. Cases of extraordinary risk where the market will not do adequate Research, Development & Demonstration

Michael L. Eastman (Manager, Clean Coal Technology Demonstrations) National Energy Technology Laboratory, Apr 2004, "Clean Coal Power Initiative" p. 1

Since it may take up to 15 years to ready a technology for commercial deployment, these RD&D activities move technologies more quickly into the market place that may not ordinarily be developed by the private sector due to the risk involved, allowing substantial benefits to be realized.

8. Oil production does not follow market economic theory

Cutler J. Cleveland and Robert K. Kaufmann (instructors at Boston Univ. experts on economics of oil/energy), OIL ANALYTICS, May 2003, "Oil Supply and Oil Politics: Déjà Vu All Over Again", http://www.oilanalytics.org/policytop.html

The Bush energy policy is based on a seemingly reasonable economic premise; economic incentives to the oil industry will stimulate drilling, which will increase supply. But U.S. oil production does not behave as predicted by economic models. In fact, production and prices move in opposite directions. Despite a general decline in real prices between end of WWII and the early 1970’s, production nearly doubled. Conversely, production declined nearly 20 percent between the early 1970’s and 1985, despite a tripling in real oil prices. Since 1985, both prices and production have declined.

9. Even if market forces could solve, government can help reduce costly and disruptive transition

Paul Roberts (writes about the energy industry for Harper's Magazine and other national publications) 7 Mar 2004, "Running Out of Oil — and Time," LOS ANGELES TIMES, http://www.betterworld.com/getreallist/article.php?story=20040310215233155

What this means is that we can no longer sit back and hope that an alternative to oil will come along in time. Such complacency all but ensures that, when the peak does arrive, our response will be defensive, costly and hugely disruptive. Instead, we must begin now, with every tool at our disposal, to find ways to get "beyond petroleum" if we are to have any hope of controlling the shift from oil to whatever comes next.

AFFIRMATIVE EVIDENCE: OIL IMPORT DEPENDENCE IS BAD

HARMS

The most comprehensive analysis shows massive economic impact to imported oil

Institute for the Analysis of Global Security, 30 Oct 2003, "NDCF REPORT: THE HIDDEN COST OF IMPORTED OIL," http://www.iags.org/n1030034.htm (NDCF = National Defense Council Foundation)

The NDCF project represents the most comprehensive investigation of the military and economic penalty our undue dependence on imported oil exacts from the U.S. economy. Included in this economic toll are:

Almost $49.1 billion in annual defense outlays to maintain the capability to defend the flow of Persian Gulf Oil — the equivalent of adding $1.17 to the price of a gallon of gasoline;

The loss of 828,400 jobs in the U.S. economy;

The loss of $159.9 billion in GNP annually;

The loss of $13.4 billion in federal and state revenues annually;

Total economic penalties of from $297.2 to $304.9 billion annually.

Oil imports = disruptions, unemployment, trillions of dollars in lost wealth

Institute for the Analysis of Global Security, "How much are we paying for a gallon of gas?" 2003, http://www.iags.org/costofoil.html

Our dependency on oil from countries that are either politically unstable or at odds with the U.S. subjects the American economy to occasional supply disruptions, price hikes, and loss of wealth, which, according to a study commissioned by the U.S. Department of Energy, have cost us more than $3.4 trillion over the last 30 years. The transfer of wealth to oil-producing countries — $1.16 trillion over the past thirty years — significantly increased our trade deficit. The Department of Energy estimates that each $1 billion of trade deficit costs America 27,000 jobs. Oil imports account for almost one-third of the total U.S. deficit and, hence, are a major contributor to unemployment.

Oil shocks alone cost over $2 trillion

Institute for the Analysis of Global Security, 30 Oct 2003, "NDCF REPORT: THE HIDDEN COST OF IMPORTED OIL," http://www.iags.org/n1030034.htm (NDCF = National Defense Council Foundation)

One striking figure was the cost of the periodic oil shocks the U.S. has experienced over the past three decades which NDCF estimates at from over $2.2 Trillion to almost $2.5 Trillion.

Disruption risk to imported oil hurts US economy

National Highway Traffic Safety Administration, Office of Regulatory Analysis and Evaluation Plans and Policy, FINAL ECONOMIC ASSESSMENT — CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, Apr 2003, http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/

The resulting reduction in potential economic output depends on the extent and duration of any disruption in the supply of imported oil to the U.S., since these in turn determine the magnitude of the resulting increase in prices for petroleum products, as well as whether and how rapidly these prices return to their pre-disruption levels. Even if the price for imported oil returns to its original level, however, the nation’s economic output will be at least temporarily reduced compared to the level that would have been possible without the disruption in oil supplies and consequent increase in energy prices.

Oil imports weaken the US economy

American International Automobile Dealers Association, 2 July 2004, "Saudis Have Us Over a Barrel, and the Price is Rising," http://www.aiada.org/article.asp?id=18787

In 1970, a bushel of wheat could be traded for a barrel of oil in the world market. It now takes nine bushels of wheat to buy a barrel of oil. The two countries most affected by the dramatically shifting terms of trade between grain and oil are the United States and Saudi Arabia. The United States, the world's largest importer of oil and largest exporter of grain, is paying for this shift in the wheat- oil exchange rate with higher gasoline prices, recently exceeding $2.00 a gallon. The ninefold shift is also driving the largest U.S. trade deficit in history, which in turn is raising external debt to a record level, weakening the U.S. economy.

Importing from hostile countries = insecurity, price shocks and shortages

Pres. George W. Bush, 25 Feb 2002, quoted by Institute for Analysis of Global Security, "People Are Saying..." http://www.iags.org/quotes.html

It's important for Americans to remember that America imports more than 50 percent of its oil — more than 10 million barrels a day. And the figure is rising. This is dependence on foreign oil. And this dependence is a challenge to our economic security, because dependence can lead to price shocks and fuel shortages. And this dependence on foreign oil is a matter of national security. To put it bluntly, sometimes we rely upon energy sources from countries that don't particularly like us.

Middle East oil dependency causes unemployment and inflation

Charli E. Coon, J.D., and James Phillips, "Strengthening National Energy Security by Reducing Dependence on Imported Oil," Heritage Foundation, 24 Apr 2002, http://www.heritage.org/Research/EnergyandEnvironment/BG1540.cfm

But as evidenced by the 1973 Arab oil embargo and the 1979 Iranian revolution, an abrupt and prolonged loss of Middle Eastern oil wreaks havoc on the U.S. economy, increasing unemployment and boosting inflation. Oil peaked at $39 a barrel in 1981, contributing to double-digit interest rates, inflation at 9 percent, and unemployment close to 8 percent.

Middle East oil dependency hurts national security

George C. Landrith 11 Jan 2003, "Energy Debate 2003: National Security, the Economy, and the Environment" CAPITALISM MAGAZINE, http://www.capmag.com/article.asp?ID=2310

America imports almost 60 percent of its oil — mostly from the Middle East. America is prosecuting a war against terrorism which has deep roots in the Middle East. It is rather obvious that America will be more secure if it can produce more of its own oil. If we allow our enemies to hold us hostage with oil, we do so at our own peril.

Oil shocks cost over $74 billion/year

Milton R. Copulos, "The real cost of imported oil," 22 July 2003, WASHINGTON TIMES, http://washingtontimes.com/commentary/20030722-093718-6082r.htm

But there is one other element that must be included: the cost of the periodic "oil shocks" to the U.S. economy. The NDCF analysis puts the combined cost of the 1973-74, 1978-80 and 1991 "oil shocks" at between $2.3 trillion and $2.5 trillion. Lest you think the figure is inflated, Oak Ridge National Laboratories places the figure at $4 trillion. Amortizing these costs over the past three decades still yields an annual penalty of from $74.8 billion to $82.5 billion.

Oil dependence cost $3.4 trillion over the last 30 years

US Dept. of Energy, Energy Efficiency and Renewable Energy, "Biomass Program," 12 May 2004, http://www.eere.energy.gov/biomass/economic\_growth.html

Over the last 30 years, oil dependence, including price hikes during supply disruptions and the transfer of wealth, has cost America an astounding $3.4 trillion.

Oil subsidies cost $300 million/year + Military spending on foreign oil costs $50 billion/year

Mark Hertsgaard, "The Real Price of Oil," 5 Oct 2001, MOTHER JONES, http://www.motherjones.com/commentary/columns/2001/10/oil\_price.html

According to the Rocky Mountain Institute, an eco-think tank that analyzed Pentagon and Department of Energy spending data for the mid-1990s, federally funded research and development provided at least $300 million annually in subsidies for the fossil-fuel industry. And at least $50 billion of the US annual military budget during those years paid for forces whose primary purpose is to safeguard Middle Eastern oil fields and shipping lanes — and whose presence, especially in the Islamic holy land of Saudi Arabia, provokes bitter resentment in much of the Muslim world.

OPEC controls 2/3 of the world's oil

The Economist (British magazine), "Special Report — OPEC," 25 Oct 2003, p. 62

Fully 25% of the world's proven reserves of oil sit under the parched deserts of Saudi Arabia. Add in four of the kingdom's neighbors, and the share for the world's oil reserves held by Middle Eastern OPEC countries soars to about two-thirds. It is this immutable fact that gives the cartel, and especially the Saudis, all the aces in the energy game.

OPEC control of oil will increase in the future

The Economist (British magazine), "Special Report — OPEC," 25 Oct 2003, p. 62

What is more, because the Middle Eastern suppliers are restraining their production in order to prop up prices, they are sure to have plenty of oil left when the non-OPEC countries start to run out of it. That is why official forecasts, such as those of the IEA, suggest that the market share held by countries in the Middle East—especially Saudi Arabia—can only increase over the next two decades.

Terrorism in Saudi Arabia could create big oil shock

The Economist (British magazine), "Special Report — OPEC," 25 Oct 2003, p. 63

As for the notion that American troops could quickly restore oil exports, the current morass in Iraq suggests otherwise. If zealots ever got hold of nuclear or chemical weapons and turned them on essential bits of Saudi infrastructure, then all of America's might could not prevent a prolonged and extremely painful oil shock.

The risks of reliance on Saudi Arabia are real and growing

The Economist (British magazine), "Special Report — OPEC," 25 Oct 2003, p. 62

James Woolsey, a former director of America's Central Intelligence Agency, said: "There are malicious, 9/11 equivalents in the energy system because of our risky reliance on the Saudis as swing producers." As the centre of gravity of the world's oil production shifts inexorably closer to Riyadh over the next two decades, this risk can only grow.

Oil dependence guarantees ongoing wars in the Middle East

Jesse Gordon, (Columnist), CAMBRIDGE (Mass.) CHRONICLE, 19 Feb 2002, "The Fourth Oil War" http://www.webmerchants.com/spectrum/Oil\_War.htm

Hence the Fourth Oil War-Bush's War on Terror-is a continuation of a hostile process that has been ongoing since the late 1950s. The sources of the problems show no sign of abating: the US and its allies still import oil; we still rely on unstable dictatorial regimes; those regimes are getting richer and more able to fight the US; and the people living under those same regimes hate the US more and more. Unless we change something about that formula, it will go on producing more wars for the coming decades.

Oil dependence = military costs and loss of life in war

Jesse Gordon, (Columnist), CAMBRIDGE (Mass.) CHRONICLE, 19 Feb 2002, "The Fourth Oil War" http://www.webmerchants.com/spectrum/Oil\_War.htm

To do something about oil dependency, we need to recognize the connection between oil-consumptive activities and war: We drive SUVs and use hundreds of other high-energy products; we demand cheap oil to maintain that lifestyle; Congress responds by building the military to ensure the flow of cheap oil from unstable regimes; we then use the military as the need arises in oil-exporting countries; and oil stays cheap so we continue to drive SUVs. The problem is the billions of dollars to maintain the military, and the cost in lives during the periodic wars.

INHERENCY

Status Quo energy policy will not change import dependence

Irwin Stelzer (business adviser and director of economic policy studies at the Hudson Institute), "American Account: Irwin Stelzer: Politicians go for fantasy not action as oil price soars," 23 May 2004, THE TIMES (London newspaper) online, http://business.timesonline.co.uk/article/0,,9072-1121546,00.html

But most of all those on the president’s re-election team are hoping for a coherent long-term energy policy. They privately admit that the energy bill they are required to advocate is a costly nonsense, and will do virtually nothing to enhance domestic supplies of crude oil, which now meet only about 40% of American demand.

Import dependence is bad for national security and Status Quo is not doing anything

Charli E. Coon, J.D., and James Phillips, "Strengthening National Energy Security by Reducing Dependence on Imported Oil," Heritage Foundation, 24 Apr 2002, http://www.heritage.org/Research/EnergyandEnvironment/BG1540.cfm

Twenty years later, in a response to a bipartisan request from 11 U.S. Senators, the U.S. Department of Commerce conducted an investigation into the nation's increasing oil imports. That study, released in November 1999, concluded "that petroleum imports threaten to impair the national security." Yet the nation is even more dependent on foreign oil today than it was in the 1970s, when Congress and the White House began to discuss energy security and national security in a serious manner.

Current policies discourage renewable energy substitutes

Paul Roberts (expert on economics, technology and the environment), 2004, The End of Oil, p. 296

American energy policies not only help preserve existing patterns of production and use, but indirectly discourage the development of newer and potentially better technologies. Government funding for research into nuclear and hydrocarbon technologies has run to tens of billions of dollars — an order of magnitude more than funding for solar, wind, and other renewables combined — at a time when the renewables industry desperately needs the kind of technical breakthroughs that government funding can help provide.

We must find an alternative transportation fuel to escape import dependence

The Economist (British magazine), "Special Report — OPEC," 25 Oct 2003, p. 63

Only by finding a radical alternative to oil—another way to power the world's cars and buses— will consuming countries be able to escape a dangerous reliance on Saudi Arabia and its neighbors.

AFFIRMATIVE EVIDENCE: RUNNING OUT OF OIL? — YES

World oil production will peak in 2010

Sullivan S. Marsden, "Are we running out of oil?" 19 May 2004, SAN DIEGO UNION TRIBUNE, http://www.signonsandiego.com/uniontrib/20040519/news\_lz1e19marsden.html

David Goodstein at the California Institute of Technology also maintains that world oil output will peak most probably within this decade and thereafter will decline forever. Similarly, Colin Campbell, a retired Texaco geologist whose findings have been published in many technical journals, expects world oil production to peak by 2010.

Oil price trends show depletion is happening now

Cutler J. Cleveland and Robert K. Kaufmann (instructors at Boston Univ. experts on economics of oil/energy), OIL ANALYTICS, May 2003, "Oil Supply and Oil Politics: Déjà Vu All Over Again", http://www.oilanalytics.org/policytop.html

Technological change tends to reduce production costs while resource depletion tends to increase costs. Costs declined during the early phase of U.S. production because technical change overwhelmed the effects of resource depletion. This balance reversed after the mid-1960’s. Since then, resource depletion caused production costs to rise, despite ongoing improvements in technology.

"New technologies" cannot improve future oil supplies

Jean Laherrère, Seminar Center of Energy Conversion, Zurich, 7 May 2003, “Future of oil supplies” THE ASSOCIATION FOR THE STUDY OF PEAK OIL AND GAS , Newsletter No. 30, http://www.asponews.org/ASPO.newsletter.030.php

Apparent improvements in recovery are found on examination to be more an artefact of reporting than a technological dynamic. So-called "*new technology"* is in fact often quite old: horizontal wells and 3D seismic surveys have been around from more than 30 years, and are already in wide use. The main impact of technological progress on conventional oilfields has been to hold production higher for longer and reduce costs, without adding significantly to the reserves themselves.

Demand will exceed supply — that's when bad things start happening

Paul Roberts (writes about the energy industry for Harper's Magazine and other national publications), 7 Mar 2004 "Running Out of Oil — and Time," LOS ANGELES TIMES

At some point, however, production simply won't be able to match demand. Oil is an exhaustible resource: The more you produce, the less remains in the ground, and the harder it is to bring up that remainder. We won't be "out of oil"; a vast amount will still be flowing — just not quickly enough to satisfy demand. And as any economist can tell you, when supply falls behind demand, bad things happen.

Decreased supplies of oil = terrorism & instability

Institute for the Analysis of Global Security, "How much are we paying for a gallon of gas?" 2003, http://www.iags.org/costofoil.html

World competition for dwindling oil reserves will force the U.S. to increase its footprint in the region while oil generated wealth would continue to provide extremists the capital to market and implement their ideas worldwide. The unavoidable result is even more terrorism and instability.

High prices aren't motivating discovery of new oil

Paul Roberts (writes about the energy industry for Harper's Magazine and other national publications) 7 Mar 2004, "Running Out of Oil — and Time," LOS ANGELES TIMES, http://www.betterworld.com/getreallist/article.php?story=20040310215233155

Oil companies, not surprisingly, are getting anxious. Despite the fact that the current high oil prices are yielding massive company profits, companies are finding it harder and harder to replace the oil they sell with newly discovered barrels. On average, for every 10 barrels an oil company sells, its exploration teams find just four new barrels — a trend that can go on only so long.

Oil supplies are much lower than previously thought — peak will occur in 2010

Graham Jones, CNN, 2 Oct 2003, "World oil and gas 'running out' " http://edition.cnn.com/2003/WORLD/europe/10/02/global.warming/index.html

The world's oil reserves are up to 80 percent less than predicted, a team from Sweden's University of Uppsala says. Production levels will peak in about 10 years' time, they say. "Non-fossil fuels must come in much stronger than it had been hoped," Professor Kjell Alekett told CNN. Oil production levels will hit their maximum soon after 2010 with gas supplies peaking not long afterwards, the Swedish geologists say.

Oil is finite, running out, and unstable

Tim Appenzeller, NATIONAL GEOGRAPHIC, June 2004, http://magma.nationalgeographic.com/ngm/0406/feature5/index.html

The old sources can't be counted on anymore. On land the lower 48 states of the U.S. are tapped out, producing less than half the oil they did at their peak in 1970. Production from the North Slope of Alaska and the North Sea of Europe, burgeoning oil regions 20 years ago, is in decline. Unrest in Venezuela and Nigeria threatens the flow of oil. The Middle East remains the mother lode of crude, but war and instability underscore the perils of depending on that region.

Day of reckoning is at hand — cheap oil will end in our lifetime

Tim Appenzeller, NATIONAL GEOGRAPHIC, June 2004, http://magma.nationalgeographic.com/ngm/0406/feature5/index.html

But in the end the quest for more cheap oil will prove a losing game: Not just because oil consumption imposes severe costs on the environment, health, and taxpayers, but also because the world's oil addiction is hastening a day of reckoning. Humanity's way of life is on a collision course with geology-with the stark fact that the Earth holds a finite supply of oil. The flood of crude from fields around the world will ultimately top out, then dwindle. It could be 5 years from now or 30: No one knows for sure, and geologists and economists are embroiled in debate about just when the "oil peak" will be upon us. But few doubt that it is coming. "In our lifetime," says economist Robert K. Kaufmann of Boston University, who is 46, "we will have to deal with a peak in the supply of cheap oil."

Even if supplies can be extended — oil supply is a serious issue now

Verne Kopytoff, San Francisco Chronicle (Staff Writer), "Peering into Oil's Future," 21 March 21, 2004 http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2004/03/21/RESERVES.TMP&type=printable

However, pushing the date more than a few years into the future would require the discovery of vast quantities of oil, according to [Oil Depletion Analysis Center Director Jim] Meyer. Only finding the equivalent of a Saudi Arabia or two would make a significant difference, he said. "Even if these near-term forecasts are off by a decade, this should still be of public concern," Meyer said.

Impact: Oil shortages = massive economic harms

Paul Roberts, 6 Mar 2004, Los Angeles Times , "Running Out of Oil — and Time Panic will strike if we're not prepared with new technologies"

During the 1979 Iranian revolution, the last time oil production fell off significantly, world oil prices hit the modern equivalent of $80 a barrel. And that, keep in mind, was a *temporary* decline. If world oil production were to truly peak and begin a permanent decline, the effect would be staggering: Prices would not come back down. Any part of the global economy dependent on cheap energy — which is to say, pretty much everything these days — would be changed forever.

Impact: Decline of oil supplies = another Great Depression

Paul Roberts, 6 Mar 2004, Los Angeles Times , "Running Out of Oil — and Time — Panic will strike if we're not prepared with new technologies"

But in reality, this manic, post-peak production will deplete remaining reserves all the more quickly, thus ensuring that the eventual decline is far steeper and far more sudden. As one U.S. government geologist put it to me recently, "the edge of a plateau looks a lot like a cliff." As production falls off this cliff, prices won't simply increase; they will fly. If our oil dependence hasn't lessened drastically by then, the global economy is likely to slip into a recession so severe that the Great Depression will look like a dress rehearsal.

NEGATIVE BRIEF: NOPEC/ANTI-TRUST LITIGATION

SOLVENCY

1. Prosecuting OPEC in court will be impossible

Emma Ukpanah, University of Dundee (UK), "OPEC as a Cartel: Can U.S. Antitrust Laws Be Applied Extraterritorially?" 2002, p. 15

Without the co-operation of OPEC nations, the carrying out of investigations aimed at establishing proof and enforcement of decisions would be nearly impossible. In the absence of an International Competition Law regime binding on all, which would be neutral and impartial towards all, the case against OPEC cannot be made.

2. Nations don't respond to extra-territorial lawsuits

R. Falvey (Univ. of Nottingham, UK) and P.J. Lloyd (Univ. of Melbourne, Australia), 1999, AN ECONOMIC ANALYSIS OF EXTRATERRITORIALITY, p. 17

Section III identified a third problem with estraterritoriality. It does not lead generally to a correction of distortions in the global economy, even if extraterritorial applicaitons are enforceable outside the jurisdiction. The primary cause of this problem is that national governments take actions that are in the interests of the national economy, which may conflict with the interests of the world economy as a whole.

3. Lack of international antitrust authority means OPEC can "call our bluff"

Emma Ukpanah, University of Dundee (UK), "OPEC as a Cartel: Can U.S. Antitrust Laws Be Applied Extraterritorially?" 2002, p.9

Other than among the members of the European Union, there is no international law of antitrust. This raises a crucial issue of what would happen were OPEC to call the bluff of the West arguing that they were not under any obligation to be guided by either US or EU antitrust laws.

4. Prosecution of OPEC is prohibited by the "Act of State" rule

Emma Ukpanah, University of Dundee (UK), "OPEC as a Cartel: Can U.S. Antitrust Laws Be Applied Extraterritorially?" 2002, p. 10

There are a number of legal and political constratints that prevent competition law authorities from tackling the OPEC oil cartel. The Act of State doctrine is a basic rule under international law and requires that one State should not enquire about the sovereign act of another within its own territory. The US Supreme Court recognised this limit placed on the exercise of jurisdiction in the case on *Underhill v. Hernandez.*

5. Hard to "serve process" on the targets of the lawsuit

Andrew C. Udin, 11 Oct 2001, "Slaying Goliath: The Extraterritorial Application of U.S. Antitrust Law to OPEC," American Univ. Law Review, Vol 51 p. 1371-1372 (brackets added)

First, if OPEC could be subject to suit in the United States, results, in the form of the alleviation of production quotas and price decreases, may not be seen immediately. Service of process on OPEC and its member countries would also be a rather daunting task. Section 1608 of the FSIA [Foreign Sovereign Immunities Act] provides authority for service on foreign states. Service on OPEC, however, would prove a rather tedious procedure, because it would invlude effectuating service on eleven countries as well as the organization itself.

DISADVANTAGES

1. Stock market crash and oil price shock

Albert A. Foer, American Anti-trust Institute, 12 July 2004, "Book Review: Antitrust and the Formation of the Postwar World, by Wyatt Wells," http://www.antitrustinstitute.org/recent2/329.cfm

One can only imagine what would happen if the NOPEC legislation passes and Hew Pate files suit against OPEC. First, the foreign policy parts of the Executive branch go ballistic. Stock prices plummet in expectation of retaliation in the Middle East even as oil prices shoot upward. The President has a phone in his ear, explaining to other world leaders why an Assistant Attorney General is suing OPEC and how they should view this as good for the world economy, peace, and the ideal of competitive markets.

2. Foreign policy problems outweigh benefits of OPEC lawsuits

Andrew C. Udin, 11 Oct 2001, "Slaying Goliath: The Extraterritorial Application of U.S. Antitrust Law to OPEC," American Univ. Law Review, Vol 51 p. 1372

If a suit is in fact brought against OPEC, and, assuming *arguendo*, a judgment did not favor OPEC, it can be argued that more harm than good would ensue. The United States would be placing itself at a diplomatic disadvantage with respect to OPEC and its member nations, hence the act of state doctrine. Adjudicating such a dispute may risk damaging international repercussions with OPEC and its member-nations.

NEGATIVE BRIEF: WEST AFRICAN OIL

HARMS

1. Oil is good for West Africa

Alexander's Gas & Oil Connections, News & Trends: Africa, "South Africa feels breeze from West African oil rush," Vol 8 Issue 1, 10 Jan 2003, http://www.gasandoil.com/goc/news/nta30217.htm

Countries with small populations and large per head oil revenue like Equatorial Guinea and the island state of Sao Tome and Principe will be a great deal richer and no longer dependent on foreign aid. Chad, one of the world's poorest countries, will enjoy a 50% boost to its government revenue in the next few years.

2. Oil companies are victims of W. Africa's problems, not the cause

Roger Bate, 24 June 2004, "A Barrel of Brutality Should Shell be in Nigeria?" NATIONAL REVIEW online http://66.216.126.164/comment/bate200406240927.asp

Shell needs Nigeria's excellent-quality oil, and it puts up with a lot to get it. In 2001, there were 45 reported hostage-taking incidents, a number that remained high — 24 incidents in 2002 — after considerable effort to improve security. Stories circulating in 1995 that Shell provided the police with guns were true, but the company did so at the demand of the Nigerian government.

3. Oil companies not responsible for W. African environmental damage

Roger Bate, 24 June 2004, "A Barrel of Brutality Should Shell be in Nigeria?" NATIONAL REVIEW online http://66.216.126.164/comment/bate200406240927.asp

Furthermore, environmental damage continues to occur around broken pipelines. Not that that is entirely Shell's fault — such ruptures are mostly deliberate acts of sabotage, not the result of poor maintenance. Saro-Wiwa's followers spiked pipelines to create a news story back in 1994-1995, and outright oil theft, with its inevitable despoliation, continues unabated.

INHERENCY

1. West African oil imports are declining

Jessica Krueger, "U.S. Oil Stakes in West Africa," AFRICA NOTES, Dec 2002, Center for Strategic and International Studies, p. 1

Currently the United States obtains over half of its crude oil imports from Saudi Arabia, Mexico, and Venezuela, with a combined average of 5.4 million b/d between August 1997 and August 2002. Imports from West Africa have remained relatively static during that period, with an average of 1.3 million b/d, the majority derived from Nigeria and Angola. West Africa's share of total imports has decreased, however, as Mexico, the Persian Gulf and the former Soviet Union have captured nearly all of the increases in U.S. demand for foreign crude oil.

2. There is no "US energy policy" to develop oil in West Africa

Alexander's Gas & Oil Connections, News & Trends: Africa, "South Africa feels breeze from West African oil rush," Vol 8 Issue 1, 10 Jan 2003, http://www.gasandoil.com/goc/news/nta30217.htm

While Walter Kansteiner, the US state department's top Africa official, said at the recent Corporate Council on Africa Oil and Gas Forum in Houston, Texas, that he considered west African oil of strategic importance, he said the US had no "detailed battle plans" to extract oil from west Africa. "Some bureaucrat in Washington will not increase oil and gas development in Africa because he thinks it's a good idea after looking at a map," he said. "Market forces and geophysics they will dominate the process."

3. Status Quo is solving: West Africa is fixing its problems

The World Bank Group, DevNews Media Center, "West Africa's New Challenge: Making Peace Pay," 21 Mar 2004 http://web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20180526~menuPK:34457~pagePK:34370~piPK:34424~theSitePK:4607,00.html

After years of suffering from the devastating effects of conflict and poor governance, West Africa’s 245 million people at last have a fragile hope for a more prosperous future. Democratic Nigeria is embarking on a process of economic reform and poverty reduction, and some of West Africa’s most intractable trouble spots-Liberia and Sierra Leone-are beginning to recover from years of conflict.

4. ECOWAS is solving West Africa problems

The World Bank Group, DevNews Media Center, "West Africa's New Challenge: Making Peace Pay," 21 Mar 2004 http://web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20180526~menuPK:34457~pagePK:34370~piPK:34424~theSitePK:4607,00.html

Improving the region’s prospects to capitalize on this new-found chance at stability was at the top of the agenda of leaders who gathered this weekend in Ghana for a summit of the Economic Community of West African States (ECOWAS). ECOWAS played an important role in resolving some of the political crises in countries such as Liberia and Sierra Leone and is now a focal point for hopes of an increased level of integration in the region based on initiatives being promoted by the New Partnership for Africa’s Development.

5. Nigeria's problems are fixed

The World Bank Group, DevNews Media Center, "West Africa's New Challenge: Making Peace Pay," 21 Mar 2004 http://web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20180526~menuPK:34457~pagePK:34370~piPK:34424~theSitePK:4607,00.html

World Bank President James Wolfensohn rounded up a trip to West Africa last week by expressing confidence in Nigeria’s emerging program for economic development and reform. He said that the Bank is prepared to invest as much as $1 billion over the next two years to support the effort.

The World Bank Group, DevNews Media Center, "West Africa's New Challenge: Making Peace Pay," 21 Mar 2004 http://web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20180526~menuPK:34457~pagePK:34370~piPK:34424~theSitePK:4607,00.html

World Bank President James Wolfensohn, in an official visit to the country last week, expressed confidence in the government’s emerging program for economic development and reform and said the Bank was prepared to invest as much as $1 billion over the next two years to support the effort. In an address to Cabinet and Parliamentary leaders, Wolfensohn congratulated the Nigerian government’s economic team on its recently unveiled National Economic Empowerment and Development Strategy (NEEDS).

SOLVENCY

1. US policy will have no impact on West African oil

Jessica Krueger, "U.S. Oil Stakes in West Africa," AFRICA NOTES, Dec 2002, Center for Strategic and International Studies, p. 3

As the United States seeks greater energy security it will have to do so in the context of a global market. Oil from West Africa will go to the highest bidder, whether that is the United States, Asia, or Europe. U.S. foreign policy has little effective bearing on the oil industry, emphasized Mark Bellamy; rather its ability to affect energy security lies in building bilateral relations with governments of oil-producing states and encouraging these nations to engage in good governance.

DISADVANTAGES

1. Trade restrictions hurt African economic development

The World Bank Group, DevNews Media Center, "West Africa's New Challenge: Making Peace Pay," 21 Mar 2004 http://web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20180526~menuPK:34457~pagePK:34370~piPK:34424~theSitePK:4607,00.html

The World Bank’s chief economist for the Africa Region Alan Gelb says the free trade area would help development in the region. The countries formed a “a bunch of small, locked up economies” which needed to create a larger economic space. He said the costs of energy were also very high in West Africa “so cooperative arrangements to share power — part of the economic integration agenda — can be very important”.

2. Sabotaging the World Bank's work in Africa would impede peace initiatives and economic development

The World Bank Group, DevNews Media Center, "West Africa's New Challenge: Making Peace Pay," 21 Mar 2004 http://web.worldbank.org/WBSITE/EXTERNAL/NEWS/0,,contentMDK:20180526~menuPK:34457~pagePK:34370~piPK:34424~theSitePK:4607,00.html

The Bank is pressing for movement on the ECOWAS common market, particularly the creation of a free trade zone. (It recently approved a $400 million package to assist WAEMU in the development and integration of infrastructure and capital markets.) For its part, the Bank, among other things, is looking at tools to enable regional allocations, supporting demobilization, disarmament and reintegration projects in a number of countries, and financing large-scale infrastructure projects.

3. Oil pullout = net harm to Nigeria: Benefits of oil development outweigh the harms

Roger Bate, 24 June 2004, "A Barrel of Brutality Should Shell be in Nigeria?" NATIONAL REVIEW online http://66.216.126.164/comment/bate200406240927.asp

On balance, there seems little doubt that Nigeria, and most Nigerians, benefit from Shell's continued presence. The current Nigerian government, led by Olusegun Obasanjo, is far from perfect, but it is relatively democratic — and so it seems Shell should stay.

NEGATIVE BRIEF: ETHANOL

INHERENCY

1. Status Quo ethanol use will reach 4.4 billion gallons by end of 2005

Deon Daugherty "Fueling the future," 27 Jan 2002, Morris News Service, Augusta, GA, Chronicle http://www.augustachronicle.com/stories/012702/bus\_biofuel.shtml

Federal officials estimate that the ethanol industry will at least double by the end of 2005, from 2 billion gallons a year to 4.4 billion gallons.

SOLVENCY

1. Ethanol will never be cost-effective

Charli Coon (senior analyst for energy and environment policy at The Heritage Foundation), "An Energy Policy That Makes Sense," 5 Dec 2003, HERITAGE FOUNDATION, http://www.heritage.org/Press/Commentary/ed120503c.cfm

The toughest task would fall to senators in the farm states of the Midwest. They’d have to tell their gasohol-producing constituents-or at least the board members at Archer-Daniels-Midland and ConAgra-that the federal government no longer will spend billions to drive up the price of gas, drive down the health of engines and prop up an industry that, absent huge subsidies, would fade into obscurity in months.The same goes for solar, wind, geothermal and biomass power. Billions of dollars in subsidies haven’t made them remotely competitive. We’ve reached the point where they need to stand or fall on their own.

Blake Dvorak (managing editor of Consumers' Research magazine), 2003, "Ethanol's Nine Lives," THE AMERICAN ENTERPRISE, http://www.taemag.com/issues/articleID.17809/article\_detail.asp

The industry currently enjoys about $1.4 billion in federal and state subsidies. The latest version of the energy bill, recently rejected by the Senate, planned to double ethanol production by 2012 by (you guessed it!) offering more massive subsidies. Clearly, ethanol is a technology that can no longer survive in the free market on its own.

2. No environmental benefit to ethanol oxygenation

Paul Coninx (has written on consumer, safety, and technical issues for over 15 years and his works in these areas have been cited in peer-reviewed scientific and medical journals), "Fuel, politics, and your car," 18 May 2003, DRIVERS.com, http://www.drivers.com/article/633

In modern cars, an onboard computer automatically adjusts the fuel-air mixture, which would neutralize the effects of additional oxygen. Two U.S. National Research Council reports have since concurred with the doubting scientists, even though many government officials still claim that the "oxygenated" fuel program is a success.

3. Brazil's vehicle ethanol program failed

Peter Blackburn, Reuters News Service, 19 Sep 2002, "Brazil seeks to woo back ethanol car drivers," http://www.planetark.org/dailynewsstory.cfm/newsid/17823/story.htm

Brazil's first Pro-Alcohol Program, conceived in the mid-1970s to combat rocketing oil prices, slowed at the end of the 1980s when supplies of sugar cane-based fuel alcohol, also known as ethanol, dried up.

Prof. Ted Goertzel PhD (Rutgers Univ.) , Brazzil Magazine, Politics, Jan 2003 "So, This Is Lula? " http://www.brazzil.com/p118jan03.htm

Brazil has tried government planning before with unfortunate results. The electricity failures in 2001 were largely due to faulty planning by government energy planners who relied too much on hydroelectric power. In the 1970s, the government decided to switch much of Brazil's automotive fleet to ethanol in anticipation of a world oil crisis. But oil prices went down and ethanol prices went up, causing a collapse in the market for ethanol powered cars.

4. Ethanol requires a new storage/distribution system

Peter Jones (Vice-President, Manufacturing, Supply and Distribution, Shell Oil Products East), Financial Daily (from THE HINDU group of publications, India newspaper), 18 July 2001, "Relative economics of environmental-friendly fuels," http://www.thehindubusinessline.com/businessline/2001/07/18/stories/041867pj.htm

Using ethanol in mogas (or using it pure, such as in Brazil) requires extra-handling costs, because of the fuel's `water affinity'. Dedicated storage tanks are needed, and the ethanol/petrol blends could not be pumped through pipelines used for jet fuels.

5. Benefits don't outweigh costs — ethanol is not in US national interest

Blake Dvorak (managing editor of Consumers' Research magazine), 2003, "Ethanol's Nine Lives," THE AMERICAN ENTERPRISE, http://www.taemag.com/issues/articleID.17809/article\_detail.asp

Ethanol supporters also relentlessly argue that it's in our national interest to cultivate alternative, preferably domestic, fuel sources. Fair enough. But it emphatically is not in our national interest to promote a fuel technology that shows no signs of becoming economically or environmentally viable, especially one that has had decades to prove its worth.

DISADVANTAGES

1. Costs outweigh the benefits — ethanol is too expensive

Deon Daugherty "Fueling the future," 27 Jan 2002, Morris News Service, Augusta, GA, Chronicle http://www.augustachronicle.com/stories/012702/bus\_biofuel.shtml

Harry Parker, a chemical engineer and former oil-recovery researcher for Phillips Petroleum Co., said ethanol can't compete with reformulated gasoline because of its inherent high costs. He contends that fuel ethanol relies on lobbying from agribusiness giants to maintain federal subsidies. The lobbying is done under the guise of protecting the "family farm," Mr. Parker said, but the profits go to stockholders. Researchers at Texas Tech University say they doubt an ethanol industry would survive without subsidies.

2. Taxpayer ripoff — Ethanol is corporate welfare

Deon Daugherty "Fueling the future," 27 Jan 2002, Morris News Service, Augusta, GA, Chronicle http://www.augustachronicle.com/stories/012702/bus\_biofuel.shtml

In Marxism, American Style, Mark Schmidt, program director of the National Taxpayers Union Foundation, said that the federal 54-cent-per-gallon tax subsidy for ethanol is just one of the many federal subsidies to U.S. businesses that cost American taxpayers nearly $100 billion a year. "Corporate America feasts on a steady diet of pork that includes direct grant payments, below-market insurance, direct loans and loan guarantees, trade protection, contracts for unneeded activities, and special breaks in the Tax Code," Mr. Schmidt said.

3. Solvency/Disad dilemma: Either ethanol is too energy intensive, or US workers become Third World farm hands

Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Brazil: Environmental Issues," Aug 2003

While the manufacture of crop fertilizers and extraction and purification of ethanol can be highly energy intensive, this is not the case in Brazil, because much of the work is done by hand.

4. Ethanol production increases air pollution

Frontier Centre for Public Policy, "Ethanol-The Promise and the Peril," 2 Oct 2002, http://www.fcpp.org/publication\_detail.php?PubID=180

How “green” is EBG [ethanol-blended gasoline] compared to regular gasoline? The answer to that question depends on the process used to distill the ethanol from grain. In the United States, where ethanol plants rely on electricity from coal-fired generators, the outcome for air pollution can be negative.

Blake Dvorak (managing editor of Consumers' Research magazine), 2003, "Ethanol's Nine Lives," THE AMERICAN ENTERPRISE, http://www.taemag.com/issues/articleID.17809/article\_detail.asp

This price and the subsequent subsidies necessary to make it affordable for consumers are justified, we're told, because ethanol is a "clean burning" fuel. But numerous studies have shown that, aside from a decrease in carbon monoxide emissions, ethanol is no more environmentally friendly than other fuel additives. Some studies even contend that ethanol increases air and water pollution.

5. Ethanol causes soil, air, and water pollution and global warming

J. Bishop Grewell , "Farm subsidies are harm subsidies — the Farm Subsidy Economist," American Enterprise, Oct-Nov, 2003

One might overlook these costs if ethanol actually did what its proponents claim (reducing air pollution while providing domestically produced energy). But ethanol is no boon. Cornell researchers David and Marcia Pimentel report that ethanol is actually an environmental nuisance when all aspects of its production are taken into account: "Ethanol produced from corn causes environmental degradation from increased soil erosion and aquifer mining, from soil, water, and air pollution, and from increased emissions of global-warming gases."

Paul Coninx (has written on consumer, safety, and technical issues for over 15 years and his works in these areas have been cited in peer-reviewed scientific and medical journals), "Fuel, politics, and your car," 18 May 2003, DRIVERS.com, http://www.drivers.com/article/633/

If ethanol ever takes off as an alternative fuel, hundreds of thousands of hectares of additional land would be needed to grow the grain to produce it. Ironically, many people who might support ethanol as a "green" fuel are unaware of the inevitable diversion of water, soil erosion, application of synthetic fertilizers and pesticides and local pollution caused by growing grain and turning wilderness into corn fields.

6. Ethanol wastes energy — even ethanol producers won't use it!

Blake Dvorak (managing editor of Consumers' Research magazine), 2003, "Ethanol's Nine Lives," THE AMERICAN ENTERPRISE, http://www.taemag.com/issues/articleID.17809/article\_detail.asp

So about 29 percent more energy is required to produce a gallon of ethanol than is stored in that gallon in the first place. "That helps explain why fossil fuels (not ethanol) are used to produce ethanol," [Cornell University agricultural scientist David] Pimentel says. "The growers and processors can't afford to burn ethanol to make ethanol.

NEGATIVE BRIEF: ANWR

TOPICALITY

ANWR doesn't "substantially" reduce dependence on imported oil

Associated Press, 16 Mar 2004, "Study: ANWR oil would have little impact" http://www.msnbc.msn.com/id/4542853/

Opening an Alaska wildlife refuge to oil development would only slightly reduce America’s dependence on imports and would lower oil prices by less than 50 cents a barrel, according to an analysis released Tuesday by the Energy Department.

INHERENCY

1. US oil production will increase without ANWR

Associated Press, 16 Mar 2004, "Study: ANWR oil would have little impact" http://www.msnbc.msn.com/id/4542853/

U.S. domestic oil production will increase over the next four years, from the current 5.7 million barrels a day to 6.1 million barrels a day, largely because of additional oil coming from the Gulf of Mexico, according to the EIA report.

SIGNIFICANCE

1. ANWR is insignificant to US economy

Amory B. Lovins and L. Hunter Lovins, 28 Jan 2002 , "Mobilizing Energy Solutions," THE AMERICAN PROSPECT, http://www.prospect.org/print/V13/2/lovins-a.html (USGS = U.S. Geologic Survey)

At improbably high sustained prices, USGS expected likely reserves averaging about three billion barrels — one-fourth of what Prudhoe Bay has yielded. Starting in about a decade, that could probably fill, over 30 years, less than 1 percent of projected U.S. oil needs — enough to run 2 percent of today's cars and light trucks. For a few years of peak output, it might provide about 1 percent of the world's oil output and cut U.S. oil imports by up to 5 percent. With such modest reserves and inherently high costs, there's no business case for drilling.

SOLVENCY

1. ANWR has only 6-month supply of oil

Natural Resources Defense Council, July 2004, "Reducing America's Energy Dependence," http://www.nrdc.org/air/transportation/gasprices.asp#head2

Although drilling proponents often say there are 16 billion barrels of oil under the coastal plain of the Arctic National Wildlife Refuge in Alaska, the U.S. Geological Service says the amount that could be recovered economically — that is, the amount likely to be profitably extracted and sold — is roughly 3.2 billion barrels. That amounts to only a six-month supply of oil, based on U.S. consumption. Simply put, there is not enough new oil recoverable from domestic sources at reasonable cost to influence the world price for oil or to substantially displace imports.

2. Takes 12 years for ANWR to produce anything

Cutler J. Cleveland and Robert K. Kaufmann (instructors at Boston Univ. experts on economics of oil/energy), OIL ANALYTICS, May 2003, "Oil Supply and Oil Politics: Déjà Vu All Over Again", http://www.oilanalytics.org/policytop.html

The effect of oil from ANWR on US oil imports and OPEC’s ability to influence prices is limited by the timing of production. If development started today, it would take about twelve years for production to reach 1 million barrels per day (mbd); in another six years production would peak at about 1.3 mbd, and five years later, production would drop below 1 mbd (mean case) . For the 5 percent best case scenario, production would reach 1 mbd in eight years, peak at 1.9 mbd in 22 years, and drop below1 mbd in another seven years. These long lead times imply that production from the ANWR will not contribute significantly to US supply for more than a decade.

3. ANWR won't solve for oil prices or import dependence

H. Josef Hebert, Associated Press, 18 Mar 2004, "Alaska refuge's oil would have little impact on imports, study finds"

America's dependence on oil imports will continue to grow even if the government were to allow oil drilling in an Alaska wildlife refuge, according to an Energy Department analysis. The report released Tuesday by the Energy Information Administration also said that while domestic production would be higher, the impact on oil prices would be negligible — perhaps 30 cents to 50 cents a barrel if prices were in the $27 a barrel range.

4. ANWR has no impact on oil markets

Prof. Thomas M. Power PhD. (economics), Univ. of Montana, "Jobs and Drilling in the Arctic National Wildlife Refuge," 13 Aug 2001, http://www.umt.edu/econ/Power/kufm/2001/081301.htm (underline in original)

The ANWR production, when it comes on line a decade or more in the future, will represent only about one-half of one percent of world production, not anywhere near large enough to change overall world petroleum markets or OPEC’s ability to manipulate world prices. OPEC’s recent manipulations of world production were eight times larger than the projected peak output of ANWR. OPEC could easily cancel out the ANWR increase in supply.

5. At best, ANWR reduces import dependence from 70% to 67%

H. Josef Hebert, Associated Press, 18 Mar 2004, "Alaska refuge's oil would have little impact on imports, study finds"

But even at peak production, the United States would still have to import two-thirds of its oil because of growing demand, said the EIA analysis, as opposed to an expected 70 percent if the refuge's oil remains off the market. Increased demand would outpace the additional domestic production.

6. OPEC sabotage: OPEC manipulates the market to compensate for ANWR

Cutler J. Cleveland and Robert K. Kaufmann (instructors at Boston Univ. experts on economics of oil/energy), OIL ANALYTICS, May 2003, "Oil Supply and Oil Politics: Déjà Vu All Over Again", http://www.oilanalytics.org/policytop.html

If OPEC correctly anticipates production from the ANWR, which would not be difficult given its long lead times, OPEC could slow additions to capacity very modestly such that its utilization rate (and its effect on price) would be unchanged relative to a scenario in which no oil is produced from the ANWR.

7. ANWR won't produce lots of jobs

Prof. Thomas M. Power PhD. (economics), Univ. of Montana, "Jobs and Drilling in the Arctic National Wildlife Refuge," 13 Aug 2001, http://www.umt.edu/econ/Power/kufm/2001/081301.htm

Their argument is that the flood of cheap oil coming from ANWR would reduce the cost of energy in the United States and that those lower energy prices would stimulate job creation throughout the economy. There are several fundamental errors in this argument. First, whatever oil is found and produced in ANWR will be sold at market prices into the world market, not to US consumers at the cost of producing the oil there.

ANWR won't create any jobs

Prof. Thomas M. Power PhD. (economics), Univ. of Montana, "Jobs and Drilling in the Arctic National Wildlife Refuge," 13 Aug 2001, http://www.umt.edu/econ/Power/kufm/2001/081301.htm (underline in original)

The answer is that 800,000 new people will not be put to work. Firms will compete for workers, workers will move from job to job, and firms will find ways of reducing their need for additional workers by deploying still more labor-saving technology. Whatever the impact of ANWR oil development may be on the national economy, it will not be to put otherwise unemployed people to work.

DISADVANTAGES

1. Energy Security turnaround: ANWR oil is less secure than imports

Amory B. Lovins (physicist) and L. Hunter Lovins (lawyer; both are consultants to oil companies and the Defense Dept.), Rocky Mountain Institute, July/Aug 2001, "Fool's Gold in Alaska," p. 73

Importing oil in tankers from the highly diversified world market is arguably better for energy security than delivering refuge oil to other U.S. states through one vulnerable conduit, the Trans-Alaska Pipeline System. Although proponents argue that exploiting refuge oil would make better use of TAPS (which is all paid for but only half-full), that pipeline is easy to disrupt and difficult to repair.

2. Alaska Pipeline terrorism

A. Link: ANWR will extend use of the Alaska Pipeline

Associated Press, 16 Mar 2004, "Study: ANWR oil would have little impact" http://www.msnbc.msn.com/id/4542853/

At the same time, the report said new Alaska production would stem the expected dramatic decline in domestic production and extend the economic life of the Alaska oil pipeline as production from other North Slope areas declined significantly.

B. Impact: The Alaska Pipeline is a disaster waiting to happen

Amory B. Lovins (physicist) and L. Hunter Lovins (lawyer; both are consultants to oil companies and the Defense Dept.), Rocky Mountain Institute, January 2002, "Response to Professor Platt's Foreign Affairs letter, Jan.-Feb. 2002", p. 2

It is not true that the pipeline had "never broken" until a drunk holed it with one rifle shot last October, shutting down one-sixth of U.S. oil output for 60 hours despite easy repair access. In 1978, a crude bomb made a two-inch hole, spilling 16,000 barrels. In 1999, the gravest threat yet, a sophisticated 14-bomb attack at key three points, was averted only by luck.

3. Increased global warming

Union of Concerned Scientists, "Will Drilling the Arctic Refuge Really Solve Our Oil Woes?" 25 Mar 2003, http://www.ucsusa.org/clean\_energy/renewable\_energy/page.cfm?pageID=71

In addition, leaving this oil in the ground will keep nearly 1.6 billion tons of carbon dioxide from reaching the atmosphere and contributing to global warming. Those who call for drilling the Arctic National Wildlife Refuge are looking for quick fixes rather than sustainable solutions.

4. Degradation of society: Using jobs to justify ANWR demeans social values

Prof. Thomas M. Power PhD. (economics), Univ. of Montana, "Jobs and Drilling in the Arctic National Wildlife Refuge," 13 Aug 2001, http://www.umt.edu/econ/Power/kufm/2001/081301.htm

This jobs argument for industrializing the Arctic National Wildlife Refuge is just another example of the regular misuse of economics. It seems that everything these days has to be justified in terms of the jobs it will create. We try to justify the arts and humanities, the university system, health care, recreation activity, you name it, in terms of the jobs they will create. Soon, no doubt, religious services and sacred rites will be justified in terms of putting people to work too. In almost all cases, these job claims not only involve bad economics, they also demean the very things they are trying to defend.

5. Wildlife damage in Alaska

A. Link: Drilling threatens multiple species in ANWR

Lisa Shuford, Florida Public Interest Research Group, 14 Mar 2003, "Floridians Oppose Alaska Drilling Plan: Interior Secretary Norton's Push For Oil Drilling Puts Arctic Chill On Florida Wildlife Refuge Centennial Celebration, " http://floridapirg.org/FL.asp?id2=9279&id3=FL&

The refuge provides habitat for a diversity of plants and wildlife including musk oxen, Polar bears, caribou, and a wide variety of migratory bird populations, some of which like the Peregrine Falcon migrate to Florida. Scientists studying the area have long warned about the adverse consequences of oil and gas exploration in this unique wilderness.

B. Impact: Benefits of ANWR don't outweigh the environmental risks

Lisa Shuford, Florida Public Interest Research Group, 14 Mar 2003, "Floridians Oppose Alaska Drilling Plan: Interior Secretary Norton's Push For Oil Drilling Puts Arctic Chill On Florida Wildlife Refuge Centennial Celebration, " http://floridapirg.org/FL.asp?id2=9279&id3=FL&

"Secretary Norton is advocating the pillage and plunder of a refuge in one corner of the United States, while celebrating the creation of the refuge system in the other corner of the country," concluded Lisa Shuford of Florida PIRG. "The Bush administration wants to trade an irreplaceable part of our natural history for six months worth of oil."

NEGATIVE BRIEF: BIOFUELS/BIOMASS

INHERENCY

1. Federal Government is already investing in biomass

US Dept of Energy, Biomass Research & Development Initiative, June 2004, "Governmental and Industry Partnerships for Developing Biorefineries," http://www.bioproducts-bioenergy.gov/default.asp

The federal government is currently investing in cost-shared R&D to spur the growth of the U.S. biobased industry by developing integrated biorefineries. A biorefinery is a facility that uses biomass to make a range of fuels, combined heat and power, chemicals, and other high-value materials that are conventionally petroleum-derived in order to maximize the value of biomass feedstock.

2. Status Quo policy is comprehensive federally funded biomass program

US Dept of Energy, Energy Efficiency and Renewable Energy, BIOMASS PROGRAM — Multi-Year Technical Plan, 2003, p. 5

The Biomass program is a comprehensive federally funded research, development, and deployment effort. It focuses on science and technology that will establish biomass as a significant source of sustainable fuels, heat, power, chemicals, and materials.

3. Status Quo policy is reduced oil import dependence through biomass

US Dept of Energy, Energy Efficiency and Renewable Energy, BIOMASS PROGRAM — Multi-Year Technical Plan, 2003, p. 5

OBP [Office of the Biomass Program] is one of eleven offices responsible for the development of a portfolio of sustainable energy technologies. The overarching goals of the Biomass Program are to dramatically reduce or even end our dependence on foreign oil and to create a bioenergy industry in the United States.

4. Denver and 50 other cities are already using biodiesel

National Biodiesel Board, 19 May 2004, "10 Biodiesel Pumps Open in Colorado as City of Denver Begins Pilot Program," p. 1

At today's event Denver Mayor John Hickenlooper also discussed the city's pilot biodiesel program. About 50 cities currently use biodiesel commercially, but Denver will be the largest city to use B20 to date.

SOLVENCY

1. Biomass technology won't be commercially ready for 5-10 years

US Dept of Energy, Energy Efficiency and Renewable Energy, BIOMASS PROGRAM — Multi-Year Technical Plan, 2003, p. 9

Emerging biorefineries are based on technology that has not yet been proven commercially but which has a timeline for commercialization of 5-10 years. These use non-traditional sources of lignocellulosic biomass, such as agricultural residues and energy crops, as opposed to existing biorefineries that use traditional and currently available sources of biomass including grain or waste materials. The technology to cost effectively convert these materials is still in development.

2. Several barriers still remain before biomass is ready

Hal Harvey, Director of Environment Program, William & Flora Hewlett Foundation, 2002, "America and the Global Energy Challenge," p. 5

The National Renewable Energy Laboratory reports that to increase use of biomass energy, dedicated energy crops must be developed; system efficiencies must improve; an infrastructure to efficiently transport biofuels must be developed; and the cost of biomass energy must become cost-competitive with fossil fuels.

DISADVANTAGES

1. Loss of biodiversity and species extinction

A. Link: Biofuels reduce biodiversity by increasing intensive agriculture

John Hontelez (Secretary General) & Dr. Karola Taschner (Scientific Adviser) of the European Environmental Bureau, 18 Sept 2001, THE PROMOTION OF BIOFUELS IS DETRIMENTAL TO BIODIVERSITY, p. 2

Biofuel Production Puts Biodiversity at Risk — The continuation of intensive agriculture — also on set-aside land — will continue the pressure being put on natural ecosystems. This goes directly against EU policy, as stated in the Biodiversity Action plan for agriculture, but also stated in the Commission's Sustainable Development Strategy. Intensive agriculture is one of the most important causes for decline of plants and animal species.

John Hontelez (Secretary General) & Dr. Karola Taschner (Scientific Adviser) of the European Environmental Bureau, 18 Sept 2001, THE PROMOTION OF BIOFUELS IS DETRIMENTAL TO BIODIVERSITY, p. 2

The pressure exerted through the disturbance of soil, with its accompanying nitrates loss and water extraction, the disturbance of breeding places and natural plant societies, and the use of pesticides, all contribute to the loss of biodiversity.

B. Impact: Ecosystem destruction, loss of pharmaceutical opportunities and damage to world agriculture

Alex de Sherbinin, Sept 2002, Center for International Earth Science Information Network, Columbia Univ., A Guide to Land-Use and Land-Cover Change (LUCC) Chapter 6: Biological Diversity, http://sedac.ciesin.columbia.edu

Loss of species is significant in several respects. First, breaking of critical links in the biological chain can disrupt the functioning of an entire ecosystem and its biogeochemical cycles. This disruption may have significant effects on larger scale processes. Second, loss of species can have impacts on the organism pool from which medicines and pharmaceuticals can be derived. Third, loss of species can result in loss of genetic material, which is needed to replenish the genetic diversity of domesticated plants that are the basis of world agriculture

2. Biofuels cause environmental harm

A. Biofuel climate change harms outweigh the benefits

John Hontelez (Secretary General) & Dr. Karola Taschner (Scientific Adviser) of the European Environmental Bureau, 18 Sept 2001, THE PROMOTION OF BIOFUELS IS DETRIMENTAL TO BIODIVERSITY, p. 2-3

The production of biofuels is heavily dependent on the input of fossil fuels, for the transport fuels to drive the machinery involved in working the soil, ploughing, tilling, harvesting and processing, for the production of agrochemicals as pesticides and fertilisers, and for electricity for the production process of the biofuels themselves. Many life cycle analyses have been conducted and they came to the conclusion that the climate change potential of the emitted gases was very often negative or neutral right away. If it was sometimes positive as, for example, in the case of oil crops, the resulting gain was too small that it was not worth spending much money on it.

B. Biofuels are as bad or worse for the environment than other energy sources

Jerry Taylor (director of natural resource studies at the Cato Institute), 4 Aug 2003, "Not Cheap, Not Green," CATO INSTITUTE, http://www.cato.org/research/articles/taylor-030804.html

The median finding of 22 separate studies concerning the environmental effect of biomass fuels is that they impose about 7 cents of environmental damage for every kilowatt of energy produced — much greater than the environmental damage caused by nuclear power (about 4 cents), about the same as the environmental damage caused by natural gas-fired electricity, and only slightly less than the environmental damage caused by coal-fired electricity (about 9 cents).

3. Waste of society's resources: Biomass is more expensive than conventional energy

Jerry Taylor (director of natural resource studies at the Cato Institute), 4 Aug 2003, "Not Cheap, Not Green," CATO INSTITUTE, http://www.cato.org/research/articles/taylor-030804.html

Renewable energy is simply far more expensive than energy produced from natural gas or coal. If it were otherwise, government would not have to contemplate forcing companies to use renewables. How much more expensive? Well, it depends on the specific fuel and the particular facility, but the cheapest sources of renewable energy — biomass (wood, plant fiber, and the like) and wind — cost almost twice as much on average as gas or coal-fired electricity.

NEGATIVE BRIEF: C.A.F.E. (CORPORATE AVG. FUEL ECONOMY) / CAR FUEL EFFICIENCY STANDARDS

INHERENCY

1. Status Quo high gas prices are the best solution — not requiring smaller cars

Gary Witzenburg (engineer, formerly with automotive manufacturer vehicle efficiency team) Sept 2003 , "Time Out at the No Free Lunch CAFE," AUTOMOTIVE INDUSTRIES, http://www.ai-online.com/issues/article\_detail.asp?id=265

"If you want people to eat less, you raise the price of food," says GM North America Chairman Bob Lutz. "Instead, what the government is trying to do with CAFE is fight national obesity by making the clothing industry manufacture only small sizes."

SOLVENCY

1. Gas guzzler turnaround: Car manufacturers can produce huge SUVs that are exempt from CAFE

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov

In addition, manufacturers can avoid CAFE constraints altogether by producing vehicles that exceed 8,500 pounds. For example, the Ford Excursion, which is used as a passenger vehicle, weighs more than 8,500 pounds and thus is not subject to any CAFE limit.

2. Light truck substitution reduces CAFE effectiveness

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov/showdoc.cfm?index=3991&sequence=2

If higher standards caused car prices to increase more than light-truck prices, some consumers might switch from buying cars to buying light trucks that use more gasoline. Such switching would not put manufacturers out of compliance but would lead to greater gasoline consumption.

3. Increased driving with higher mileage cars reduces 20% of solvency

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov

Even if the previous shortcomings were addressed, raising CAFE standards would not be cost-effective for at least two reasons, which are intrinsic to any policy that targets fuel economy. First, those standards do not give people an incentive to change their driving habits in ways that would reduce gasoline use. Instead, CAFE-induced improvements in the fuel efficiency of new vehicles would lower the cost of driving those vehicles and could cause their owners to drive more. Researchers generally assume that a 10 percent decline in the fuel-related costs of driving leads to about a 2 percent increase in the number of vehicle miles driven.

4. Retention of older vehicles reduces CAFE solvency

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov

Second, an increase in CAFE standards could cause some drivers to delay buying new vehicles and instead operate their older, less-fuel-efficient ones longer. Such delays would tend to occur if manufacturers complied with higher CAFE standards by making technological changes that raised car prices.

5. Estimates of workable vehicle mileage are inflated — if they existed, they'd already be on the market

Gary Witzenburg (engineer, formerly with automotive manufacturer vehicle efficiency team) Sept 2003 , "Time Out at the No Free Lunch CAFE," AUTOMOTIVE INDUSTRIES, http://www.ai-online.com/issues/article\_detail.asp?id=265 (brackets added)

PPAs [Paid Professional Advocates] add up the most optimistic potential of all available and experimental technologies, regardless of cost and production feasibility — while discounting the enormous cost and years of time required to develop and validate each one to ensure its long-term safety, quality, reliability, and durability — to claim that automakers have technology "on the shelf" to deliver 40-mpg SUVs. But if any company could really achieve that, without inflating the price to an uncompetitive level, why would it not? It would blow its competition away!

6. Even if it reduces oil consumption, no way to prove that CAFE displaces imported oil

U.S. Department of Transporlation National Highway Traffic Safefy Administration, 31 May 2003 Subject: Final Environmental Assessment for Date:MY 2005-2007 Light Truck CAFE Standards, p. E-5

We have discussed the disparity between these forecast trends and the implications of current and historic gasoline supply data with representatives of the Department of Energy (DOE) and EM. They acknowledge that predicting the specific gasoline supply sources likely to be affected by the reductions in U.S. gasoline use associated with the Proposed Action is extremely difficult and its results uncertain.

7. CAFE doesn't solve for oil shocks

William Niskanen PhD. (economics) and Peter VanDoren PhD. (expert in govt. regulation of energy), "Government Should Steer Clear of the Fuel Economy Issue," Los Angeles Times, 1 Mar 2002, http://www.cato.org/dailys/03-04-02.html

Supporters of CAFE have argued that it would reduce our vulnerability to oil shocks. But disruptions in world oil markets affect prices everywhere regardless of our level of imports because oil is traded in world markets.

8. CAFE doesn't solve for oil imports

William Niskanen PhD. (economics) and Peter VanDoren PhD. (expert in govt. regulation of energy), "Government Should Steer Clear of the Fuel Economy Issue," Los Angeles Times, 1 Mar 2002, http://www.cato.org/dailys/03-04-02.html

Besides, increased fuel economy has not led to reduced dependence on imported oil. Since the CAFE standards were introduced, the average fuel economy has increased by 114% for new cars and by 56% for new light trucks, but the U.S. consumption of imported oil has increased from 35% to 52%.

DISADVANTAGES

1. Violates personal liberty — forces consumers to make choices they don't want

Jerry Taylor, "Cato Energy Expert Reacts to Kerry Proposal" 22 Jan 2002, Cato Institute

Fuel-efficient cars, for instance, are widely available in car dealerships today; they just don't sell well. Increasing fuel efficiency requirements force consumers to pay higher prices for technologies they would not — and have not — freely chosen when the decision was theirs to make.

2. Net harm to society: CAFE is not cost-effective

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov

Increasing the stringency of CAFE standards would most likely reduce gasoline consumption, but it would not do so in a cost-effective way. The reason is that CAFE standards do not directly encourage either producers or consumers to decrease gasoline use, so they do not offer the flexibility or the incentives for gasoline reductions to occur at the lowest possible cost.

3. CAFE imposes costs on consumers and manufactures

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov

The same technologies that can be used to boost fuel economy can be used to hold fuel economy constant while increasing vehicles' weight, size, or power. Thus, the fact that producers have done the latter rather than the former in recent years suggests that they have responded to buyers' preferences by targeting available technologies toward other features that consumers desire. Raising CAFE standards would impose costs on both consumers and automobile producers by forcing improvements in fuel economy that car buyers may not want.

4. Thousands of deaths: Mileage standards create dangerous cars

William Niskanen PhD. (economics) and Peter VanDoren PhD. (expert in govt. regulation of energy), "Government Should Steer Clear of the Fuel Economy Issue," Los Angeles Times, 1 Mar 2002, http://www.cato.org/dailys/03-04-02.html

A third effect of CAFE has been to reduce the weight of small cars and subsidize their sales (because those are cheaper techniques of improving mileage than retooling engines), which, in turn, has increased auto fatalities. It has been estimated that the 500-pound reduction in auto weight that coincided with the introduction of CAFE has increased the fatality risk by up to 27%.

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov

Using research by the National Highway Traffic Safety Administration, the majority of committee members concluded that the weight and size reduction of passenger vehicles that occurred during the late 1970s and early 1980s led to significant increases in crash fatalities. According to the committee's work, there would have been 1,790 fewer fatalities in 1999 if vehicle weights had been the same then as they were in 1976. That number would have been larger in years when cars were even lighter. For example, the committee estimated that 2,000 lives would have been saved if vehicle weights in 1993 had been the same as they were in 1976.

5. Higher fuel economy standard = increased air pollution

U.S. Department of Transporlation National Highway Traffic Safefy Administration, 31 May 2003, Final Environmental Assessment for Date:MY 2005-2007 Light Truck CAFE Standards, p. A-1

A higher fuel economy standard may increase the use of light trucks (the “rebound effect”). This in turn would cause increased emissions of criteria pollutants, since federal standards regulate permissible emissions of these pollutants on a per-mile basis.

Congressional Budget Office, Nov 2002, "Reducing Gasoline Consumption: Three Policy Options," http://www.cbo.gov

By lowering the cost of operating a vehicle, higher CAFE standards would increase vehicle miles traveled—by roughly 2 percent for each 10 percent increase in CAFE stringency. More driving would mean more tailpipe emissions.

6. CAFE increase = 100,000 jobs lost

Susan Jones, (Morning Editor), Cybercast News Service, 10 Jan 2002, "Lane Change: Bush Administration Embraces Hydrogen, Not Hybrid, Cars," http://www.cnsnews.com/ViewBusiness.asp?Page=/Business/archive/200201/BUS20020110a.html (brackets added, ellipses in original)

According to [Small Business Survival Committee Chair Karen] Kerrigan, "The fuel-mandates approach...will destroy jobs, hurt the economy, and sacrifice vehicle safety." She said even the United Auto Workers union estimates that 100,000 Americans would lose their jobs if a Senate proposal to increase fuel-mileage standards passes.

NEGATIVE BRIEF: COAL

INHERENCY

1. Status Quo Clean Coal Power Initiative is already increasing use of coal

Michael L. Eastman (Manager, Clean Coal Technology Demonstrations) National Energy Technology Laboratory, Apr 2004, "Clean Coal Power Initiative" p. 1

The Clean Coal Power Initiative (CCPI), designed for implementation over ten years at a cost of two billion dollars, is an innovative technology demonstration program initiated to foster more efficient, advanced clean coal technologies for use in new and existing electric power generating facilities in the United States (U.S.) and abroad.

2. Pres. Bush's energy policy is already committed to coal

Michael L. Eastman (Manager, Clean Coal Technology Demonstrations) National Energy Technology Laboratory, Apr 2004, "Clean Coal Power Initiative" p. 1

"CCPI responds to President Bush’s commitment to clean coal technology development as part of his National Energy Policy (NEP). Priorities covered by the NEP include increasing America’s domestic energy supply, protecting America’s environment, ensuring a comprehensive energy delivery system, and enhancing national energy security. His new environmental initiatives, the Clear Skies Initiative (CSI), Global Climate Change Initiative (GCCI), the CCPI and, most recently, FutureGen, commit America to an aggressive strategy for advancing pollution control and coal utilization, both here and abroad"

3. Status Quo market forces will continue to use coal extensively

Michael L. Eastman (Manager, Clean Coal Technology Demonstrations) National Energy Technology Laboratory, Apr 2004, "Clean Coal Power Initiative" p. 4

Since economic growth is linked to reliable and affordable electric power, continued use of domestic coal resources will play a significant role in satisfying the energy needs of the U.S. This is likely to continue through the middle of the 21st century and beyond.

SOLVENCY

1. Coal cannot economically replace oil because it depends on oil to mine coal

Matthew David Savinar, 2004, "The Age of Oil is Over," Part II: Alternatives to Oil: Fuels of the Future or Cruel Hoaxes?, http://www.lifeaftertheoilcrash.net/PageTwo.html

Coal mining operations run on oil fuels as do coal-mining machinery and transportation. As oil becomes more expensive, so will coal.

2. Economically useful coal will be gone by 2030

Matthew David Savinar, 2004, "The Age of Oil is Over," Part II: Alternatives to Oil: Fuels of the Future or Cruel Hoaxes?, http://www.lifeaftertheoilcrash.net/PageTwo.html

Currently, coal has an EPR of 8 to 1. That ratio used to be 100 to 1. By 2030-2040, that ratio will be 1 to 2. It will take two units of coal to extract one unit of coal. When any resource requires more energy to extract it than it contains, it ceases to be a resource. Thus, while the Earth may be endowed with a generous supply of coal, by 2030 it will be of little use to us.

DISADVANTAGES

1. Coal consumption = massive pollution

Matthew David Savinar, 2004, "The Age of Oil is Over," Part II: Alternatives to Oil: Fuels of the Future or Cruel Hoaxes?, http://www.lifeaftertheoilcrash.net/PageTwo.html

Pollution is also a major problem. A single coal-fired station can produce a million tons of solid waste each year. Burning coal in homes pollutes air with acrid smog containing acid gases and particles.

2. Coal mining destroys Appalachian rivers

Teri Blanton and David Rouse, Kentuckians For The Commonwealth, 2003, "Martin County Sludge Pond:Only the most recent exposé of the real disaster " http://www.kftc.org/sludgeop-ed.ivnu

Though it will undoubtedly be years — probably decades — before Coldwater Creek, Wolf Creek and other affected streams recover, there are hundreds of miles of other Appalachian streams that will never recover. They no longer exist. They’ve been buried by the coal industry under tons and tons of mining wastes while elected officials and regulators looked the other way.

3. Coal mining = wrecked communities & ecosystems

Teri Blanton and David Rouse, Kentuckians For The Commonwealth, 2003, "Martin County Sludge Pond:Only the most recent exposé of the real disaster " http://www.kftc.org/sludgeop-ed.ivnu

By far, the greatest burden of the disaster that is coal mining is borne by coalfield residents in the way of blasted and flooded homes, damaged water, destroyed mountains and ecosystems, poorer health and clogged lungs, broken up roads and for some, a broken spirit.

4. Coal sludge accidents

A. Link: Coal mining creates sludge waste

Ian Frazier, "Coal Country," ON EARTH, Natural Resources Defense Council, Spring 2003

When the coal goes off to factories and power plants, it stays behind. To call it "coal wastes" is to overgeneralize. The rocks and heavier stuff sink to the bottom; aided by chemical coagulants, the smaller particles settle on top of them. As the water evaporates or is recycled to wash more coal, the volume of the waste grows. It forms a slurry, or a sludge. Those two words are the ones used most often to describe it. Some people who have experienced it firsthand call it a goo. Some compare it to black molasses, or a black extra-thick shake, or latex paint of a light-absorbing black. Every day, coal mining produces more of it.

B. Impact: Coal sludge accidents are devastating

Ian Frazier, "Coal Country," ON EARTH, Natural Resources Defense Council, Spring 2003

For more than 20 miles of creekbed, all aquatic life in the spill's path died. Growing things along the banks were smothered under the slurry for an area of many square miles. People lost property: bridges, wells, gardens, cornfields, yards. Some houses became uninhabitable. The spill contaminated sources of drinking water for much of eastern Kentucky, affecting the water systems in ten counties. The governor declared those counties a disaster area.

5. Coal dust = thousands of lung disease deaths and billions in taxpayer costs

Matt Bivens, 28 Mar 2002, THE NATION, "Fighting for America's Energy Independence," http://www.thenation.com/doc.mhtml?i=20020415&s=bivens

The Centers for Disease Control and Prevention (CDC) say coal dust kills 2,000 miners each year and has cost taxpayers more than $1 billion a year since the 1970s in related health and pension benefits.

NEGATIVE BRIEF: COAL-TO-LIQUID TECHNOLOGY (CTL)

INHERENCY

1. Dept. of Energy already funding CTL production

Hershey Philbin Associates, "As Pump Prices Soar, Coal to Liquid Fuels Company Anticipates Long Term Progress," 19 May 2004, http://www.hersheyphilbin.com/news/wmp/051904.html

Last year Rich's company received $100 million from the U.S. Department of Energy to build a processing plant to turn the coal waste at the Gilberton site into clean burning, sulfur-free transportation fuel. This plant will produce 60 million gallons a year, according to the company. The company is planning to open its new facility in 2007.

2. Status Quo will do CTL if justified by market conditions

Montana Associated Technology Roundtable, 11 June 2004, "Wyoming plant would turn coal into diesel fuel," http://www.matr.net/article-11194.html

Both Rentech and Wyoming Business Council officials said it is too early to say where the plant could be built, although Campbell County produces 97 percent of Wyoming's coal. "Under current conditions, with oil and gas at the levels they're at and probably remaining somewhere in the $25-$35 a barrel area, it makes it more economically feasible to do these kinds of projects, especially with the cost of Wyoming coal at the mine mouth," said Mark Koenig, Rentech's director of investor relations. The plant would use the Fischer-Tropsch process, developed by German scientists in 1923, which converts coal-derived synthetic gas or natural gas into low-emission fuel.

3. California is already doing CTL

Montana Associated Technology Roundtable, 11 June 2004, "Wyoming plant would turn coal into diesel fuel," http://www.matr.net/article-11194.html

Proponents of the Rentech project say that, compared to past trends, higher gas prices are more likely to be the rule than the exception over the next several years. They point to soaring demand in China and India. Meanwhile, federal regulations requiring a 97-percent reduction in highway diesel fuel sulfur emissions by 2006 has prompted California to incorporate the Fischer-Tropsch process into its projected transportation fuel use over the next two decades.

SOLVENCY

1. If we switch to coal, it will run out just like oil

David Goodstein (physicist, Cal. Tech. Univ.), quoted in interview with Brian Braiker, Newsweek (online), "Crude Awakening," 17 Feb 2004

So if you want to liquefy coal as a substitute for oil in transportation-which is its most important application-you would have to mine coal at a rate that’s many, many times at the rate of what we’re doing now. But the conversion process is very inefficient. So you’d have to mine much more than that. If you put that together with the growing world population and the fact that the rest of the world wants to increase its standard of living, you realize that the estimates that say we have hundreds of years worth of coal in the ground are wrong by a factor of ten or more. So we will run out of all fossil fuels. Coal will peak just like any natural resource. We will reach the peak for all fossil fuels by the end of the century

.2. Not economical in the US: CTL is too expensive

Roger Alford, Associated Press, 19 Nov 2002, "Researchers consider cheaper ways to convert coal to gasoline" (brackets added)

"South Africa has been making this type of fuel since the mid-1950s," [Dept. of Energy coal fuels manager at Nat'l Energy Technology Lab John] Winslow said. "But to deploy it in the United States, we need to drive down the costs." The cost of producing the fuels from coal is nearly twice that of crude oil using current technologies.

3. Technology isn't ready yet

Keith Tarlo, (Institute for Sustainable Futures, University of Technology, Sydney Australia), "Presentation to Towards Zero Emissions Conference," 21 July 2003, http://www.isf.uts.edu.au/publications/KT\_2003.pdf (ellipses in original)

Technological risks exist at most stages of the energy conversion to carbon dioxide storage cycle. A key risk lies with the relative immaturity of the power generation technology most suited to carbon dioxide capture, Integrated Gasification Combined Cycle (IGCC). According to the International Energy Agency, “the technology is not yet fully mature…currently, capital costs are high and operationally the plants do not match the availability or flexibility of conventional units…IGCC will require time before it is commercialised for use with coal, even with high value coals.”

4. CTL has already been tried and failed

Montana Associated Technology Roundtable, 11 June 2004, "Wyoming plant would turn coal into diesel fuel," http://www.matr.net/article-11194.html (brackets added)

The energy crisis of the 1970s prompted a series of gasification and synthetic fuel proposals in Campbell County [Wyoming]. All of them ultimately failed. The largest, a proposed Hampshire Energy plant expected to produce 500,000 barrels a day of unleaded gasoline, was abandoned in December 1982, and the idea evaporated with low gas prices in the 1990s.

DISADVANTAGES

1. The CTL manufacturing process produces massive pollution

Keith Tarlo, (Institute for Sustainable Futures, University of Technology, Sydney Australia), "Presentation to Towards Zero Emissions Conference," 21 July 2003, http://www.isf.uts.edu.au/publications/KT\_2003.pdf (brackets added)

In manufacturing liquid fuels, a project like the APEL [Australia Power and Energy Limited] one would create eight times the amount of carbon dioxide per unit of fuel output, compared to the amount created in the production of transport fuels from conventional oil (see Figure 1). The plant as a whole would be worse than conventional oil and conventional power stations using brown coal. It would produce 67 per cent more carbon dioxide than from the production of the same amounts of diesel and other fuels from conventional oil and of power from conventional brown coal power stations-or 5.5 million tonnes more per year.

Keith Tarlo, (Institute for Sustainable Futures, University of Technology, Sydney Australia), "Presentation to Towards Zero Emissions Conference," 21 July 2003, http://www.isf.uts.edu.au/publications/KT\_2003.pdf

The wastefulness of an integrated coal-to-oil plant and power station is even more striking when compared with cleaner sources of energy. Such a plant would produce: three times as much carbon dioxide as from the production of the same amounts of diesel and other fuels from conventional oil and of power from conventional natural gas combined-cycle power stations-or 9.3 million tonnes more per year, not including end use combustion of transport fuels; over eight times as much carbon dioxide as from the production of the same amounts of diesel and other fuels from conventional oil and of power from renewable energy power stations-or 12.2 million tonnes more per year;

2. Coal with geo-sequestration still isn't good for climate change

Keith Tarlo, (Institute for Sustainable Futures, University of Technology, Sydney Australia), "Presentation to Towards Zero Emissions Conference," 21 July 2003, http://www.isf.uts.edu.au/publications/KT\_2003.pdf

From the point of view of the policy maker with the aim of long-term mitigation of climate change, the prudent response would be avoid picking coal with geo-sequestration as a winner and to diversify the government’s policies, research and development and commercialisation priorities and international collaborations to give renewed priority to sustainable energy.

NEGATIVE BRIEF: GASOLINE TAX INCREASE

SOLVENCY

1. Higher gas prices don't reduce driving

Rea S. Hederman and Alfredo Goyburu, 18 Mar 2004, "An Increase in the Gas Tax Would Hurt Consumers and Slow the Economy," HERITAGE FOUNDATION, http://www.heritage.org/Research/Taxes/wm451.cfm (FYI, this evidence is referring to a proposed 5.45 cents/gallon gasoline tax increase)

Academic research on the relationship between the gasoline tax and demand for gasoline indicates that gasoline consumption would not decrease significantly in the short run if the tax were increased. For every one percent increase in the gasoline price, usage would decline by .26 percent in the short run and .86 percent in the long run. In other words, consumers are willing to make other sacrifices instead of driving less.

Price increases don't reduce unnecessary driving

Michelle K. Massie, Pittsburgh Post Gazette, 13 May 2004, "Gasoline Prices head near $2, but motorists still filling up," http://www.post-gazette.com/pg/04134/315618.stm

The higher gas prices are due to the rising price of crude oil. It reached a 13-year high of $40 a barrel yesterday, said Bevi Norris, director of public relations for AAA. That increase has been blamed on cutbacks in oil production by the Organization of Petroleum Exporting Countries and high demand by consumers. Despite long faces and cries of frustration, the price increases are not deterring motorists from driving or planning vacations.

Motorists don't reduce driving when gas prices go up

Michelle K. Massie, Pittsburgh Post Gazette, 13 May 2004, "Gasoline Prices head near $2, but motorists still filling up," http://www.post-gazette.com/pg/04134/315618.stm

Consumers are not the only ones feeling the grip on their wallets. Service station owners are also getting burned by the rise in gas prices. "It doesn't seem like motorists are cutting back on the use of their vehicles," said Nancy Maricondi, executive director of the Petroleum Retailers and Auto Repair Association. "Our dealers are feeling the crunch."

2. OPEC market manipulation will sabotage solvency of gas tax increases

BOB DAVIS and BHUSHAN BAHREE (Staff Reporters of THE WALL STREET JOURNAL), 17 Mar 2003, "How OPEC Keeps America Hooked on Imports of Oil," McGraw Hill's Economics Web Newsletter

A tax increase by itself wouldn't solve the oil-import problem. Higher gas-pump prices would lessen demand for oil, which could lead to a glut and lower wholesale oil prices. OPEC could cut back on production, to boost prices, as it did when oil prices slumped in 1998. If OPEC encouraged prices to sink, the U.S. and other consuming countries would have to consider soaking up extra supply — by greatly expanding the reserves of oil they maintain for emergency use — in order to prop up prices and prevent OPEC from gaining an even-stronger hand in controlling supply.

3. Solvency turnaround: Lower energy costs are better for the economy than higher costs

Paul C Nagy, 23 Feb 2002, "OPEC, Oil, and Energy Economics 101" CAPITALISM magazine, http://www.capmag.com/article.asp?id=1437

Reduced energy costs would have the same desirable affect as a tax cut by reducing our costs of doing business and making us more competitive in the world market. More of us could afford to drive luxury SUVs, which are big and expensive and profitable to manufacture therefore employing more of us building them. All other segments of manufacture that are energy reliant would similarly benefit. The economy would rebound with a vengeance.

4. California motorists have no alternative to cars, regardless of gas prices

Jennifer Pont & Michael D. Jackson, 6 May 2003, REDUCING PETROLEUM DEPENDENCY IN CALIFORNIA — Joint Report to California Air Resources Board and California Energy Commission, p. 32

The slope of the gasoline demand curve is extremely steep (inelastic). This means that gasoline demanded does not change significantly with a change in price. The inelastic response occurs because California motorists have no convenient or viable alternative to gasoline for transportation.

DISADVANTAGES

1. Higher gas prices hurt working Americans and the US economy

Energy Secretary Spencer Abraham, 8 Apr 2002, "Gasoline Prices and Petroleum Supply EIA Short-Term Outlook," U.S. Department of Energy, Office of Public Affairs

As I said earlier, higher gas prices are a great concern to this Administration because they strain the budgets of America's working families, raise the cost of goods and services, and ultimately create a drag on the economy that can impact the livelihood of working Americans.

2. Regressive tax violates democracy and hurts the poor

"Fuelling discontent: How much should petrol be taxed?", The Economist, (British news magazine), 17 May 2001, http://econweb.tamu.edu/amayer/gastax.htm

The increase in the U.S. gasoline tax by an additional $1 will not only be politically unpopular, but will also have a very negative impact on the welfare of poor people. Since the amount of the gasoline tax is identical regardless of the income of a driver, the tax imposes a much higher burden on low-income people; and therefore, the tax burden is "regressive" rather than progressive, such as the income tax. The regressive nature of the tax goes against the fundamental principle of a democratic society, which upholds a more equal income distribution among its people.

3. Every $351,000 in new gasoline taxes costs 1 job increase in unemployment + big economic harm

Rea S. Hederman and Alfredo Goyburu, 18 Mar 2004, "An Increase in the Gas Tax Would Hurt Consumers and Slow the Economy," HERITAGE FOUNDATION, http://www.heritage.org/Research/Taxes/wm451.cfm (FYI, this evidence is referring to a proposed 5.45 cents/gallon gasoline tax increase)

Because such details were not available, CDA analysts instead used the additional revenues from the higher gas tax to pay down national debt, which is an alternative way of infusing government spending into a segment of the economy that is tightly aligned with investment decisions.This macroeconomic analysis found that:

-Personal savings would average $8 billion less per year from 2005 to 2014.

$82 billion of the $131 billion increase in federal revenues over 10 years would be financed out of foregone or lower personal savings.

-Gross Domestic Product would decline by $6.5 billion per year, in real terms, from 2005 to 2014. In other words, this $131 billion in government revenues would shrink the economy by $65.5 billion.

-There would be, on average, 37,000 fewer job opportunities each year. That works out to one lost job for every $351,000 in new taxes, which is equal to 11 years of work at average yearly wages.

-Total federal revenues would fall short of gas tax proponent’s projections by $3.7 billion.

-Family disposable income would be, on average, $2.5 billion less per year, in real terms. That’s equivalent to the cost of sending 532,600 students to college each year

4. Gas tax increase hurts jobs, economic growth and family income

Rea S. Hederman and Alfredo Goyburu, 18 Mar 2004, "An Increase in the Gas Tax Would Hurt Consumers and Slow the Economy," HERITAGE FOUNDATION, http://www.heritage.org/Research/Taxes/wm451.cfm

While raising the gas tax would increase government revenues, it would only do so at the expense of economic growth, jobs, and family income.

NEGATIVE BRIEF: HYBRID CARS

INHERENCY

1. Status Quo already has growing hybrid car production

Paul Eng, ABCNews online, "Making Way for the Hybrids," 1 Oct 2003, http://abcnews.go.com/sections/SciTech/Business/hybridcars031001-1.html

Already, according to research firm J.D. Power & Associates, there are roughly 54,000 hybrid cars being driven by consumers in the United States. And with car companies like Toyota starting next year to push even more vehicles based on the technology, the estimate goes up to 500,000 hybrids by the end of 2008. By 2013, more than 870,000 consumers are expected to be driving hybrids vehicles of all types.

2. Hybrid buses and Toyota and Honda hybrid cars are widely available

Alliant Energy, Second Nature News, Winter 2004, "Alternative Energy Drives the Auto Industry," http://www.alliantenergy.com/stellent/groups/public/documents/pub/au\_env\_re\_sn\_snn\_011598.hcsp

In Seattle, for example, 235 diesel-electric buses will arrive in 2004-2005. These hybrids will burn 20-30 percent less fuel than the current buses, cutting fuel burn by a potential 750,000 gallons each year. As for hybrid cars, Toyota and Honda already offer them in the U.S.

3. Government and business are already committed to hybrid cars

Borut Grgic (Senior Fellow at the Atlantic Council in Washington D.C.; yes, this is the correct spelling of his name) 14 July 2004, GULF NEWS, "Hybrid cars and the future of oil," http://www.gulf-news.com/Articles/opinion.asp?ArticleID=126130

Hybrid cars have already been hailed as the vehicles of the future by the White House and the auto industry, and in the next five years, consumers will have 30 different models to choose from (including a BMW 7 Series).

4. Federal government already gives tax breaks for hybrid cars

Oregon Department of Energy, "Federal Tax Incentives for Hybrid and Electric Vehicles," 2 June 2004, http://www.energy.state.or.us/trans/fedcredit.htm

Internal Revenue Service (IRS) instructions show that electric hybrids (Toyota Prius™, Honda Insight™ or Honda Civic™ Hybrid) qualify as "clean-fuel vehicles." Vehicles bought in 2001, 2002, or 2003 are eligible for an adjustment to gross income of $2,000. The deduction amount decreases by $500 each year following until it is phased out.

SOLVENCY

1. Hybrids don't get as high fuel mileage as they claim

Douglas Kalajian , (Staff writer), Palm Beach Post, 23 July 2004, "Are these the little engines that could?" http://www.palmbeachpost.com/accent/content/accent/epaper/2004/07/23/a1e\_HYBRIDCARS\_0723.html

Along with the long wait, the most common complaint about hybrids is the hype: Numerous tests show they don't deliver quite the miraculous fuel economy touted by manufacturers and the federal government.

Douglas Kalajian , (Staff writer), Palm Beach Post, 23 July 2004, "Are these the little engines that could?" http://www.palmbeachpost.com/accent/content/accent/epaper/2004/07/23/a1e\_HYBRIDCARS\_0723.html

Automotive News, a trade publication, tested Honda and Toyota hybrids and found that each fell more than 10 percent short of federal fuel-mileage estimates. It suggested that EPA tests designed for standard passenger cars do not accurately reflect hybrid mileage.

2. Consumers would do as well or better with Status Quo diesel cars than with hybrids

Douglas Kalajian , (Staff writer), Palm Beach Post, 23 July 2004, "Are these the little engines that could?" http://www.palmbeachpost.com/accent/content/accent/epaper/2004/07/23/a1e\_HYBRIDCARS\_0723.html

Results like those have led some critics to question the value of a complex hybrid power system. They note that diesel engines are simpler than gasoline engines but deliver near-hybrid fuel economy. The Volkswagen Jetta diesel, for example, is rated at 38/46 mpg. Diesel fuel is also about 10 cents a gallon cheaper than gasoline these days. Diesels aren't as clean-burning as gasoline engines but are expected to improve in coming years when lower-pollution diesel fuel becomes mandatory.

3. Not practical in the South — air conditioning interferes with hybrid fuel economy

Douglas Kalajian , (Staff writer), Palm Beach Post, 23 July 2004, "Are these the little engines that could?" http://www.palmbeachpost.com/accent/content/accent/epaper/2004/07/23/a1e\_HYBRIDCARS\_0723.html

Like all hybrids, the Insight's engine is designed to shut off when the car stops and then start again at a press of the gas pedal. Ours kept running. Reading the owner's manual, we discovered the shutoff happens only if the air conditioning is off or in the "economy" mode. We pushed the ECON button, and the engine did indeed stop at the next light — but so did the flow of cold air. Economy, we decided, is not our top priority on a summer day in Florida.

NEGATIVE BRIEF: HYDROGEN

INHERENCY

1. Status Quo will do fuel cells without government policy

Susan Jones, (Morning Editor), Cybercast News Service, 10 Jan 2002, "Lane Change: Bush Administration Embraces Hydrogen, Not Hybrid, Cars," http://www.cnsnews.com/ViewBusiness.asp?Page=/Business/archive/200201/BUS20020110a.html (brackets added)

[Small Business Survival Committee Chairwoman Karen] Kerrigan said she is "willing to bet my minivan" that even if the government did nothing to encourage fuel-cell technology, entrepreneurs and automakers would still develop safe and energy-efficient vehicles, "because that's what consumers want."

2. Status Quo hybrid (gasoline/electric) cars are already conserving gasoline

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY, Chap. 2, p. 19, http://books.nap.edu/books/0309091632/html/19.html#page\_middle

Even without improved batteries, electricity from an on-board generator is available in several hybrid vehicles now on the market. The resulting fuel economy of these hybrid vehicles is substantially higher than that achievable with conventional vehicles. As this technology gains manufacturing scale, it will prove a formidable competitor for hydrogen, expecially at the beginning of any transition.

SOLVENCY

1. Replacing current infrastructure with hydrogen is way too expensive

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY,Chap 2. p. 19 http://books.nap.edu/books/0309091632/html/19.html#page\_middle

The replacement value of the current system and related end-use equipment would be in the multi-trillion-dollar range. Major changes to the system have typically taken decades. If hydrogen is to succeed as a fuel, it must be in the context of this energy system.

Massive infrastructure replacement required for hydrogen to work

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY,Chap 2. p. 19 http://books.nap.edu/books/0309091632/html/19.html#page\_middle

For example, insofar as hydrogen may compete with petroleum, it faces an established infrastructure of 161 oil refineries, 2,000 oil storage terminals, roughly 220,000 miles of crude oil and oil products lines, and more than 175,000 gasoline service stations (NRC,2002). Much of this infrastructure would have to be replaced or heavily modified if hydrogen is to become the dominant fuel for the highway transportation sector.

2. Hydrogen subsidy failure: Government subsidies won't guarantee successful hydrogen transition

A. Success with subsidies requires knowing which technologies will work

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY,Chap 2. p. 21 (brackets added) http://books.nap.edu/books/0309091632/html/21.html#pagetop

The challenge for any [hydrogen] subsidization strategy would be to support the kind of "game-changing" technologies that can actually deliver public benefits. Otherwise, buy-down tends to become an entitlement, entrenching the subsidized rather than accelerating systemic change.

B. Nobody knows what technologies will work

National Academy of Sciences, 2004, THE HYDROGEN ECONOMY,Chap 2. p. 21 (brackets added) http://books.nap.edu/books/0309091632/html/21.html#pagetop

Thus, technologies and policies developed explicitly for a transition remain important, even if they do not carry over into the mature hydrogen economy. This issue of how to effect the transition has several dimensions: Should the DOE seek to guide the transition into the pathways it selects, or should it let development be guided principally by the industrial stakeholders? In either case, how can the DOE know which transitional technologies to develop?

3. Hydrogen from non-renewable sources isn't worth doing

Barry C. Lynn, May/June 2003, "Hydrogen's Dirty Secret," MOTHER JONES magazine, (brackets added) http://www.motherjones.com/news/outfront/2003/05/ma\_375\_01.html

"If the hydrogen does not come from renewable sources," [John] Heywood [director of MIT's Sloan Automotive Lab] says, "then it is simply not worth doing, environmentally or economically."

4. Reliance on fossil fuels to generate hydrogen eliminates all the benefits

Barry C. Lynn, May/June 2003, "Hydrogen's Dirty Secret," MOTHER JONES magazine, http://www.motherjones.com/news/outfront/2003/05/ma\_375\_01.html

According to the administration's National Hydrogen Energy Roadmap, drafted last year in concert with the energy industry, up to 90 percent of all hydrogen will be refined from oil, natural gas, and other fossil fuels — in a process using energy generated by burning oil, coal, and natural gas. The remaining 10 percent will be cracked from water using nuclear energy. Such a system, experts say, would effectively eliminate most of the benefits offered by hydrogen.

5. The most economical hydrogen also continues fossil fuel dependence

Barry C. Lynn, May/June 2003, "Hydrogen's Dirty Secret," MOTHER JONES magazine, http://www.motherjones.com/news/outfront/2003/05/ma\_375\_01.html

The stakes in the current battle over hydrogen are high. Devoting the bulk of federal research funding to making hydrogen from fossil fuels rather than water will enable oil and gas companies to provide lower-priced hydrogen. That, in turn, means that pipelines built to transport hydrogen will stretch to, say, a BP gas field in Canada, rather than an independent wind farm in North Dakota. Even if the rest of the world switches to hydrogen manufactured from water, says Nicklas, "Americans may end up dependent on fossil fuels for generations."

6. Cost and safety issues block success of Hydrogen

Peg Kolm, editor, National Public Radio, Science Friday, "Hydrogen Economy," 21 Feb 2003, http://www.sciencefriday.com/kids/sfkc20030221-1.html

Auto manufacturers are experimenting with using them to power cars; in fact, two hybrid models that utilize fuel cells and gasoline are available from Honda and Toyota and have proven to be very popular with American consumers. Sounds perfect, but there is a hitch. The cells are very expensive to produce, and, since pure hydrogen is extremely volatile, safety is an issue. Due to these drawbacks, the industry may never move beyond hybrid cars.

DISADVANTAGES

1. Hydrogen explosions

Peter Kushnir (US Army Logistics Management College) "Hydrogen As an Alternative Fuel ," ARMY LOGISTICIAN, May/June 2000, http://www.almc.army.mil/alog/issues/MayJun00/MS492.htm

Hydrogen's explosive range is a 13- to 79-percent concentration in air. It is colorless and odorless and burns with a nearly invisible flame. Hydrogen's wide explosive range, coupled with its very low ignition energy, give it a potential disadvantage since an accumulation of hydrogen in a poorly ventilated vehicle interior may explode easily. The minimum ignition energy required to ignite a hydrogen mixture is 0.02 millijoules, which is equal to the energy of a static electric discharge from the arcing of a spark.

2. Production of hydrogen from hydrocarbons = more CO2/global warming

Barry C. Lynn, May/June 2003, "Hydrogen's Dirty Secret," MOTHER JONES magazine, http://www.motherjones.com/news/outfront/2003/05/ma\_375\_01.html

Although the fuel-cell cars themselves may emit nothing but water vapor, the process of producing the fuel cells from hydrocarbons will continue America's dependence on fossil fuels and leave behind carbon dioxide, the primary cause of global warming.

3. Hydrogen production increases air pollution

New York Times, 21 Nov 2003, quoted in Cooler Heads Coalition, "Provably False Statements" in Defense of Hockey Stick?; Antarctic Ice Expands while Arctic Contracts; The Next Ice Age is a Real Problem, http://www.globalwarming.org/article.php?uid=173

"According to the Energy Department, an ordinary gasoline-powered car emits 374 grams of carbon dioxide per mile it is driven, counting the energy used to make the gasoline and deliver it to the service station, and the emissions of the vehicle itself. The same car powered by a fuel cell would emit nothing, but if the energy required to make the hydrogen came from the electric grid, the emissions would be 436 grams per mile, 17 percent worse than the figure for gasoline."

4. Hydrogen links to natural gas disadvantages [see Blue Book Negative Brief on Natural Gas]

Prof. John McCarthy, Stanford Univ., 5 Nov 2003, "Progress and its Sustainability," Update to the Hydrogen FAQ, http://www-formal.stanford.edu/jmc/progress/index.html

Since hydrogen is not available in significant quantities in nature in pure form, the main present way of getting hydrogen is steam methane reforming, and this will probably remain the most economical way as long as methane (natural gas) is available cheaply and in large quantities, and hydrogen is required only in small quantities.

5. Wasted taxpayer dollars: Government intervention for hydrogen is a waste of money

Peter VanDoren (editor of Regulation magazine), and Jerry Taylor (director of natural resource studies ), "Energy Bill Illusions," 16 Apr 2004, Cato Institute, http://www.cato.org/dailys/04-16-04.html

Today's political energy fads — be they "clean coal" technology, hydrogen powered fuel cells, or whatever — are no different than yesterday's. Nor are today's politicians any better positioned to outguess private investors than yesterday's. All that has changed is a new set of hucksters have come around to fleece a new set of voters. We might as well burn the money and dance around the fire for all the good these expenditures will do.

NEGATIVE BRIEF: MILITARY COSTS OF OIL IMPORTS

HARMS/SIGNIFICANCE

1. U.S. military is welcomed by Gulf nations

C. Raja Mohan, "India, US and Gulf Security," 29 Mar 2001, THE HINDU ("India's National Newspaper")

The Iraqi invasion and occupation of Kuwait, and the liberation of Kuwait by the U.S. made explicit the reality that Washington remains the principal bulwark of regional security in the Gulf. Most of the Gulf states would like to see a continuing American security role in the region. They have accepted the vastly increased American military presence in the Indian Ocean and the setting up of the U.S. Fifth Fleet after the Gulf War.

2. No significant cost to defense of Persian Gulf

Thomas R. Stauffer (taught economics of energy at Harvard and Georgetown U.) June 2003, WASHINGTON REPORT ON MIDDLE EAST AFFAIRS, "The Costs to American Taxpayers of the Israeli-Palestinian Conflict: $3 Trillion," http://www.wrmea.com/archives/june2003/0306020.html

"Defense" of the Gulf — often cited as a major cost factor — in fact has been but a minor element of cost. Excluding the buildup for war against Iraq in late 2002, the official figure for operations and presence in the Gulf is about $30 billion to $40 billion per year. That figure is misleading, however. Most of the equipment and troops and the operations of the carrier task force at Diego Garcia would be maintained in support of other geopolitical objectives, so those outlays, which represent the largest component in the reported "cost," are not substantively tied to U.S. policies in the Gulf itself.

3. Military costs related to oil are insignificant

Ian Parry and Joel Darmstadter, 6 Feb 2004, "How Should Policymakers Respond to Growing U.S. Oil Import Dependence?" RESOURCES FOR THE FUTURE, http://www.rff.org

Moreover, many analysts argue that a modest reduction in U.S. oil imports would not produce much of a dividend in terms of reduced military spending, in part because Middle East military expenditures serve numerous objectives (for example, the security of Israel), in addition to oil security. Surely, the estimate by Milton Copulos (in the Wall Street Journal article quoted above) that gasoline at the pump deserves to be priced at over $5 a gallon to reflect this military element is wildly exaggerated.

4. It's about stability, not just oil: US forces are in the Middle East because previous policies had failed

Andrew Rathmell, Theodore Karasik and David Gompert, RAND ISSUE PAPER, "A New Persian Gulf Security System," 10 Apr 2003, p. 3

We entered the 21st century with the United States preserving stability in the Gulf via an extensive forward military presence. This presence was motivated by the understanding that when the balance of power shifted, as in 1980 and 1990, war could result, and an over-thehorizon intervention threat was not enough to deter it. The U.S. buildup is also a reflection of the fact that efforts to create a security system that did not require a major presence had failed.

SOLVENCY

1. Cutting Mid-East deployment won't solve: Rumsfeld will send the troops to other foreign bases

Sean Moir, "What Empire? The Proliferation of U.S. Military Bases" Feb 2004, CHRONICLES (brackets added)

It [Project for a New American Century report] called for more bases in East Asia, and even India, in order to keep China in check. And it recommended more bases in South America to make up for the loss of Panama. Although this report initially received a more positive reception than Cheney’s earlier work, it was not until September 11 that a strong enough threat to the United States existed to justify its aggressive strategies. Secretary of Defense Donald Rumsfeld affirmed his support for this approach last year when he unveiled his Six-Step Strategy for transforming the military, in which the second step was “to project and sustain power in distant theatres.”

Other military commitments will replace any removed by the Affirmative plan

Sean Moir, "What Empire? The Proliferation of U.S. Military Bases" Feb 2004, CHRONICLES

Apart from a pretty wide gap in Africa and another across mainland East Asia, the U.S. military now has forces deployed throughout the arc of instability. China will likely remain a problem for years to come, but, as far as Africa is concerned, the Wall Street Journal reported in June that the United States plans to create bases from Djibouti, on the Red Sea, across North Africa to Morocco, on the Atlantic.

2. U.S. military changes won't solve Islamic terrorism: doesn't address the root causes

Joseph McMillan, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter Two: U.S. Interests and Objectives, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/05\_ch02.htm (ellipses in original)

Yet it is also clear that the Gulf region will continue to be a breeding ground of terrorism, discontent, and war unless some way can be found to bring about the political, social, economic, and intellectual changes that would enable its people to come to terms constructively with the modern world.

DISADVANTAGES

1. Reduced military presence in the Persian Gulf = Increased risk of war

Andrew Rathmell, Theodore Karasik and David Gompert, RAND ISSUE PAPER, "A New Persian Gulf Security System," 10 Apr 2003, p. 1 (brackets added)

The [Persian Gulf] region is continually at war or stands on the brink of it, is a source of international terrorism, and has two important states seeking weapons of mass destruction. These facts are depressing testimony to the failure of attempts by regional and outside actors alike to develop a functional security system. Today’s system depends on the readiness of the United States to wage large and, with weapons of mass destruction in the region, increasingly dangerous wars and to maintain a military presence despite local ambivalence to it.

Brink: Now is not the time to change US military policy

Richard L. Kugler, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter 5: U.S. Defense Strategy and Force Planning, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/08\_ch05.htm

The bottom line is that, provided the Persian Gulf does not head toward war in the coming period, this is not the time for major, abrupt changes in the U.S. defense posture for handling Gulf security affairs. That is, this is not the time for reducing the routine peacetime presence there in big ways even if political pressures for a smaller footprint intensify. Emerging military requirements are pulling in the opposite direction, and cuts in U.S. troops might be misread by adversaries as suggesting a weakening of U.S. resolve, thereby undermining deterrence.

2. Policy mistake: Pullout would hurt War on Terror and threaten American lives

Joseph McMillan, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter Two: U.S. Interests and Objectives, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/05\_ch02.htm

September 11, however, starkly emphasized that energy is not the only U.S. interest in the Gulf region—or even necessarily the most important. Any strategy aimed at defeating terrorism with global reach must focus heavily on the Gulf region, where so many of the September 11 terrorists originated and so many of the ideas and attitudes that drive terrorist behavior have their roots.

Joseph McMillan, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter Two: U.S. Interests and Objectives, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/05\_ch02.htm (ellipses in original)

Since September 11, it has become evident that terrorist movements no longer affect the welfare of the American people only indirectly, by threatening our national interests abroad, but directly endanger the lives and safety of Americans at home, the protection of which is among the fundamental purposes of our constitutional government. Accordingly, the suppression of terrorism driven by an antimodern backlash—a phenomenon springing in large measure from the areas bordering the Persian Gulf—must now be considered a vital national interest.

3. Persian Gulf disruptions hurt US economy — even if US isn't using much Gulf Oil

Joseph McMillan, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter Two: U.S. Interests and Objectives, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/05\_ch02.htm (ellipses in original)

Major U.S. trading partners are far more dependent on Gulf oil than the United States. Unreliable or excessively costly energy supplies would depress demand for our exports and increase the cost of imports. If demand were suppressed, U.S. exporters, who account for more than 10 percent of gross domestic product, 20 percent of the goods the country produces, and some 12 million American jobs, would feel the results.

4. World economy is hurt if oil is threatened by WMD

Andrew Rathmell, Theodore Karasik and David Gompert, RAND ISSUE PAPER, "A New Persian Gulf Security System," 10 Apr 2003, p. 4

Oil and proliferation mean that the United States has a clear national interest in ensuring a stable and pro-Western Gulf security system. There are ongoing debates over the exact degree of U.S. dependence on Gulf oil in the long term; but the simple fact is that the United States is vitally dependent on the health of an integrated world economy. Instability in oil supplies has a rapid impact on the world economy and thus on that of the United States. In addition, it is an established interest of the United States to prevent development of weapons of mass destruction by regimes that may threaten those oil supplies.

5. Economic harms outweigh the benefits: US pullout from Persian Gulf is bad policy

Joseph McMillan, Institute for National Strategic Studies, National Defense University, Feb 2003, The United States and the Persian Gulf, Chapter Two: U.S. Interests and Objectives, http://www.ndu.edu/inss/books/books\_2003/Persian\_Gulf/05\_ch02.htm (ellipses in original)

Even if supplies were only withdrawn for a short period, the ripple effect of highly unstable prices for the key commodity in the global economy could be heavily damaging and long lasting. In summary, then, Persian Gulf petroleum resources are, and will be for the foreseeable future, a vital factor in the economic health of the United States and the world. That alone would give the Gulf region particular salience in how the U.S. Government and its armed forces shape their global strategy.

NEGATIVE BRIEF: NATURAL GAS

SOLVENCY

1. Natural Gas doesn't solve: supply is shrinking and imports are rising

Matthew David Savinar, 2004, "The Age of Oil is Over," Part II: Alternatives to Oil: Fuels of the Future or Cruel Hoaxes?, http://www.lifeaftertheoilcrash.net/PageTwo.html

US natural gas production peaked around 1970. By the year 2000, US domestic production was at 1/3 of its peak level. While natural gas can be imported in its liquefied form, the process of liquefying and transporting it is extraordinarily expensive and very dangerous. Demand for natural gas in North America is already outstripping supply, especially as power utilities take the remaining gas to generate electricity.

2. New Natural Gas policies will have to rely on imports

Union of Concerned Scientists, "Natural Gas Vehicles," 24 May 2004, http://www.ucsusa.org/clean\_vehicles/trucks\_and\_buses/page.cfm?pageID=1410

The Energy Information Administration (EIA) predicts that by 2025, more than 15% of our natural gas supplies will be imported from countries other than Canada and Mexico.

3. Natural Gas dependence will be just as bad as oil dependence

Rich Ferguson, PhD. (Research Director, Center for Energy Efficiency and Renewable Technologies), Apr 2004, Natural Gas Update: Winter 2003-2004 U.S. Dependence on Imported Liquified Natural Gas, p. 4-5

Thus, after 30 years of dependence on foreign oil, the United States now stands at the threshold of a new kind of energy dependence. The choice we face is whether we should continue on our present course of reckless consumption and let ourselves become as irreversibly dependent on overseas gas as we are on overseas oil, or should we start using our own resources more efficiently and wisely, so that we don't have to rely on somebody else's. Given the costs of natural gas dependence — the vulnerability of the American economy to price and supply shocks orchestrated overseas and the further entanglement of American foreign policy in the Middle East — this should not be a hard choice to make.

4. Blood from a turnip: Increased drilling doesn't find more gas in the US or Canada

Rich Ferguson, PhD. (Research Director, Center for Energy Efficiency and Renewable Technologies), Apr 2004, Natural Gas Update: Winter 2003-2004 U.S. Dependence on Imported Liquified Natural Gas, p. 7 (brackets added, parentheses in original; the last abbreviation in this quote, "bdf/d" is probably a typographical error for bcf/d)

The 2003 numbers highlight a troubling trend. Approximately 20,000 new gas wells were drilled and completed in the United States last year. This was an increase of about 4,000 (25%) over 2002. Yet the effort produced an increase in production of only 0.4 bcf/d [billion cubic feet per day] (0.8%). Meanwhile in Canada, nearly 14,000 new gas wells were completed in 2003, a whopping 54% increase over 2002. Canadian production, however, *decreased* by 3%, or 0.6 bdf/d.

DISADVANTAGES

1. Human health harms

A. Link: Natural gas wells produce Volatile Organic Compounds (VOCs)

Earth Island Institute, "Natural Gas Is Found to Be a Major Pollute," 29 Nov 2002, http://www.earthisland.org/project/newsPage2.cfm?newsID=284&pageID=177&subSiteID=44

Natural gas may not be the clean fuel it’s cracked up to be. The volatile organic compounds (VOCs) emitted by about 10,000 wells northeast of Denver are producing enough ozone-causing gas to equal the pollution from all the cars, trucks and buses in the entire Denver metro area. The Natural Gas Supply Association reports that there are more than 300,000 natural gas wells in the US with about 18,000 new wells being drilled each year. At least 33 states are now beset by the so-called “flash emissions” wafting from these natural gas fields.

B. Impact: VOCs are toxic to humans

Commonwealth Scientific & Industrial Research Organisation (CSIRO)/Australia, 16 May 2002, "Regional Sources and Sinks — VOCs," CSIRO Atmospheric Research, http://www.dar.csiro.au/sourcesink/voc.html

Some volatile organic compounds are very chemically reactive in the atmosphere and contribute to the formation of photochemical smog. These are known as ozone precursors. Other volatile organic compounds, including some of the ozone precursors, are harmful to human health and are known as hazardous air pollutants or air toxics.

2. Higher costs: Natural gas prices are rising

Gen. Charles W. Dyke (US Army, retired), "Recent Trends in US Policy in the Persian Gulf and Middle East and US Energy Policy," 19 Feb 2004, IEEJ Lecture, p. 17

Natural gas prices in the US have now risen from $2.50 per MMbtu to the price now of $5.35 MMbtu on the spot market. The long-term prices are not much lower. As we have increased the use of gas, partly by building many gas fired electricity generation plants over the past 20 years, demand has not been met with increased supplies.

3. Increased reliance on Natural Gas = massive economic losses

A. Brink: We are on the edge of natural gas crisis today due to short supplies

Rich Ferguson, PhD. (Research Director, Center for Energy Efficiency and Renewable Technologies), Apr 2004, Natural Gas Update: Winter 2003-2004 U.S. Dependence on Imported Liquified Natural Gas, p. 2

2003 LNG imports were at record levels but still contributed less than 3% fo the total U.S. natural gas supply in 2003. Nevertheless, the North American gas supply situation is so tight, even this relatively small amount kept prices from skyrocketing. Even with the LNG, prices were more than double those seen in the 1990s. Without it prices would have been much higher. We are forced to conclude that the U.S. is now dependent on LNG to prevent the price of natural gas in North America from reaching levels that cause economic and social disruptions.

B. Impact: Natural gas disruptions cause massive economic harms

Sun MicroSystems, "High Natural Gas Prices Drive U.S. Manufacturers — and Jobs — Overseas," Mar 2004, BOARDROOM MINUTES, http://www.sun.com/br/0304\_ezine/man\_gas.html

What is the economic damage of high-priced natural gas? Plenty. Paul Cicio, executive director of the Industrial Energy Consumers of America estimates that U.S. businesses have paid an extra $90 billion in natural gas costs since June 2000. During this period, gas prices gyrated wildly, doubling and even tripling pre-2000 levels. How does the future look? Unfortunately, bleak.

4. Increased reliance on Natural Gas = increased unemployment

Sun MicroSystems, "High Natural Gas Prices Drive U.S. Manufacturers — and Jobs — Overseas," Mar 2004, BOARDROOM MINUTES, http://www.sun.com/br/0304\_ezine/man\_gas.html

Job losses follow plant closures. Russell Gold, staff reporter for *The Wall Street Journal*, recently wrote, "U.S. chemical makers have lost an estimated 78,000 jobs since natural gas prices began to rise in 2000." Theo H. Walthie, business group president, Hydrocarbons and Energy and EO-EG at The Dow Chemical Company, recently confirmed this pessimistic statistic when he spoke at the February 2004 CERAWEEK conference. According to Walthie, sustained high natural gas prices forced Dow to shutter U.S. plants, and focus investments overseas, accounting for some of the 3,500 jobs Dow lost globally in 2003.

NEGATIVE BRIEF: NUCLEAR POWER

INHERENCY

1. No reason for government intervention: Private markets can fund nuclear power if it's so good

Amory Lovins (physicist) & Hunter Lovins (lawyer/social scientist), Rocky Mountain Institute, "Can nuclear power solve the energy crisis?" August 2001, p. 2

Proponents claim that new kinds of nuclear plants—especially one that exists only on paper— will be cheaper and safer than the current plants. Whose money do you want to bet on this proposition—your tax dollars allocated by central planners, as the industry hopes, or convinced private investors' in the marketplace? Nuclear's competitors are commercially financed; why shouldn't nukes be too?

2. Bush & Cheney are already promoting nuclear power

Amelia Aurilio, U.S. Public Interest Research Group, 8 May 2001, "New Nuclear Power Plants Not the Answer," http://www.ems.org/energy\_policy/nuclear.html

President Bush and Vice President Cheney have already broadcast their interest in reviving and expanding nuclear power as a solution to current energy needs.

SOLVENCY

1. Nuclear can't replace oil: Only 2% of US electricity comes from petroleum

Amory Lovins (physicist) & Hunter Lovins (lawyer/social scientist), Rocky Mountain Institute, "Can nuclear power solve the energy crisis?" August 2001, p. 2

Nuclear advocates insist that building more of their plants will reduce our vulnerability to the OPEC oil cartel. That would be nice, but very little oil is used to produce electricity—only 1% in California or 2% nationwide comes from petroleum.

DISADVANTAGES

1. Public insurance disaster — nuc. power operators can't/won't insure themselves against risk

Amory Lovins (physicist) & Hunter Lovins (lawyer/social scientist), Rocky Mountain Institute, "Can nuclear power solve the energy crisis?" August 2001, p. 2

Yet plant operators still insist on having in place a Federal law called the Price-Anderson Act, currently up for renewal. It says that above the modest limit of its operators'-pool and government insurance for small nuclear power disasters, *nobody* is liable for a large one: if another Chernobyl harms you or your property, it's your problem. Nuclear disasters are also excluded from ordinary insurance policies. If the technology is so mature and safe, why do its operators impose on the rest of us a liability they're unwilling to accept themselves?

2. Waste disposal problems

No safe and cost-effective way to store nuclear-waste = potential disaster

Lloyd J. Dumas (Univ. of Texas), "No Room for Mistakes: Rethinking Nuclear Technolocy," FOREIGN POLICY IN FOCUS, Vol 6 No. 34, Oct 2001, http://www.fpif.org/briefs/vol6/v6n34nukes\_body.html

And there is still no safe and cost-effective way to store nuclear waste (from power plants and weapons production) over the long term-another source of potential disaster. Yet the problem builds day by day.

Yucca Mountain won't solve nuclear waste disposal safety

Amory Lovins (physicist) & Hunter Lovins (lawyer/social scientist), Rocky Mountain Institute, "Can nuclear power solve the energy crisis?" August 2001, p. 2

Promoters similiarly fail to disclose that there remains no technical solution to responsibly dealing with the waste that nuclear plants generate. Congress may agree on a political solution: store the stuff—a material that will remain hazardous 20-fold longer than the oldest human structure—on a Federal reservation in Nevada. But Yucca Mountain is geologically unstable, and the Interstates, over which the casks of radioactive waste must travel to reach Nevada, are scarecely a safe place to have this material.

3. Nuclear plant terrorism & sabotage

A. Link: Nuclear power is highly vulnerable

Amory Lovins (physicist) & Hunter Lovins (lawyer/social scientist), Rocky Mountain Institute, "Can nuclear power solve the energy crisis?" August 2001, p. 1

Even ignoring nuclear's tendency to spread bomb material and know-how, produce toxic waste, invite sabotage, and cause uninsurable accidents, it is simply uncompetitive and unnecessary. After a trillion-dollar taxpayer investment, it delivers little more energy than wood delivers to American customers.

B. Brink: Nuclear facility terrorism is easy and likely

Amory B. Lovins (physicist) and L. Hunter Lovins (lawyer; both are consultants to oil companies and the Defense Dept.), Rocky Mountain Institute, BRITTLE POWER, 2001, p. 139

Low-level attacks on nuclear facilities have in fact become so common, and the level of violence is escalating so steadily, that it seems only a matter of time before a major attack is successfully attempted.

C. Impacts: Death & Disaster

Destruction of entire social order

Jay M. Gould (served on the Science Advisory Board of the Environmental Protection Agency), June 2002, "Between barbarism and a solar transition — Correspondence — Letter to the Editor," MONTHLY REVIEW, http://www.findarticles.com/p/articles/mi\_m1132/is\_2\_54/ai\_87424637

Today, they have discovered that all nuclear facilities are highly vulnerable to terrorist attacks. A single such attack could reduce even the United States to a nuclear basket case, as happened in the former Soviet Union when social order collapsed in the wake of the Chernobyl meltdown in April of 1986.

Nuclear power plant terrorism = millions of deaths

Amory B. Lovins (physicist) and L. Hunter Lovins (lawyer; both are consultants to oil companies and the Defense Dept.), Rocky Mountain Institute, BRITTLE POWER, 2001, p. 141

The Atomic Energy Commission's Director of Regulation agreed, for example, that a band of highly trained, sophisticated terrorists could conceivably destroy a near-urban reactor so as to cause thousands or perhaps even millions, of deaths.

4. Nuclear power is too expensive and too dangerous

Lloyd J. Dumas (Univ. of Texas), "No Room for Mistakes: Rethinking Nuclear Technolocy," FOREIGN POLICY IN FOCUS, Vol 6 No. 34, Oct 2001, http://www.fpif.org/briefs/vol6/v6n34nukes\_body.html

Nuclear power is a different kind of dangerous technology, designed for benign purposes but capable of doing enormous damage if enough goes wrong. Despite heavy subsidization since its inception, nuclear power would likely have died in infancy if not for government intervention in 1957 to limit liability for the horrendous damage that studies had shown a major accident could cause. In this case, it was assumed that human fallibility could be prevented from triggering disaster largely by clever design. But like the weapons program, nuclear power has been plagued with design flaws, construction mistakes, and operator errors.

NEGATIVE BRIEF: OUTER CONTINENTAL SHELF/OFFSHORE DRILLING

INHERENCY

1. Status Quo is already increasing offshore drilling

Joseph W. Clark & Jonathan K. Jones (Investment analysts), 16 Apr 2004, BURKENROAD REPORTS, "TORCH OFFSHORE INC. — Continuing Coverage: Betting Deep on Lucrative Deepwater Construction Market," http://freemanweb.freeman.tulane.edu/burkenroad/pdf/torc.pdf.

The high volume of the lease sale was also influenced by the increased estimates of oil reserves in the Gulf. Oil production in the Gulf has increased to 1.87 million barrels a day and currently accounts for 30% of domestic production. By 2010, production is expected to increase to 2.4 million barrels/day or 40% of the U.S. market.

2. Moratorium isn't a barrier: Status Quo can already drill most oil & gas reserves offshore

Natural Resources Defense Council, 8 May 2001, "Offshore Drilling and Oil Spills," http://www.ems.org/energy\_policy/offshore\_drilling.html

Industry is pressing to drill in the moratorium areas, the Eastern Gulf of Mexico and off Alaska. Yet 60 percent of the nation's undiscovered, economically recoverable OCS oil, and 80 percent of the nation's undiscovered, economically recoverable OCS gas, is located in the Central and Western Gulf of Mexico. So protecting the moratorium areas, the Florida coast and the Outer Continental Shelf off Alaska, will still leave the vast majority of the nation's OCS oil and gas available to the industry.

SOLVENCY

1. Increased US drilling won't solve import dependence

Daniel Lashof & Roland Hwang, Natural Resources Defense Council, 2003, DANGEROUS ADDICTION, p. 2

The simple truth is that the United States cannot drill its way out of its current dependence on overseas oil—not in the short term and certainly not in the long term.

2. Gulf of Mexico offshore drilling isn't working

Paul Roberts, THE END OF OIL, 2004, p. 58

A decade ago, the deep-water Gulf of Mexico was supposed to be the new El Dorado, although after a string of successes, it has disappointed. British Petroleum's biggest find — the 1.5 billion-barrel Thunderhorse field — barely qualifies as a supergiant, and other companies have been similarly frustrated. ExxonMobil's chairman and CEO Lee Raymond has gone so far as to complain that "the best thing ExxonMobil could have done after it drilled its first well in the Gulf was to never drill another again."

DISADVANTAGES

1. Offshore drilling = Massive environmental destruction

The Ocean Conservancy, Apr 2003, "Offshore Oil and Gas Leasing, Exploration, and Development," p. 3

Accidents inevitably happen. Spills serve as sobering reminders that the world’s heavy reliance on nonrenewable energy carries devastating environmental risks. From 1980 to 1999, at least three million gallons of oil were spilled from offshore operations. In 1998 alone, 511 spills from oil platforms resulted in 65,547 gallons of oil spilled into U.S. waters.

The Ocean Conservancy, Apr 2003, "Offshore Oil and Gas Leasing, Exploration, and Development," p. 1

The first federal OCS lease sale was conducted in 1966. Three years later, a drilling mistake resulted in a well blowout off Santa Barbara, California, spreading over four million gallons of crude black oil across 125 miles of California coastline. Attempts to control the flow and contain the spilled oil were fruitless. Shoreline cleanup was limited to spreading straw on the beaches and steam cleaning the intertidal rocks. Massive numbers of dead birds and other animals littered the beaches. The tourist economy slumped.

Mark Ferrulo, Florida Public Interest Research Group, 2 Apr 2003, "U.S. Senate Energy Bill Threatens Florida's Coast," http://floridapirg.org/FL.asp?id2=9514&id3=FL&

Such exploration activities, including actual offshore drilling, would threaten Florida's pristine coastal waters, which have been carefully preserved by an annual congressional drilling ban for nearly two decades.

2. Even without accidents, normal oil drilling is a major source of pollution

The Ocean Conservancy, Apr 2003, "Offshore Oil and Gas Leasing, Exploration, and Development," p. 1

Moreover, even without these accidents, day-to-day oil and gas operations represent a major source of both water and air pollution.

Impacts: Human communities and animal environments are devastated

The Ocean Conservancy, Apr 2003, "Offshore Oil and Gas Leasing, Exploration, and Development," p. 2

Recent studies have shown that tiny amounts of oil-as little as one part per billion-can harm pink salmon and herring and cause salmon eggs to fail. Coastal economies that depend upon fisheries and tourism are likewise devastated.

3. Oil-related noise pollution hurts local fishing and whales

The Ocean Conservancy, Apr 2003, "Offshore Oil and Gas Leasing, Exploration, and Development," p. 2

Before drilling ever takes place, seismic testing-using noisy shock waves to determine what lies beneath the seabed-floods the ocean with noise pollution. Scientists have documented significant shifts in the behavior of great whales as a result of this practice. Researchers have found that fishing is much less successful during and after seismic testing.

4. Offshore drilling hurts property-owners in coastal communities

The Ocean Conservancy, Apr 2003, "Offshore Oil and Gas Leasing, Exploration, and Development," p. 3

Property values in coastal economies tend to decrease proportionally with an increase in offshore development. Platforms and associated development also disrupt scenic views and can compromise local tourism operations.

NEGATIVE BRIEF: SOLAR ENERGY

INHERENCY

1. No barrier: Status Quo is already doing solar electricity

US Dept of Energy, Energy Efficiency and Renewable Energy, Solar Energy Technologies Program, "Program Areas," 4 Mar 2004, http://www.eere.energy.gov/solar/program\_areas.html

Nine commercial-scale solar-electric generating stations, the first of which began operating in 1984, produce electricity in the California Mojave Desert.

2. States and Federal government already promote solar energy

US Dept of Energy, Energy Efficiency and Renewable Energy, Solar Energy Technologies Program, "Deployment," http://www.eere.energy.gov/solar/deployment.html

The keys to this success are the nearly 100 state and local Million Solar Roofs partnerships. They focus on removing market barriers to solar energy use and developing and strengthening local demand for solar energy products and services. Within these partnerships, hundreds of other participants include members of the building industry, federal agencies, state and local governments, utilities, solar energy system providers, financial institutions, and nongovernmental organizations. DOE, through its Regional Offices, joins every partnership and provides coordination, information, and technical assistance.

SOLVENCY

1. Too many problems with solar

Practical Ocean Energy Management Systems, "OFFSHORE SOLAR TECHNICAL FAQ, March 2004, http://www.poemsinc.org/FAQsolar.html

There are a few problems, however. First, a large initial capital investment is necessary to construct the solar cell arrays. Second, solar power cells don't work when the sky is cloudy or at night. Third, we have no way to efficiently and cheaply store electricity generated from solar energy so that energy is available when the sky is cloudy or at night. Fourth, many parts of the country don't receive enough sunlight throughout the year to make solar cells practical without an accessory form of energy. Fifth, the solar cell arrays are unsightly, bulky, and take up space.

2. Solar-thermal plants will never work on a large scale

Practical Ocean Energy Management Systems, "OFFSHORE SOLAR TECHNICAL FAQ, March 2004, http://www.poemsinc.org/FAQsolar.html

Solar-thermal plants are also eyesores and take up large areas. For these, a high amount of intense, frequent sunlight is a necessity, so these can only be sited in the southwest part of America (essentially Arizona and southern California and Nevada. Plants of this design will never be able to provide electricity on a large-scale for an entire country.

3. More technical development needed for solar to be effective

State of Hawaii, Dept of Business & Economic Development & Tourism, "Solar Thermal Energy Fact Sheet," 28 Mar 2003, http://www.state.hi.us/dbedt/ert/sol\_t\_hi.html#anchor351481

These systems only work with sunshine and do not operate at night or in inclement weather. Storage of hot water for domestic or commercial use is simple, using insulated tanks, but storage of fluids at the higher temperatures needed for electrical generation, or storage of electricity itself, needs further technical development.

4. Solar is not cost-effective in many places

State of Hawaii, Dept of Business & Economic Development & Tourism, "Solar Thermal Energy Fact Sheet," 28 Mar 2003, http://www.state.hi.us/dbedt/ert/sol\_t\_hi.html#anchor351481

Solar thermal systems are not cost-effective in areas which have long periods of cloudy weather or short daylight hours. Efficiency is also reduced by atmospheric haze or dust.

5. Solvency/Inherency dilemma: Too expensive to work now but Status Quo will do solar when it's cost-effective

Jonathan Mendelson, Biosphere 2 Center, "Alternative Fuels," 2001, http://www.mathjmendl.org/AltFuels/default.htm

Again, solar energy's major disadvantage is its cost, causing most power grids to use other types of energy such as nuclear energy, hydroelectric energy, or the burning of fossil fuels. Still, energy consumption is projected to increase by 59% by 2020 and demand for solar energy is projected to increase greatly. Also, several countries are researching more cost efficient methods of capturing solar energy.

6. Solar is too unreliable to replace fossil fuel

Peter VanDoren (editor of Regulation magazine), and Jerry Taylor (director of natural resource studies ) " The Energy Bill Follies," 12 May 2003, Cato Institute, http://www.cato.org/dailys/05-12-03.html

Yet the pursuit of renewable energy as a major source of electricity is a pipe dream in that wind power and solar energy, because of their natural variability, require fossil fuel backup. They thus cannot replace coal, nuclear, or natural gas alternatives. If wind and solar were as economically competitive as their supporters allege, of course, it would scarcely need the subsidy to begin with.

7. Solar has already been tried and failed

Patrick J. Michaels (senior fellow in environmental studies ), "Energy Illogic," 8 Dec 2001,Cato Institute, http://www.cato.org/dailys/12-08-01.html

To achieve more independence in energy, you have to produce more domestic energy. That is precisely what Daschle's bill doesn't do. Instead, it hearkens back to decrepit, discredited solar energy, which will never provide us much unless the sun blows up. In that case we'd have much bigger fish frying.

Peter VanDoren (editor of Regulation magazine), and Jerry Taylor (director of natural resource studies ) , "Evaluating the Case for Renewable Energy — Is Government Support Warranted?" Cato Institute, 10 Jan 2002, p. 2

Since the establishment of the U.S. Department of Energy in 1978, the federal government has spent more than $11 billion to subsidize—via investment tax credits, production credits, accelerated depreciation of capital costs, publicly funded research and development (R&D), and mandatory purchases at avoided cost—winde, solar, biomass, and geothermal power. Yet those fuels account for only a tiny share of the electricity produced.

NEGATIVE BRIEF: WIND

INHERENCY

1. Status Quo already has policies to promote wind power for energy independence

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 1

Bad policies and unrealistic objectives — such as "energy independence" — have been pursued by both parties. For example, federal and state policies are now the driving forces behind current attempts to force greater use of wind to produce electricity

2. Federal and state tax breaks for wind power already exist

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 10 (brackets added, parentheses in original)

"Wind farm" owners enjoy two very generous federal tax breaks: Five-year double declining balance accelerated depreciation (5-Yr., 200%DB), and Production Tax Credit of $0.018 for each kWh [kilowatt hour] of electricity produced during the first 10 years of project operation. Since Iowa conforms its state corporate income tax to the federal system, the 5-yr, 200% DB depreciation could also be deducted from otherwise taxable income in Iowa, thus reducing corporate tax liability in that state.

SOLVENCY

1. Wind is a finite resource

Jerry Taylor and Peter VanDoren, 10 Jan 2002, "Evaluating the Case for Renewable Energy," POLICY ANALYSIS No. 422, Cato Institute, p. 4

Ideal sites will produce lower-cost power, but the number of ideal sites in the United States (and, indeed, in the world) is limited, a consideration so fundamental to the economics of wind power, for example, that the EIA states bluntly that "because of limits to windy land area, wind is considered a finite resource."

2. Claims of success for wind power are flawed

Glenn Schleede (retired energy consultant) quoted by Myron Ebell, "Schleede examines costs and benefits of wind power, Cooler Heads Coalition, 21 July 2004, http://www.globalwarming.org/article.php?uid=720“

The paper notes that the wind industry, US Department of Energy (DOE) and DOE's National Renewable Energy ‘Laboratory’ (NREL) — using our tax dollars — has been highly successful in misleading the media, public, Congress, and other federal and state regulators and legislators about the costs and benefits of wind energy. The advocates have grossly overstated the benefits of wind energy, and greatly underestimated the environmental, ecological, economic, scenic and property value costs of wind energy.

3. Wind power doesn't reduce CO2/climate change because it doesn't solve the root cause of CO2

Iain Murray, 7 July 2004, Cooler Heads Coalition, "British conservationist dismisses wind farms," http://www.globalwarming.org/article.php?uid=708 (brackets added)

[noted British conservationist Dr. David ] Dr. Bellamy also questioned the science suggesting that atmospheric CO2 increases raise global temperature, saying, "A paper called Atmospheric CO2 Concentrations over the last Glacial Termination, has proven that increases in temperature are in fact responsible for increases in CO2 levels. Not the other way round as claimed by the wind lobby."

4. Wind power energy policy has already been tried and failed

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 11-12

Due to exceedingly generous tax breaks and other federal and state subsidies, there are more than 20,000 windmills scattered across thousands of acres of land in 30 states. Over 15,000 windmills were built in California during the 1980s due to a generous federal investment tax credit. Many of those windmills have been abandoned.

5. Even the government doesn't believe its own unrealistic estimates of the success of wind power

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 12

Note also that, even with the generous tax breaks and subsidies, the US Energy Information Administration (EIA) doesn't expect wind to supply even 1% of US electricity by 2025! EIA's ambitious estimate of less than 1% contrasts with DOE's totally unrealistic "goal" of obtaining 5% of US electricity from wind by 2020.

DISADVANTAGES

1. Excess cost: Wind is tremendously expensive

Charli E. Coon, HERITAGE FOUNDATION, 1 Oct 2002, "A Polluted Process," (brackets added) http://www.heritage.org/Press/Commentary/ed100102.cfm

These energy sources are tremendously expensive. Wind power, even from the most vast and windy outposts (in other words, nowhere near where most people need energy), costs twice as much as natural gas.

Wind is twice as expensive as other sources of electricity

Iain Murray, 7 July 2004, Cooler Heads Coalition, "British conservationist dismisses wind farms," http://www.globalwarming.org/article.php?uid=708 (Brackets added)

Dr. [David ] Bellamy also pointed out that, "The thousands of turbines in Denmark have resulted in them having the dearest electricity in Europe — more than double the price here" (*Lincolnshire Echo*, June 12).

2. Wind farms = Environmental degradation and residential wreckage

Camden Toohey, (Director of Arctic Power, a lobbying group; Special Assistant for Alaska to Interior Secretary Gail Norton ), 1 Apr 2001, Arctic Power, "Worried About Fuel Prices? ANWR Equals 30 Years of Saudi Oil" (brackets added, parentheses in original) http://www.anwr.org/features/ctoohey.htm

To produce the same amount of electricity [50 megawatts] with wind towers (100-200 feet high) would require some 4,000 acres. By comparison, less than half an acre would be required to produce 50 megawatts of electricity from oil, or 2 to 5 acres for natural gas. The noise, access roads, visual blight and wildlife impacts from wind turbines would be unacceptable to nearby residents.

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 13

Among the adverse impacts [of wind farms] are noise, bird kills, interference with bird migration paths and animal habitat, destruction of scenic vistas and ecological rarities (such as the Flint Hills and Tallgrass Prairie in Kansas), aircraft warning lights, blade "flicker," spoiling the lives of neighbors and lowering the value of properties located near the hugh structures.

3. Costs and environmental impacts outweigh the benefits

Cooler Heads Coalition (a sub-group of the National Consumer Coalition), 2 Apr 2003, "Wind Power: Bad Economics, Bad for Environment; Declines in Population Growth Give Europe a Leg Up on Kyoto" http://www.globalwarming.org/article.php?uid=71

Wind energy entails significant environmental costs, with little environmental gain, and significant economic costs that hurt customers, but serve to line the pockets of wind farm owners.

4. Wind power generation destabilizes the electric grid

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 12

Wind turbines detract from grid reliability and would be of no value in restoring an electric grid when there is a blackout. Wind turbines have virtually no "capacity" value.

5. Excess and wasted transmission line costs

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 13

"Wind farms" are highly inefficient users of transmission capacity. Capacity must be available to accomodate the total rated output but, because the output is intermittent and volatile, that transmission capacity is used only part time. The wind industry seeks to avoid these costs by shifting them to electric customers.

NEGATIVE COUNTERPLAN: ABIOTIC OIL REGENERATION STUDY

The Negative philosophy is that the Affirmative's assumptions about oil and the US economy could be totally upset in the very near future by new research into the origins of petroleum. While many scientists assume that oil originated from the decay of living material, the dead dinosaur theory, some scientists disagree. There is evidence that oil may be generated by abiotic, that is, non-living, materials in the upper mantle of the earth. If that possibility is true, then supplies and locations of oil could be far greater than we can imagine today, and all current beliefs about oil supplies could be rendered useless. Before investing in any risky new energy policies, we ought to research this amazing possibility. We will deny the resolution and offer a counterplan that the Status Quo should try first before risking any changes in energy policy.

OBSERVATION 1. DEFINITIONS

**Abiotic:**"Nonliving" (American Heritage Dict. of the English Lang., 4th Ed., 2000)

**Abiogenic:**"Not produced by living organisms" (American Heritage Dict. of the English Lang., 4th Ed., 2000)

OBSERVATION 2. RESPONSE TO AFFIRMATIVE HARMS: BASED ON A SHAKY FOUNDATION

A. Affirmative policies are based on the dead-dinosaur theory of oil

Bruce Bartlett, (senior fellow with the National Center for Policy Analysis), 4 Jun 2004, "Gloom-and-Doom Crowd Again Wrong on Oil — New Theory Helps Locate Petroleum," HUMAN EVENTS online (brackets in original)

The prevailing theory of the origin of oil is the dead dinosaur hypothesis and dates back to the 18th Century. Its originator was a Russian scientist named Mikhail Lomonosov, who put it this way in a 1757 paper: "Rock oil [petroleum] originates as tiny bodies of animals buried in the sediments which, under the influence of increased temperature and pressure acting during an unimaginably long period of time, transforms into rock oil."

B. Petroleum does not contain the right metallic atoms to have originated from plants or animals

Prof. Thomas Gold (Cornell Univ), Nov 1996, "Can There Be Two Independent Sources of Commercial Hydrocarbon Deposits, One Derived from Biological Materials, the Other from Primordial Carbon and Hydrogen, Incorporated into the Earth at its Formation? " http://www.people.cornell.edu/pages/tg21/origins.html

Porphyrin molecules are complex molecules made up of carbon, hydrogen and nitrogen, together with a metal atom. Their presence in petroleum has been attributed to chlorophyll from photosynthesizing plants, and to the haem of the blood of animals, and both these will indeed produce porphyrin molecules. But those would contain the metal atoms of magnesium and iron. However no single case is known of magnesium or iron porphyrins having been found in petroleum anywhere.

C. Recent research now supports abiotic origin of petroleum

J. F. Kenney, Vladimir A. Kutcherov, Nikolai A. Bendeliani & Vladimir A. Alekseev, "The evolution of multicomponent systems at high pressures: VI. The thermodynamic stability of the hydrogen-carbon system: The genesis of hydrocarbons and the origin of petroleum," 20 Aug 2002, Proceedings of the National Academy of Sciences

For both the theoretical analyses described in this section and the experimental investigations described in section 5, the conservative perspective has been taken that hydrocarbons evolve from the solid, abiotic carbon compounds and vestigial water present in the upper mantle of the Earth.

OBSERVATION 3. IMPACT: ABIOTIC OIL COULD REVOLUTIONIZE STATUS QUO OIL ASSUMPTIONS

A. New oil has been generated in old wells in only 3-10 years

Robert Cooke, Staff Writer, NEWSDAY, 16 Apr 2002, "Oil Fields Free Refill," http://www.papillonsartpalace.com/oil.htm (brackets added)

[Chemical oceanographer Chuck] Kennicutt, a faculty member at Texas A&M University, said it is now clear that gas and oil are coming into the known reservoirs very rapidly in terms of geologic time. The inflow of new gas, and some oil, has been detectable in as little as three to 10 years. In the past, it was not suspected that oil fields can refill because it was assumed the oil formed in place, or nearby, rather than far below.

B. Abiotic oil regeneration revolutionizes oil supply estimates

Robert Cooke, Staff Writer, NEWSDAY, 16 Apr 2002, "Oil Fields Free Refill," http://www.papillonsartpalace.com/oil.htm

But no one had expected that depleted oil fields might refill themselves. Now, if it is found that gas and oil are coming up in significant amounts, and if the same is occurring in oil fields around the globe, then a lot more fuel than anyone expected could become available eventually. It hints that the world may not, in fact, be running out of petroleum.

Robert Cooke, Staff Writer, NEWSDAY, 16 Apr 2002, "Oil Fields Free Refill," http://www.papillonsartpalace.com/oil.htm (ellipses in original)

"No one has been more astonished by the potential implications of our work than myself,” said analytic chemist Jean Whelan, at the Woods Hole Oceanographic Institution, in Massachusetts. "There already appears to be a large body of evidence consistent with ... oil and gas generation and migration on very short time scales in many areas globally,” she wrote in the journal Sea Technology.

OBSERVATION 4. DISADVANTAGES TO THE AFFIRMATIVE PLAN

DISADVANTAGE 1. Government energy intervention is more likely to cause an energy crisis than prevent one

Jerry Taylor (director of natural resource studies at the Cato Institute) 25 Mar 2002, "Oh, No! That '70s Show: Against Carterism in energy policy ," NATIONAL REVIEW, http://www.cato.org/research/articles/taylor-020325.html

Yet intervention not only distorts important signals in the marketplace, it robs consumers of energy savings in good times and producers of the revenue they need to offset their losses in bad times. In fact, it was exactly this kind of price control and windfall-profit taxing that caused the energy crisis of the 1970s.

DISADVANTAGE 2. Government energy market intervention is less likely to be successful than free markets

Wayne T. Brough PhD. (economist), "American Energy Needs Private Markets, Not Haphazard Government Intervention," Citizens for a Sound Economy, 7 Jan 2002, http://www.cse.org/informed/issues\_template.php?issue\_id=370

All of this suggests that energy markets do work, which means that real energy reforms require policies that strengthen markets. Suppliers and producers should have the flexibility to explore and develop resources to meet energy demands. This includes the ability to develop new sources of supply, to introduce new technologies to serve consumers, and to avoid unnecessary regulatory burdens that provide no benefit to the environment or to consumers.

OBSERVATION 5. COUNTERPLAN.

Because of the risks of the Affirmative plan, and the potential for abiotic oil to change all the assumptions on which their case is built, we offer a Counterplan, to be implemented by any constitututional means, as an exclusive substitute for the Affirmative plan.

**Plank 1** Congress shall authorize, and the National Academy of Sciences shall oversee, a 5-year research project into the abiotic origin of petroleum and share the results publicly. If the study produces positive results, Status Quo market forces will be allowed to produce the resulting oil, without government intervention.

**Plank 2** No status quo energy policies shall be changed during the duration of the study.

**Plank 3** Funding shall come from cuts in Federal education grants.

**Plank 4** Enforcement shall be through the Dept. of Energy using existing means of enforcement for other federally funded research.

**Plank 5** This plan takes effect immediately upon a Negative ballot.

**Plank 6** All Negative speeches have legislative intent for the purpose of clarifying the counterplan.

OBSERVATION 6. SOLVENCY. The Counterplan is a much better policy.

If abiotic oil turns out to be successful, the impact will be that none of today's assumptions will be valid, and any Affirmative policies implemented hastily today will be the wrong ones. We can afford to wait 5 years for more studies that could revolutionize the production of energy, and the benefits are potentially so great that this is exactly what we should do.

A. We can afford to wait 5 more years

Verne Kopytoff, San Francisco Chronicle Staff Writer, "Peering into Oil's Future," 21 Mar 2004 http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2004/03/21/RESERVES.TMP&type=printable

[Vice president of industry relations for IHS Energy, Peter] Stark, from IHS Energy, was sanguine about doomsday scenarios. Even in the improbable event that no new oil is discovered, he said, the world can continue consuming existing reserves at the current pace for another 106 years.

B. More study of abiotic oil is needed — Status Quo assumptions about oil formation are doubtful

J. F. Kenney, Vladimir A. Kutcherov, Nikolai A. Bendeliani & Vladimir A. Alekseev, "The evolution of multicomponent systems at high pressures: VI. The thermodynamic stability of the hydrogen-carbon system: The genesis of hydrocarbons and the origin of petroleum, 20 Aug 2002, Proceedings of the National Academy of Sciences

The scientific problem of the genesis of hydrocarbons of natural petroleum, and consequentially of the origin of natural petroleum deposits, regrettably has been one too much neglected by competent physicists and chemists; the subject has been obscured by diverse, unscientific hypotheses, typically connected with the rococo hypothesis that highly reduced hydrocarbon molecules of high chemical potentials might somehow evolve from highly oxidized biotic molecules of low chemical potential.

C. If the theory is true, super-abundant oil may be found anywhere on earth

David Brown (Correspondent), EXPLORER magazine (published by American Assoc. of Petroleum Geologists), "Gas Origin Theories to be Studied," Nov 2002

An explorationist might dismiss the entire controversy over petroleum origination, except for two key points:

-Theorists of abiogenic petroleum tend to see hydrocarbons as not just abundant but super-abundant, with no possibility of constrained supply.

-Petroleum generated by abiogenic processes could occur anywhere, so exploration need not be limited to sedimentary basins, or to depths of only a few miles.

ADDITIONAL COUNTERPLAN EVIDENCE — ABIOTIC OIL REGENERATION

Abiotic-theory exploration is finding new oil in the Gulf of Mexico

Robert Cooke, Staff Writer, NEWSDAY, 16 Apr 2002, "Oil Fields Free Refill," http://www.papillonsartpalace.com/oil.htm

Analysis of the ancient oil that seems to be coming up from deep below in the Gulf of Mexico suggests that the flow of new oil "is coming from deeper, hotter formations” and is not simply a lateral inflow from the old deposits that surround existing oil fields, she said. The chemical composition of the migrating oil also indicates it is being driven upward and is being altered by highly pressurized gases squeezing up from below.

New theory would revolutionize oil drilling and oil supplies

David Brown (Correspondent), EXPLORER magazine (published by American Assoc. of Petroleum Geologists), "Gas Origin Theories to be Studied," Nov 2002

Petroleum explorationists have good reason to care about the true origin of hydrocarbons, Gold noted. "For one thing, they always avoid drilling into the basement rock," he said. "They've probably avoided drilling into a large amount of very productive rock." Also, in Gold's theory hydrocarbons continue to well up from the mantle. He believes depleted petroleum reservoirs are refilling, all over the world.

Biologic origin of oil is doubtful: Same molecules exist in space where there is no life

Prof. Thomas Gold (Cornell Univ), "Natural Gas and Oil," Jan 1997, http://www.people.cornell.edu/pages/tg21/Natgas.html

Similar hydrocarbons are widespread on many other planetary bodies, as well as on comets and generally in deep galactic space, clearly not related to biological materials there. Thermodynamic considerations show that in the high-pressure, high-temperature regime of the outer mantle of the Earth, hydrogen and carbon will readily form hydrocarbon molecules, and some of those will be stable during ascent into the outer crust. There is no reason now for invoking the unique origin of biology for the Earth's hydrocarbons, different from the origin of similar materials on the other planetary bodies.

More study needed — major impact if abiotic oil theory is true

Environmental Literacy Council, "Abiotic Theory of Oil Formation," 8 Apr 2004, http://www.enviroliteracy.org/article.php/1130.html (brackets added)

Based on his theory, [retired Cornell Univ. Prof. Thomas] Gold persuaded the Swedish State Power Board to drill for oil in a rock that had been fractured by an ancient meteorite. It was a good test of his theory because the rock was not sedimentary and would not contain remains of plant or marine life. The drilling was successful, although not enough oil was found to make the field commercially viable. The abiotic theory, if true, could affect estimates of how much oil remains in the Earth's crust.

Abiotic oil theory has worked in Russia

J. F. Kenney (Russian Academy of Sciences — Joint Institute of The Physics of the Earth, Moscow; Gas Resources Corporation, Houston), V. A. Krayushkin, T. I. Tchebanenko, V. P. Klochko, Ye. S. Dvoryanin, (Institute of Geological Sciences,Ukraine), 2001, "The Drilling & Development of the Oil & Gas Fields in the Dnieper-Donets Basin," http://gasresources.net/DDBflds2.htm

The modern Russian-Ukrainian theory of deep, abiotic petroleum origins is by no means simply an academic proposition. After its first enunciation by N. A. Kudryavtsev in 1951, the modern theory was extensively debated and exhaustively tested.

J. F. Kenney (Russian Academy of Sciences — Joint Institute of The Physics of the Earth, Moscow; Gas Resources Corporation, Houston), V. A. Krayushkin, T. I. Tchebanenko, V. P. Klochko, Ye. S. Dvoryanin, (Institute of Geological Sciences,Ukraine), 2001, "The Drilling & Development of the Oil & Gas Fields in the Dnieper-Donets Basin," http://gasresources.net/DDBflds2.htm

Significantly, the modern theory not only withstood all tests put to it, but also it settled many previously unresolved problems in petroleum science, such as that of the intrinsic component of optical activity observed in natural petroleum, and also it has demonstrated new patterns in petroleum, previously unrecognized, such as the paleonological and trace-element characteristics of reservoirs at different depths. Most importantly, the modern Russian-Ukrainian theory of deep, abiotic petroleum origins has played a central role in the transformation of Russia (then the U.S.S.R.) from being a “petroleum poor” entity in 1951 to the largest petroleum producing and exporting nation on Earth.

Abiotic theory is finding new oil in Russia

Environmental Literacy Council, "Abiotic Theory of Oil Formation," 8 Apr 2004, http://www.enviroliteracy.org/article.php/1130.html

There is an alternative theory about the formation of oil and gas deposits that could change estimates of potential future oil reserves. According to this theory, oil is not a fossil fuel at all, but was formed deep in the Earth's crust from inorganic materials. The theory was first proposed in the 1950s by Russian and Ukranian scientists. Based on the theory, successful exploratory drilling has been undertaken in the Caspian Sea region, Western Siberia, and the Dneiper-Donets Basin.

NEGATIVE BRIEF: CLIMATE CHANGE/POLLUTION/GLOBAL WARMING — NOT A PROBLEM

(Can also be used by Affirmatives to beat Negative pollution/global warming disads)

SIGNIFICANCE

1. Global warming is small, sporadic and chaotic

U.S. Global Change Research Information Office, "Ask Dr. Global Change — Is the climate warming?" 18 June 2004, http://gcrio.custhelp.com

Global surface temperatures have increased about one degree F (0.3 to 0.6°C) since the late-19th century, and about one half degree F (0.2 to 0.3°C) over the past 40 years (the period with the most credible data). The warming has not been globally uniform. That some areas (including parts of the southeastern U.S.) have cooled is not unexpected due to the somewhat chaotic behavior of the climate when changes are still small.

2. No proven link from human activity to climate change

Robert L. Bradley Jr. PhD. (Pres. of Institute for Energy Research), CLIMATE ALARMISM RECONSIDERED, 2003, published by Institute of Economic Affairs, London England, p. 68

The data to date — after over a century of GHG [greenhouse gas] build-up in th eatmosphere — does not confirm the contention that human influence will increase weather extremes.

3. Sea-level rise not caused by greenhouse gases

Robert L. Bradley Jr. PhD. (Pres. of Institute for Energy Research), CLIMATE ALARMISM RECONSIDERED, 2003, published by Institute of Economic Affairs, London England, p. 66

The anthropogenic [man-made] portion of sea level rise, like the temperature portion, suggests that the IPCC-estimated range is biased on the high side. In any case, sea level rise has not accelerated in recent decades, suggesting that other factors rather than GHG [greenhouse gases] build-up are at work.

4. The sun is causing global warming, not man

Michael Leidig and Roya Nikkhah, 18 July 2004, London TELEGRAPH, "The truth about global warming — it's the Sun that's to blame," http://www.telegraph.co.uk/news/main.jhtml?xml=/news/2004/07/18/wsun18.xml

Global warming has finally been explained: the Earth is getting hotter because the Sun is burning more brightly than at any time during the past 1,000 years, according to new research. A study by Swiss and German scientists suggests that increasing radiation from the sun is responsible for recent global climate changes.

5. Pollution is declining in the Status Quo

Robert L. Bradley Jr. PhD. (Pres. of Institute for Energy Research), CLIMATE ALARMISM RECONSIDERED, 2003, published by Institute of Economic Affairs, London England, p. 10

Pollution is declining dramatically in the USA and in the EU. Energy is used with greater and greater efficiency, as the energy required per unit of output decreases.

SOLVENCY

1. Even ambitious measures won't stop global warming — we should learn to adapt

Eileen Claussen (Pres. of Pew Center on Global Climate Change), 24 June 2004, U.S. CLIMATE POLICY: TOWARD A SENSIBLE CENTER, Brookings Institution + Pew Center on Global Climate Change, p. 5

We need to think both in terms of adaptation and mitigation. On the adaptation side, we need to recognize that the Earth is already warming and that it will continue to warm even if we undertake ambitious measures to limit that warming.

2. Stabilizing greenhouse gas would require the impossible: elimination of all fossil fuels

Jerry Taylor and Peter VanDoren, 10 Jan 2002, "Evaluating the Case for Renewable Energy," POLICY ANALYSIS No. 422, Cato Institute, p. 11

Actually stabilizing greenhouse gas concentrations at present levels would require a 60-80 percent cut in present greenhouse gas emissions and, thus, the nearly complete elimination of fossil fuel consumption because fossil fuel combustion creates about 80 percent of total greenhouse gas emissions. Such an undertaking is simply not conceivable.

3. Third World farmers cancel out US policies

Larry Carley (Freelance writer, automotive expert), 2001, "ENVIRONMENTAL UPDATE: THE CHALLENGE NOW IS CO2 ," http://members.aol.com/carleyware/library/co2.htm

Every time a farmer in a Third World country clears and burns an acre of heavily wooded forest to grow sweet potatoes or graze cattle (a practice called "slash and burn" agriculture), he releases as much carbon into the atmosphere as 400 SUVs do in a year! And many of these farmers will slash and burn 20 to 50 acres a year. In Brazil alone, nearly 3 million acres of rain forest are being slashed and burned into oblivion every year. Multiply these acres times the amount of carbon that's being put back into the atmosphere and it far outweighs the CO2 that's being released by the entire U.S vehicle fleet!

4. Not sure we have the right policies: Global climate is extremely complicated

Federal Climate Change Science Program, "Climate Change: A Capstone Issue," 11 Oct 2003, http://www.climatescience.gov/about/overview-b.htm

The complexity of the Earth system and the interconnections among its components make it a complex scientific challenge to document change, diagnose its causes, and develop useful projections of how natural variability and human actions may affect the global environment in the future.

DISADVANTAGES

1. Worrying about climate change causes millions to die from other, more serious problems

A. Link: Useless environmental policies block solutions to real problems

Arnold Beichman, "The Real Figures about Pollution-Population-Enviro — Overcooked Statistics," 14 Aug 2001, Washington Times, http://www.strangecosmos.com/content/item/21807.html

The author's concern is that "fear of largely imaginary environmental problems can divert political energy from dealing with real ones." "The worse they can portray the environment," he [Prof. Bjorn Lomborg] writes, "the easier it is for them to convince us that we need to spend more money on the environment rather than on hospitals, child day care, etc."

B. Brink: Water shortages are right now more important than global warming or energy supplies

David Appell (physicist), UNH Magazine, Univ. of New Hampshire, Spring 2001, "Water, Water, Nowhere?" http://www.unhmagazine.unh.edu/sp01/watertextsp01.html

In fact, an insufficient supply of clean water will probably be the single biggest problem facing most of the nations of the world throughout this century. Water shortages will affect more people more quickly and more dramatically than global warming or dwindling supplies of energy.

C. Impact: Millions die

David Appell (physicist), UNH Magazine, Univ. of New Hampshire, Spring 2001, "Water, Water, Nowhere?" http://www.unhmagazine.unh.edu/sp01/watertextsp01.html

As many as 1.2 billion people lack access to clean drinking water, according to Peter Gleick, director of the Pacific Institute for Studies in Development, Environment and Security. Nearly half the world's population lives without sanitation—no sewers, toilets or latrines—and preventable water-related diseases kill an estimated 10,000 to 20,000 people every day.

2. Sustainability turnaround: Government climate intervention threatens energy sustainability

Robert L. Bradley Jr. PhD. (Pres. of Institute for Energy Research), CLIMATE ALARMISM RECONSIDERED, 2003, published by Institute of Economic Affairs, London England, p. 21-22

Human ingenuity within a framework of private property, free markets and problem-based regulatory reform has made carbon energies one of the most significant economic and environmental triumphs of our time. The true threat to energy sustainability is the activist/alarmist policies that are being advanced in the name of energy sustainability — a conundrum that the best evidence and arguments of both natural and social science warn against.

3. Economic disaster: failed attempt to solve climate change will wreck the economy

Marlo Lewis Jr., 2 July 2004, Financial Times, "No realistic way to stabilize CO2," http://www.globalwarming.org/article.php?uid=701

As noted in the study, world energy demand could triple by 2050. Yet "energy sources that can produce 100 to 300 per cent of present world power consumption without greenhouse emissions do not exist operationally or as pilot plants". The bottom line: " CO2 is a combustion product vital to how civilization is powered; it cannot be regulated away." Given current and foreseeable technological capabilities, any serious attempt to stabilise CO2 levels via regulation would be economically devastating and, thus, politically unsustainable.

NEGATIVE BRIEF: CONSERVATION OF ENERGY/PETROLEUM

HARMS

1. US isn't wasting energy today

Glenn Schleede (retired energy consultant), "Facing up to the True Costs and Benefits of Wind Energy," Associated Electric Cooperative, Inc. Annual Meeting, 24 June 2004, p. 7-8

The third and final point about energy efficiency is that the United States is not the "energy wastrel" that many would like to have us believe. This is illustrated by the fact that the US accounts for 29% of the world's Gross Domestic Product (GDP) but it accounts for only 24% of the world's energy consumption.

INHERENCY

1. Status Quo economy is already reducing petroleum usage

BOB DAVIS and BHUSHAN BAHREE (Staff Reporters of THE WALL STREET JOURNAL), 17 Mar 2003, "How OPEC Keeps America Hooked on Imports of Oil," McGraw Hill's Economics Web Newsletter

The U.S. became somewhat less dependent on oil mostly because of long-term changes in the structure of the economy, not because of energy-saving technology. Nine energy-intensive industries — aluminum, agriculture, chemicals, forest products, glass, metal casting, mining, steel and petroleum — account for 80% of industrial energy use. Many of those industries are in decline. Newer ascendant ones, such as software and communications, don't use as much energy. Petroleum accounts for 40% of total U.S. energy consumption, down from 50% in 1973.

2. Consumers conserve energy whenever it is required

Jerry Taylor (director of natural resource studies at Cato Inst.) and Peter VanDoren PhD. (editor of Regulation ), 24 Apr 2001, "The Illusion of Energy Efficiency" Cato Institute, http://www.cato.org/dailys/04-24-01.html

Look at what happened last year during the gasoline price spike. For the first time in a non-recession year, gasoline consumption went down in absolute terms. The widespread belief that consumers do not adjust their behavior in the teeth of increased energy costs is a politically convenient myth.

4. No government mandate is necessary for energy conservation

Jerry Taylor (Director of Natural Resources Studies at Cato Institute), 14 Aug 2001, "Leave Those SUVs Alone," Cato Institute, http://www.cato.org/research/articles/taylor-010814.html

When fuel becomes scarce, fuel prices go up. When fuel prices go up, people buy less fuel. Economists have discovered that, over the long run, a 20 percent increase in gasoline costs, for instance, will result in a 20 percent decline in gasoline consumption. No federal tax, mandate, or regulatory order is necessary.

SOLVENCY

1. "Rebound effect" cancels many energy savings

Jerry Taylor (director of natural resource studies at the Cato Institute), "Energy Conservation Zealots 1, Consumers 0," 22 Jan 2004, http://www.cato.org/dailys/01-22-04.html (ellipses in original)

To whit, if you reduce the cost of turning up your air conditioner on a summer day (which is exactly what an energy efficient air conditioner does), all things being equal, you will turn up your air conditioner on a summer day more often. Economists who have studied this dynamic refer to it as "the rebound effect" and have discovered that energy efficiency standards only save money and energy if you don't consider the fact that reducing the marginal costs of energy consumption will result in ... more energy consumption. Once you do consider that fact, much of the advertised energy savings from the tighter standards disappear.

2. Public enforcement of conservation fails

Jerry Taylor (director of natural resource studies at Cato Inst.) and Peter VanDoren PhD. (editor of Regulation ), 24 Apr 2001, "The Illusion of Energy Efficiency" Cato Institute, http://www.cato.org/dailys/04-24-01.html

What about the claim that, “If only everyone in America would keep their tires properly inflated, we would save googols of oil,” or, “If everyone were to carpool or take mass transit, we would save more energy than contained in the Arctic National Wildlife Refuge.” Maybe. But absent a million- member energy police, it’s not going to happen.

3. Aff. must prove overall "efficiency" not just "conservation" in order to win

Glenn Spencer , 10 July 2001, "Capitol Comment 297 — Abundant Energy: The Building Block of Prosperity," Citizens for a Sound Economy, http://www.cse.org/informed/issues\_template.php?issue\_id=374

Using less energy is efficient only if the cost of the resources needed to replace energy use is lower than the cost of the energy that is "saved." For example, if a new dishwasher saves $100 worth of energy over its lifetime, but the additional parts needed to achieve this saving cost $200, nothing "efficient" has taken place because the total quantity of resources (including energy) required to manufacture the dishwasher has increased. Each completed dishwasher may use less energy, but the consumer who paid more for the dishwasher — and in a larger context the economy as a whole — is worse off.

[The economic loss of this argument links to the Pollution Turnaround disad #3 below]

4. Conservation alone does not solve for America's energy needs

Glenn Spencer , 10 July 2001, "Capitol Comment 297 — Abundant Energy: The Building Block of Prosperity," Citizens for a Sound Economy, http://www.cse.org/informed/issues\_template.php?issue\_id=374

Perhaps the most glaring example of why cutting back energy use cannot be the sole answer is provided by California. California has the 5th lowest energy intensity in the continental United States, using only 7,942 Btus to create $1.00 worth of goods as measured by Gross State Product (GSP). By contrast, the least efficient state in the lower 48 states is Louisiana, which uses nearly 27,400 Btus per dollar of GSP. Yet California is paying sky-high prices and has been forced to resort to rolling blackouts. In no small measure this is because supply has simply not kept pace with demand.

DISADVANTAGES

1. Solvency/Disad dilemma: A conservation program big enough to solve will create another Great Depression

Matthew David Savinar, 2004, "The Age of Oil is Over," Part II: Alternatives to Oil: Fuels of the Future or Cruel Hoaxes?, http://www.lifeaftertheoilcrash.net/PageTwo.html

A truly successful conservation program would require us to drastically cut our consumption of consumer goods, which would halt economic growth dead in its tracks**.** This would cause indebted corporations, governments, and individuals to all slide towards bankruptcy. Banks would call in outstanding debts, businesses would close, government services would cease, and people would lose their jobs. The Great Depression would begin to look like the "good old days."

2. Mandatory conservation violates civil rights

James R. Healey, USA TODAY, 27 July 2001 "Fuel efficiency fires renewed public debate"

"We are in danger of forgetting that there is a basic moral dimension to mobility, to being able to go where we want, when we want," says Julie DeFalco, regulatory policy expert for the Competitive Enterprise Institute. She notes that impinging on personal mobility is not a new idea: "The Duke of Wellington, 150 years ago, opposed the growth of railroads because they would 'only encourage the common people to move about needlessly.' "

Jerry Taylor (director of natural resource studies at the Cato Institute), "Energy Conservation Zealots 1, Consumers 0," 22 Jan 2004, http://www.cato.org/dailys/01-22-04.html

Energy efficiency standards, after all, remove products from the marketplace that are deemed "energy inefficient." Accordingly, supporters of the decision are literally arguing that it's "a big victory for consumers" when the federal government prevents consumers from buying products they might otherwise wish to buy — and indeed have bought — for their entire lives. Only in Washington can denying consumers choices in the marketplace be deemed "pro-consumer."

3. Pollution turnaround: Accelerating economic growth would be better for the environment than restricting it

Arnold Beichman, "The Real Figures about Pollution-Population-Enviro — Overcooked Statistics," 14 Aug 2001, Washington Times , http://www.strangecosmos.com/content/item/21807.html

Most forms of environmental pollution either appear to have been exaggerated or are transient by which Mr. [Bjorn] Lomborg [professor at Univ. of Aarhus, Denmark] means: "associated with the early phases of industrialization and therefore best cured not by restricting economic growth, but by accelerating it."

NEGATIVE BRIEF: DOMESTIC OIL PRODUCTION

SOLVENCY

1. Getting every drop of U.S. oil would not substantially reduce imports

Prof. Anthony H. Cordesman, 26 Apr 2001, Center for Strategic and International Studies, "Energy Policy and Energy Analysis," p. 1 (MMBD = million barrels per day)

Even with aggressive efforts to exploit new reserves and use enhanced oil recovery technology, US production capacity is projected to remain at a little over 9 MMBD by 2020. This is a shortfall of some 16 MMBD. The most aggressive possible development of sources of oil production in the US might just add 2 MMBD to US production by 2020. This would still leave a shortfall of 14 MMBD that would have to come from imports.

2. US only has 3% of world's oil but consumes 25% — no way to solve

Environmental and Energy Study Institute (EESI), "Corporate Average Fuel Economy (CAFE): On the Road to a Sustainable Future?" 28 Jan 2002, Congressional briefing, http://www.eesi.org/briefings/01.28.02brf.htm

The increase will come regardless of domestic production, because the United States, which consumes 25 percent of the world’s oil production, has less than three percent of total proven world oil reserves. This amount includes both technologically recoverable and unrecoverable oil.

3. Reducing imports does not solve for oil prices — domestic oil costs the same as imports

Ronald J. Sutherland and Jerry Taylor, 7 Feb 2002, "Time to Overhaul Federal Energy R&D," CATO Policy Analysis, p. 9

Variations in OPEC production affect the world oil price, which affects US consumers. Oil produced domestically is part of the world oil market and that oil sells at the world oil price. Hence, prices to US consumers are unaffected by the location of oil wells.

Ronald E. Minsk (energy consultant, attorney), BLUEPRINT — Ideas for a New Century, New Democrats Online (NDOL), Mar-Apr 2002, "Don't drain America first — True energy independence means reducing the role of oil in our economy." http://www.ndol.org/blueprint/2002\_mar\_apr/20\_drain\_america.html

Increased domestic production will not insulate us from price spikes. Oil is a commodity traded around the world, and there is essentially a single global price for oil. Even if the United States produced all of the oil it consumed, its price would be subject to volatility based on international supply and demand. For example, oil prices in Norway and the United Kingdom — both free-market economies that are net exporters of oil — rose significantly between the summer of 1999 and the winter of 2000-2001.

Ian W.H. Perry PhD. (economics) and Joel Darmstadter, Dec 2003, "The Costs of U.S. Oil Dependency," RESOURCES FOR THE FUTURE, p. 17

Note that it is total petroleum consumption that matters for macroeconomic adjustment costs and not the level of imports. Even if the share of imports in domestic consumption were drastically reduced through expanded domestic supply, the price of oil in the United States would still be determined by the world price, and the United States would be just as vulnerable to oil-price volatility.

4. Foreign oil dependence can only be significantly reduced by reducing total oil consumption

Prof. Martin Feldstein (Economics, Harvard U.), "Oil Dependence and National Security: A Market-based System for Reducing U.S. Vulnerability," 2001, National Bureau of Economic Research

Our dependence on foreign oil can only be limited in a significant way if we reduce our consumption of oil.

5. Domestic oil doesn't solve strategic and economic vulnerability

Ronald E. Minsk (energy consultant, attorney), BLUEPRINT — Ideas for a New Century, New Democrats Online (NDOL), Mar/Apr 2002, "Don't drain America first — True energy independence means reducing the role of oil in our economy." http://www.ndol.org/blueprint/2002\_mar\_apr/20\_drain\_america.html

True energy independence means reducing the role of oil — regardless of its origin — in our economy. Oil will remain a strategic and economic vulnerability, no matter where it comes from, until we need less of it.

6. Domestic oil doesn't solve for supply disruptions

Ronald E. Minsk (energy consultant, attorney), BLUEPRINT — Ideas for a New Century, New Democrats Online (NDOL), Mar/Apr 2002, "Don't drain America first — True energy independence means reducing the role of oil in our economy." http://www.ndol.org/blueprint/2002\_mar\_apr/20\_drain\_america.html

Increasing domestic oil production is unlikely to meaningfully protect the United States against supply interruptions. Other producers could adjust their production levels to account for our increase. In any event, our increase would simply be worked into the new baseline level of worldwide production, effectively becoming the new norm. The economic effect of any subsequent supply interruptions would simply be measured from that new norm.

7. Blood from a turnip: Increased domestic production won't happen because the oil isn't there

Cutler J. Cleveland and Robert K. Kaufmann (instructors at Boston Univ. experts on economics of oil/energy), OIL ANALYTICS, May 2003, "Oil Supply and Oil Politics: Déjà Vu All Over Again", http://www.oilanalytics.org/policytop.html

The gap is caused by geologic limits on the ability to increase domestic production, regardless of economic incentives to increase production. When drilling declined to levels consistent with the depleted resource base in 1986, the gap between output and investment disappeared and has remained absent through the present. Nearly twenty years later, there is every reason to believe that the same failures and macroeconomic distortions will re-appear should policy stimulate efforts to increase production beyond levels that can be supported by the depleted resource base.

DISADVANTAGES

1. Higher oil prices — domestic oil is more expensive than foreign oil

Jerry Taylor, 11 June 2001, "A Man, a Plan-a Waste of Time: The problem with Bush's comprehensive national energy strategy" NATIONAL REVIEW online, http://www.findarticles.com/p/articles/mi\_m1282/is\_11\_53/ai\_74942018

In 1979, OPEC production cuts caused prices to soar in "energy independent" Great Britain just as dramatically as they did in "energy dependent" Japan. The bottom line is that the U.S. buys more than half its oil from abroad for a reason: It's cheaper than the oil we could produce at home.

2. Foreign Dependence Turnaround: Increased domestic production actually hastens increased foreign dependence

Stephen J. Entin (Institute for Research on the Economics of Taxation) statement before the Committee on Resources, Subcommittee on Energy and Mineral Resources, U.S. House of Representatives, Hearing on "Minerals and Energy: Outsourcing American Jobs Overseas," 3 Mar 2004 p. 5

Utilizing higher cost domestic resources at the margin as the ordinary source of power is expensive. It requires significant subsidies, and there may never be a crisis to justify the cost. Furthermore, artificially draining domestic reserves only hastens the day when we will be even more dependent on foreign energy. "Drain America First" is not a prudent policy.

3. Environmental damage with no offsetting economic benefit

Roger Ballentine and Jan Mazurek, 19 Mar 2004, Progressive Policy Institute, "Clean Cars: Kicking America's Oil Habit," http://www.ppionline.org/ppi\_ci.cfm?knlgAreaID=116&subsecID=155&contentID=252465

With only 3 percent of the world's oil reserves, America will always be overwhelmingly reliant on imports to fill our tanks. And while boosting domestic oil supplies will have little impact on world oil markets, it will only worsen our environmental problems.

4. Energy security turnaround: Increased likelihood of disruption from reliance on domestic supplies

Diane Katz (director of science, environment, and technology policy), Mackinac Center for Public Policy, "The Next Energy Boondoggle?" 15 July 2002, http://www.mackinac.org/article.asp?ID=4474

It's true that the United States imports more petroleum today than 30 years ago-54 percent of American consumption compared to 35 percent in the 1970s. But more oil is now available from a wider variety of sources than ever before. To artificially restrict energy to domestic or so-called renewable sources in the name of "security" would only make the United States more vulnerable to energy disruptions, not less.

NEGATIVE BRIEF: GOVERNMENT INTERVENTION IN ENERGY MARKETS IS BAD

UNIQUENESS — Status Quo is respecting free markets for energy

Sen. Jeff Bingaman , New Mexico Business Journal Mar 2002, Energy policy issues and challenges: What steps are needed to address them? — Energy Quarterly

There have been significant changes in energy markets since the last time Congress considered comprehensive energy legislation a decade ago. Since that time, we have moved, as a nation, further away from command-and-control regulation of energy toward a system relying more on market forces to set the price of energy.

HARMS — Justifications for Market Intervention are Wrong

1. Government cannot solve future harms better than markets

William Norman Grigg, THE NEW AMERICAN Vol 20 No. 9, 3 May 2004, "Why Are Gas Prices Climbing?" (brackets added, parentheses in original)

Advocates of political control over energy assume that "markets are so myopic that they cannot foresee future supply trends; that markets won’t realize when a resource is running out,"[economist Michael] Lynch points out. In fact, the free market system is the only means whereby supply can be reconciled with demand. Allowed to function properly, the market would not only ensure sufficient supplies of current energy resources, but spur development of resources that are presently underutilized (such as nuclear fission) or not yet available (such as nuclear fusion).

2. Oil cartel does not justify subsidies of alternative energy

Stephen J. Entin (Institute for Research on the Economics of Taxation) statement before House Committee on Resources, Subcommittee on Energy and Mineral Resources, Hearing on "Minerals and Energy: Outsourcing American Jobs Overseas" 3 Mar 2004, p.5

The existence of the cartel does not justify the use of domestic subsidies to encourage otherwise uneconomical alternative fuels. If world and OPEC oil prices are at $35 a barrel, then private companies have ample incentive to bring on stream alternative energy sources that cost only $25 o r $30 a barrel to produce. The threat and the eventual reality of such competing energy sources will undermine OPEC's output restrictions and bring down the world price. It is unwise and unnecessary to go to the other extreme of subsidizing alternative energy sources.

3. Markets are the best source of workable technology

Blake Dvorak (managing editor of Consumers' Research magazine), 2003, "Ethanol's Nine Lives," THE AMERICAN ENTERPRISE, http://www.taemag.com/issues/articleID.17809/article\_detail.asp

The free market, on the other hand, has less patience with non-performing technologies. Markets are relentless in adopting innovations that add economic value, rejecting those that don't, and abandoning once-successful technologies that have outlived their usefulness.

4. "Oil subsidies" are a myth: no justification for subsidies of alternatives

Ronald J. Sutherland, 1 Feb 2001, Cato Institute, "Big Oil at the Public Trough? An Examination of Petroleum Subsidies" POLICY ANALYSIS No. 390, p. 1

Critics of the oil industry allege that the industry receives large and unwarranted government subsidies and that rival technologies, such as those for ethanol, renewable energy, and energy efficiency, deserve compensating government preferences. The evidence indicates that, on balance, the oil industry is not a net beneficiar of government subsidies. The facts point in the opposite direction. The oil industry is more harmed than helped by government intervention in energy markets.

GAO study finds no significant fossil fuel subsidies in Status Quo

Jerry Taylor (director of natural resource studies at the Cato Institute), 4 Aug 2003, "Not Cheap, Not Green," CATO INSTITUTE, http://www.cato.org/research/articles/taylor-030804.html

While proponents of renewable energy blame subsidies for competing fuels for their tiny market share, the charge falls flat. After studying the matter, the U.S. General Accounting Office found that fossil fuel subsidies are "too small to have a significant effect on the overall level of energy prices and consumption in the United States."

5. "Running out of time for oil" argument doesn't justify market intervention

Sutanu Guru, Julian Simon Centre for Policy Research, Renewable Energy Sources in India — Is it Viable?, Oct 2002, p. 6 (brackets added, italics in original)

The comfortable reserves position is reflected in the long-term price trends of fossil fuels, which have declined in real terms since the 1970s. In fact, fossil fuel prices in real terms are lower now than they were in the 1940s. The conclusion: *Fossil fuels are not disappearing in a hurry. Ergo, [therefore] what's the hurry in imposing renewable sources of energy on consumers when the markets are not ready to accept them?*

6. Even when a good reason is cited for intervention, it still may not be justified

Office of the Prime Minister (Britain), The Energy Review — A Performance and Innovation Unit Report, Feb 2002 , http://www.number-10.gov.uk/su/energy/6.html

It does not follow that the existence of potential grounds for government intervention means that actual intervention is necessarily justified. Governments do not have perfect knowledge, and interventions may be poorly structured and have unanticipated consequences. Government intervention may sometimes make matters worse.

INHERENCY

1. Inherency/Solvency dilemma: If it's economically feasible, Status Quo will do it — if not, it won't work anyway

Carl Pope (executive director of the Sierra Club), Ed Crane (president of the Cato Institute), "Fueled by Pork," July 30, 2002, Cato Institute, http://www.cato.org/research/articles/crane-pope-020730.html

Conservative legislators have conveniently forgotten the economists' admonition that if a technology is economically competitive, no public subsidies are necessary, and if a technology is not economically competitive, no amount of public subsidy or special favors will make it so.

SOLVENCY

1. Solvency/Inherency turnaround: Status Quo solves better than any government plan for pollution, conservation and energy security

Robert L. Bradley Jr. PhD. (Pres. of Institute for Energy Research), CLIMATE ALARMISM RECONSIDERED, 2003, published by Institute of Economic Affairs, London England, p. 10

Pollution is declining dramatically in the USA and in the EU. Energy is used with greater and greater efficiency, as the energy required per unit of output decreases. And market forces have effectively addressed energy reliability/security challenges as compared with government activism. This is not to say that energy problems will not arise, but unhampered market processes inspire solutions to real problems.

2. Solvency turnaround: less government involvement is more likely to solve

William Norman Grigg, THE NEW AMERICAN Vol 20 No 9, 3 May 2004, "Why Are Gas Prices Climbing?" (ellipses in original)

Michael Lynch of Strategic Energy and Economic Research contends that removing political impediments to energy production is urgently necessary in order to permit a smooth transition to new energy sources. Just as our ancestors moved away from wood as their primary source, our society’s energy demand "is going to move away from heavy hydrocarbons," Lynch predicts.

3. Markets produce better results than subsidies

Jonathan Weisman, Washington Post Staff Writer, 4 June 2004, "Bush, Kerry Chasing Oil Impossible Dream? " WASHINGTON POST, Page A09

Nearly $1 billion in taxpayer money went into the supercar partnership with the Big Three U.S. automakers, but after eight years Detroit could come up with only three gleaming concept cars. The companies have shown no interest in actually producing the cars. Instead, U.S. automakers turned away from the family sedan in favor of the sport-utility vehicle, while Honda and Toyota, two automakers locked out of the venture, actually did bring gas-electric hybrids to market.

4. Subsidies always fail

Peter VanDoren (editor of Regulation magazine), and Jerry Taylor (director of natural resource studies ), "Energy Bill Illusions," 16 Apr 2004, Cato Institute, http://www.cato.org/dailys/04-16-04.html

Nor is there any reason to think that spreading federal tax dollars like pixy dust over uncompetitive technologies will magically transform them from ugly market ducklings into beautiful economic swans. If something like clean coal technology has economic merit, it will have no trouble attracting investors. If it doesn't, then no amount of federal subsidy will magically give it economic merit.

DISADVANTAGES

1. Government energy planning wrecks the economy and creates dictatorship

William Norman Grigg, THE NEW AMERICAN Vol 20 No 9, 3 May 2004, "Why Are Gas Prices Climbing?" (first brackets added, second brackets in original; ellipses in original)

As the [1974 oil] crisis mounted, William E. Simon, deputy secretary of the treasury in the Nixon administration, was appointed "energy czar." In that post, wrote Simon years later, "I myself became an illustration of a free-market principle … [namely] that government planning and regulation of the economy will ultimately lead to shortages, crises, and, if not reversed in time, some form of economic dictatorship.... Years of incoherent government intervention strangled energy production, domestic supplies diminished, artificial shortages emerged, a foreign embargo on oil precipitated a crisis, there was a violent public outcry for an instant solution, an energy ‘dictatorship’ was established to allocate the rare commodity — and I, incredibly, became the ‘dictator.’... There is nothing like becoming an economic planner oneself to learn what is desperately, stupidly wrong with such a system."

2. Intervention will most likely make society worse off than free market results

Alan V. Deardorff, Univ. of Michigan, "The Economics of Government Market Intervention, and Its International Dimension," 10 Feb 2000, p. 7-8

The beauty of a market economy is that, in its idealized form of perfect competition, it achieves a kind of social optimum without government intervention. The reason is that competitive market prices turn out to transmit, to both producers and consumers, accurate signals of the benefits and costs to others of the goods that they respectively produce and consume. It follows that their independent pursuit of their own individual welfacre leads to a level of welfare for the economy as a whole that cannot be unambiguously improved upon.

3. Violates human rights

Prof. Larry Hauser PhD, "Business Ethics: Concepts & Cases : Chapter 4 Objectives and Overview — Ethics in the Marketplace," 2004

John Locke, and his followers argue that a free market system best serves to guarantee fundamental human rights or "natural rights" to life, liberty, and property. Governments are instituted, by the consent of the governed, in order to protect these rights and the consensual nature of this compact or covenant imposes moral limits on government. Governmental interference with the life, liberty, and property of individuals — except in order to prevent *their* infringement on the rights of *others* — is unjust and unwarranted. Government regulation of the marketplace infringes on individuals' natural rights without such just warrant and, hence, is a wrongful violation of individual rights that should not be tolerated.

4. Failed Marxist revival and ridiculous insult to people's intelligence

Peter VanDoren (editor of Regulation magazine), and Jerry Taylor (director of natural resource studies ), "Energy Bill Illusions," 16 Apr 2004, Cato Institute, http://www.cato.org/dailys/04-16-04.html

Five- or ten-year economic plans are traditionally the stuff of Russian Politburos, not American presidents. It's amazing to hear Republican politicians argue that, absent some guidance from Washington, businessmen will blindly stumble through the marketplace, unable to intelligently invest in the energy sector absent some sort of congressional blueprint. It's also insulting to one's intelligence to hear politicians claim that, absent political interference in the marketplace, consumers will not have the faintest idea how to conserve energy or even be aware of the benefits of doing so in the face of high prices.

NEGATIVE BRIEF: HUBBERT IS WRONG

Can't apply Hubbert's US estimates to world oil production

Leonardo Maugeri (Newsweek International staff), "The Shell Game," 16 Feb 2004, NEWSWEEK, http://msnbc.msn.com/id/4402707/site/newsweek/

Hubbert's 1956 prediction that U.S. oil production in the Lower 48 states would peak in 1972 proved remarkably accurate, and the Hubbert camp was born. Since then the Hubbertians have been trying to apply his model to the world, failing to see how changing technology, economic forces and new discoveries would make nonsense of his theory. The bell curve would accurately describe production trends in the unusual case of the United States-which by '56 was already the most heavily surveyed and tapped oil region in the world-but not in most oil states.

Hubbert supporters admit oil production doesn't follow the bell curve

Michael C. Lynch (Research Affiliate, Center for International Studies, Massachusetts Institute of Technology), 2003, "The New Pessimism about Petroleum Resources: Debunking the Hubbert Model (and Hubbert Modelers)," p. 2

In fact, Campbell (2003) shows production curves (historical and forecast) for 51 non-OPEC countries, and only 8 of them could be said to resemble a Hubbert curve even approximately. The authors initially responded to this weakness by arguing that the Hubbert curve could have multiple peaks, which of course means it would not follow a bell curve at all, and destroys the explanatory value of the bell curve.

Hubbert's "bell curve" model is proven wrong by experience

Leonardo Maugeri (Newsweek International staff), "The Shell Game," 16 Feb 2004, NEWSWEEK, http://msnbc.msn.com/id/4402707/site/newsweek/

The only sure way to find the bottom of the well is to drill. Far from rising and falling along a bell curve, the estimated size of oilfields tends to increase dramatically but erratically as they are drilled. In the late 1990s the first geological surveys by international oil companies of the mammoth Kashagan field in Kazakhstan estimated reserves at 2 billion to 4 billion barrels. By 2002, after exploratory drilling, the estimates had risen from 9 billion to 13 billion barrels.

Demand drives oil availability, not geology — even Hubbert had doubts about the bell curve

Michael C. Lynch (Research Affiliate, Center for International Studies, Massachusetts Institute of Technology), 2003, "The New Pessimism about Petroleum Resources: Debunking the Hubbert Model (and Hubbert Modelers)," p. 1

Indeed, for many years, Hubbert himself published no equations for deriving the curve, and it appears that he only used a rough estimation initially. In his 1956 paper, in fact, he noted that production often did not follow a bell curve. In later years, however, he seems to have accepted the curve as explanatory. This particular example demonstrates a major theoretical flaw underlying the curve: for a closed system, such as the US gas market, demand determines production, not geology.

Hubbert theory is completely useless

Michael C. Lynch (Research Affiliate, Center for International Studies, Massachusetts Institute of Technology), 2003, "The New Pessimism about Petroleum Resources: Debunking the Hubbert Model (and Hubbert Modelers)," p. 2 [URR=ultimately recoverable resources]

As the alleged value of the Hubbert curve lies partly in demonstrating the production decline post-peak, not knowing whether any given peak is the final one renders this useless, nor would the peak imply that midpoint production had been reached (indicating URR). Recognizing this, the theory has been modified again, to “The important message from Hubbert’s work, which is often forgotten by economists, is that oil has to be found before it can be produced.” (Laherrere 2001b, p. 4) In other words, the Hubbert curve, originally held as scientific and inviolable, is of no particular value.

Hubbert theories don't understand political and economic reality

Michael C. Lynch (Research Affiliate, Center for International Studies, Massachusetts Institute of Technology), 2003, "The New Pessimism about Petroleum Resources: Debunking the Hubbert Model (and Hubbert Modelers)," p. 2 [URR=ultimately recoverable resources]

The work of the Hubbert modelers has proven to be incorrect in theory, and based heavily on assumptions that the available evidence shows to be wrong. They have repeatedly misinterpreted political and economic effects as reflecting geological constraints, and misunderstood the causality underlying exploration, discovery and production.

NEGATIVE BRIEF: DEPENDENCE ON FOREIGN OIL — NOT A PROBLEM

HARMS

1. No such thing as "dependence" on imported oil

William L. Anderson, (adjunct scholar at Mises Institute, teaches economics at Frostburg State Univ.), 4 Jan 2002, The Oil Dependency Myth, http://www.mises.org

It is not the United States with whom "foreign" oil producers do business, but, rather, individuals from this country. To say that the people of the United States are "dependent" upon foreign oil is also a misnomer. Individuals choose to purchase oil from overseas producers because such an action is preferable to other alternatives. I am "dependent" upon overseas oil in the same way that I am "dependent" upon Proctor & Gamble for my laundry detergent or the local butcher for my meat. (This is not to absolve the U.S. government for engaging in bad foreign policy in the hopes of convincing overseas producers to sell oil to Americans at cheap prices. My purpose is simply to point out the absurdity of saying that voluntary economic exchanges are acts of "dependence.")

2. No reason to worry about Middle East oil crisis

Bill Richardson (former Sec. of Energy) and Thomas McLarty III (formerChief of Staff for Pres. Clinton), "OPEC's clout isn't what it used to be," 4 Nov 2001, PERSPECTIVE, http://www.oilcrisis.com/debate/richardson.htm

The United States should not simply cut its ties with the Middle East — that would play directly into Osama bin Laden's hands — but our leaders can act in America's interest without fearing that they might precipitate an oil crisis. We should have little fear that our best interests can be detoured by others. We should, instead, feel free to pursue foreign policies that reward our closest and most trusted friends, that cultivate the values of democracy and freedom worldwide, and that boost U.S. prosperity and national security while also advancing global stability.

3. Another embargo won't happen: Oil producing countries won't cut their own throats

Peter Brownfeld, FOX News, 17 Oct 2003, "Experts Mull Threat of Another Oil Embargo," online

After the 1973 embargo, Arab nations saw demand for their product fall because of the volatility of supply. New, higher-cost oil fields were developed in the North Sea and elsewhere, conservation programs were implemented and new energy sources were explored. “There is an oil weapon and the Arab nations used it very effectively in 1973. It is called the ‘boomerang.’ It came back and cut their throats,” said former CIA Director James Schlesinger, who held that post during the embargo.

4. Oil embargo would have no impact

Jerry Taylor (Director of Natural Resource Studies at Cato Institute), & Peter VanDoren, 6 Dec 2001, "Oil Weapon Myth," http://www.cato.org/research/articles/taylor-011206.html (ellipses in original)

First, let's dispel the notion that we need to worry about an oil embargo directed at the United States. Once oil is in a tanker or refinery, there is no controlling its destination. During the 1973 embargo on the United States and the Netherlands, for instance, oil that was exported to Europe was simply resold to the United States or ended up displacing non-OPEC oil that was diverted to the U.S. market. Saudi oil minister Sheik Yamani conceded afterwards that the 1973 embargo "did not imply that we could reduce imports to the United States … the world is really just one market. So the embargo was more symbolic than anything else."

Jerry Taylor, "Cato Energy Expert Reacts to Kerry Proposal" 22 Jan 2002, Cato Institute, http://www.cato.org/new/01-02/01-22-02r.html

Nor can Persian Gulf nations single out the United States for economic punishment given the fact that oil, once in the world market, cannot be controlled by the producing nations.

5. Middle East instability not a problem for oil supplies

Ian Parry, PhD (economics) and Joel Darmstadter, 6 Feb 2004, "How Should Policymakers Respond to Growing U.S. Oil Import Dependence?" RESOURCES FOR THE FUTURE, http://www.rff.org

The Energy Information Administration and other mainstream bodies do not predict a rising trend in future oil prices over the next 20 years, and Middle East governments that did cut off their oil supplies would inflict considerable economic damage on themselves by forgoing a major revenue source.

6. Middle East politics not a problem for oil supplies

Prof. M.A. Adelman (economics, Mass. Inst. of Tech.), "The Real Oil Problem," Spring 2004, REGULATION, p. 19

Another tenet of conventional wisdom is that the United States' energy supply is precarious because we must buy oil from Middle Eastern nations who do not like us. This tenet is no more accurate than the other "wisdoms" we have considered so far. Most oil moves by sea, and ships can be diverted from one destination to another relatively easily. Moreover, much additional oil can be diverted from land shipment to sea. Hence, it is fairly easy to reroute shipments of oil from nations that have a sufficient supply to nations that are experiencing a shortage.

7. Oil prices don't cause recession

Alan Greenspan (Chairman, Federal Reserve), 28 June 2001, "Impact of energy on the economy," Economic Club of Chicago, http://www.federalreserve.gov/boarddocs/speeches/2001/200106282/default.htm

Obviously, caution is required in drawing generalizations from only three observations, and indeed many analysts do not place much credence in the link between oil prices and the business cycle. In part, this skepticism arises because the largely linear models that typically economists rely upon to track the ties between energy prices and gross domestic product do not signal a worrisome linkage. When simulated over periods with observed oil price spikes, the models do not show oil prices consistently having been a decisive factor in the subsequent economic downturns.

8. Oil prices don't hurt GDP

Ian W.H. Perry PhD. (economics) and Joel Darmstadter, Dec 2003, "The Costs of U.S. Oil Dependency," RESOURCES FOR THE FUTURE, p. 9 (GDP=Gross Domestic Product)

Indeed, looking at the behavior of GDP and oil prices during the most recent decade, one finds little evidence of a closely linked relationship. Of the 13 years 1990-2002, more than half exhibited an anomalous relationship between the two—small declines in GDP accompanying large declines in oil prices; trend-line growth in GDP in spite of large in creases in oil prices (see Figure 6). Most striking is the year 2000—oil prices rising by two-thirds, yet GDP growth is 3.7%.

9. Oil price volatility is not a problem

Sen. John Kyl (R-Ariz.), "Identifying the Causes of Rising Gasoline Prices," Republic Policy Committee, 1 June 2004, p.3

News travels the globe rapidly, and prices and commodities futures markets respond almost instantly to changes in market conditions. Transparency produces highly efficient markets, but it also increases volatility. Any attempt by the government to reduce the cost of transparency-induced volatility may well wipe out significant efficiency gains.

10. Oil imports have no meaningful impact at all

George L. Perry, Senior Fellow, Economic Studies, 24 Oct 2001, "The War on Terrorism, the World Oil Market and the U.S. Economy," BROOKINGS INSTITUTE, Analysis Paper #7, http://www.brookings.edu/views/papers/perry/20011024.htm

As a result of these different trends in consumption and production, imports have risen substantially and now provide half the U.S. oil supply.While that makes the United States more reliant than ever on imports, that reliance makes no meaningful difference to its exposure to crises in the oil market. Oil is freely traded around the world and cargoes get diverted to the highest bidder. So allowing for quality differences and transportation costs, oil is always available to the United States at the world price and, absent price controls, domestically produced oil sells at that same price.

11. Increased energy-efficiency today means oil disruptions won't cause impacts like in the 1970s

Ian Parry, PhD (economics) and Joel Darmstadter, 6 Feb 2004, "How Should Policymakers Respond to Growing U.S. Oil Import Dependence?" RESOURCES FOR THE FUTURE, http://www.rff.org

However on closer inspection the case for immediate and drastic measures to cut U.S. oil imports looks more questionable. For one thing, the oil intensity of gross domestic product (that is, the relationship between oil consumption and GDP) has declined by about 50% over the last three decades with improved energy efficiency and structural changes in the economy and these trends are projected to continue. This means that a given future oil price shock will cause less economic disruption, relative to the GDP.

12. There is no oil dependence problem and no plan could solve one anyway

Jerry Taylor, "Cato Energy Expert Reacts to Kerry Proposal" 22 Jan 2002, Cato Institute, http://www.cato.org/new/01-02/01-22-02r.html

Moreover, foreign oil dependency is not a real problem and energy independence is no solution. Even if every drop of oil we consumed came from wells in Texas and Oklahoma, a cut-back in Persian Gulf production would increase the price of domestic crude just as much as it would increase the price of foreign crude.

13. "Trade deficit" harm is a myth — does not cause unemployment

Daniel T. Griswold (associate director of the Cato Institute's Center for Trade Policy Studies), 21 Feb 2001, "America's Record Trade Deficit: A Symbol of Strength," http://www.cato.org/dailys/02-21-01.html

The unemployment rate on average fell 0.4 percentage points during years of rising deficits and rose 0.4 points when the deficit shrank. Manufacturing output rose much faster during years of rising trade deficits than during years of shrinking deficits. America's largest trade deficits in recent decades occurred during economic expansions, its smallest deficits during recessions.

INHERENCY

1. Status Quo is much more energy efficient than 30 years ago

BOB DAVIS and BHUSHAN BAHREE (Staff Reporters of THE WALL STREET JOURNAL), 17 Mar 2003, "How OPEC Keeps America Hooked on Imports of Oil," McGraw Hill's Economics Web Newsletter

The U.S. is far more energy-efficient than it was in 1973, when Arab nations cut off oil exports to the U.S. because of America's support for Israel during the October war. It takes about half as many barrels of oil to produce each $1 of economic output today as it did 30 years ago, according to Cambridge Energy Research Associates, a consulting firm.

2. Private sector already knows about oil risks and factors them into decision-making

Ian Parry, PhD (economics) and Joel Darmstadter, 6 Feb 2004, "How Should Policymakers Respond to Growing U.S. Oil Import Dependence?" RESOURCES FOR THE FUTURE, http://www.rff.org

And the case for forcing the private sector to consume less oil to reduce the costs of oil price shocks is not ironclad: at least to some extent individuals, and particularly firms, are aware about the risk of future energy price volatility and will already take into account the benefits of reducing exposure to price volatility when making choices about energy investments and conservation measures.

3. Diversification: US is pursuing oil in Russia to balance risks of Middle East

Gen. Charles W. Dyke (US Army, retired), "Recent Trends in US Policy in the Persian Gulf and Middle East and US Energy Policy," 19 Feb 2004, IEEJ Lecture, p.15

US-Russian energy issues have to do with the US pushing very hard for reliable access to energy produced by Russia to compensate for or to permit us to balance the risk that's associated with Persian Gulf resources.

Diversification: Other global sources reduce impact of Middle East dependence

Charli E. Coon, J.D., and James Phillips, "Strengthening National Energy Security by Reducing Dependence on Imported Oil," Heritage Foundation, 24 Apr 2002, http://www.heritage.org/Research/EnergyandEnvironment/BG1540.cfm

Additionally, over the past 25 years, non-OPEC supplies from Alaska's North Slope, Mexico, the North Sea, and the Caspian Basin all have exceeded oil production expectations. Expanding supplies of oil from these regions would further enable the United States to reduce its import vulnerability from the Middle East and improve the nation's energy security.

SOLVENCY

1. No way to predict reduction in oil dependence — Measurements of oil dependence are rubbish

Prof. Anthony H. Cordesman, 26 Apr 2001, Center for Strategic and International Studies, "Energy Policy and Energy Analysis," p. 1

Any emphasis on trying to increase US domestic energy production to reduce US dependence on oil imports is dependent on how realistic our measures are of what that dependence is. Unfortunately, our present methods of estimation are so out of date that they are little more than sophisticated analytic rubbish.

2. No way to measure oil dependence reduction because we don't measure oil used in imported manufactured goods

Prof. Anthony H. Cordesman, 26 Apr 2001, Center for Strategic and International Studies, "Energy Policy and Energy Analysis," p. 1-2

We have no idea of our true current dependence on energy imports — which must include the energy used to make what we import. We have no idea of where we are going or how to address the scale of our future import dependence. Virtually all forecasts call for a major increase in manufactured imports from East and South Asia, almost all of which depend on the increased export of oil and gas from the Gulf.

3. Government is the problem, not the solution

Tom Finnigan, 5 Jan 2004, "Kill the Energy Bill and the DOE," Citizens Against Government Waste, http://www.cagw.org/site/News2?page=NewsArticle&id=7377&JServSessionIdr012=5wt3bfv6l5.app5b

Fiscal conservatives who blame pork for taking the place of a national policy miss a larger point: We don't need a national energy policy! The only way to strengthen infrastructure, supply, and security is to eliminate the DOE and move toward full privatization of the energy market.

4. No such thing as "sustainable" energy

H. Sterling Burnett, SANDIEGO UNION TRIBUNE, 28 May 2004, http://www.signonsandiego.com/uniontrib/20040528/news\_lz1e28burnett.html

It is true that in the long run, an economy that uses petroleum as a primary energy source is not sustainable. However, sustainability is a chimera. Every technology since the birth of civilization has been replaced as people devised better and more efficient technologies.

5. Long-term energy policies are foolish — impossible to predict what is needed in the future

H. Sterling Burnett, SANDIEGO UNION TRIBUNE, 28 May 2004, http://www.signonsandiego.com/uniontrib/20040528/news\_lz1e28burnett.html

The history of energy use is largely one of substitution. From wood and whale oil in the 19th century, to coal by the 1890s. Coal remained the world's largest source of energy until the 1960s. No one can predict the future, but the world contains enough oil to last beyond 2100. Only fools would try to anticipate what energy sources our descendants will use that far in the future.

6. Policy capture: Government energy policies are captured by special interests and just waste money

Thomas R. Stauffer (Washington, DC-based engineer and economist who has taught the economics of energy and the Middle East at Harvard University and Georgetown Univ. School of Foreign Service), WASHINGTON REPORT ON MIDDLE EAST AFFAIRS, June 2003, http://www.wrmea.com/archives/june2003/0306020.html

Oil imports are higher today than before, in spite of the imposing array of subsidies or forced technologies designed to increase U.S. energy production and cut consumption. No overview of these costs has been compiled. Identifiable costs come to $285 billion, but the grand total is certainly very much higher. A reasonable estimate is at least one trillion dollars, but only part of that can be documented. While the subsidies were inevitably justified in the interests of national security, the projects and programs were in most cases captured and co-opted by domestic lobbies.

7. Eliminating all Persian Gulf oil imports would make no difference

Jonathan Weisman, Washington Post Staff Writer, 4 June 2004, "Bush, Kerry Chasing Oil Impossible Dream? " WASHINGTON POST, Page A09

Laudable as it sounds to wean the United States from the 2.3 million barrels of oil that the country imports from the Persian Gulf every day, many energy policy experts say the goal may be pointless. Oil prices are set on the world market, and even if the United States is no longer importing a drop of petroleum from the Middle East, it would be just as prone to price shocks as it is today.

DISADVANTAGES

1. Every dollar spent on energy independence is wasted

Prof. M.A. Adelman (economics, Mass. Inst. of Tech.), "The Real Oil Problem," Spring 2004, REGULATION, p. 19

The real moral is this: It does not matter how much oil is produced domestically and how much is imported. Presidents may declare that there is an "urgent need" to cut imports and boost "energy independence" — no one ever lost political support by seeing evil and blaming foreigners. The facts are less dramatic. Imports do not make any importer "dependent" on any particular exporter, or even all of them taken together. Therefore, direct or indirect spending to reduce imports is a waste of resources.

2. Trade deficit turnaround: Best policy is to ignore the trade deficit

Daniel T. Griswold (associate director of the Cato Institute's Center for Trade Policy Studies), 21 Feb 2001, "America's Record Trade Deficit: A Symbol of Strength," http://www.cato.org/dailys/02-21-01.html

The best policy is to ignore the trade deficit, however large it may now seem, and concentrate on maintaining a strong and open domestic economy that welcomes foreign investment. As long as investors world-wide see the United States as a safe and profitable haven for their savings, the trade deficit will persist, and Americans will be better off because of it.

NEGATIVE BRIEF: OIL SPILLS — NOT A PROBLEM

(Can also be used by Affirmatives in response to Oil Spill disadvantages)

HARMS

1. 46% of total oil pollution is natural, not man-made (180 million vs. 210 million gallons/year)

Andrew C. Revkin, NEW YORK TIMES, "Offshore Oil Pollution Comes Mostly as Runoff, Study Says," 24 May 2002, http://www.nytimes.com/2002/05/24/national/24OIL.html?ex=1090123200&en=914ee7e145b1fb72&ei=5070

The [National Research Council] report also said more work should be done to understand the effect of oil seeping naturally from underwater deposits in the ocean. Humans release about 210 million gallons of petroleum a year into the seas, the report said, while natural seepage adds 180 million gallons.

2. Most man-made oil pollution is not from the oil industry

Andrew C. Revkin, NEW YORK TIMES, "Offshore Oil Pollution Comes Mostly as Runoff, Study Says," 24 May 2002, http://www.nytimes.com/2002/05/24/national/24OIL.html?ex=1090123200&en=914ee7e145b1fb72&ei=5070

Most oil pollution in North American coastal waters comes not from leaking tankers or oil rigs, but rather from countless oil-streaked streets, sputtering lawn mowers and other dispersed sources on land, and so will be hard to prevent, a panel convened by the National Academy of Sciences says in a new report.

3. Oil tanker spills are insignificant

National Research Council, National Academy of Sciences, "Oil in the Sea III", 2003, Chap 3: Input of Oil to the Sea, p. 65

Spillage from vessels in U.S. waters during the 1990s declined significantly as compared to the prior decade, and now represents less than 2 percent of the petroleum discharges into U.S. waters.

4. Amount of oil spilled does not directly link to biological impact

National Research Council, National Academy of Sciences, "Oil in the Sea III", 2003, Chap 2: Understanding the Risk, p. 22

The reader is therefore strongly cautioned against inferring impacts from the mass loading rates. For instance, one might be tempted to calculate the “*Exxon Valdez*-equivalence” by comparing the quantity of petroleum released from a specific source to that released during the *Exxon Valdez* spill and then concluding that the impact of the petroleum release will be a corresponding multiple of the *Exxon Valdez* impact. This is a flawed analysis. Ecotoxicological responses are driven by the dose of petroleum hydrocarbons available to an organism, not the amount of petroleum released into the environment.

5. Oil exploration & extraction are only 3% of all oil spilled

Editorial Staff, Environment News Service, May 28, 2002, "It's Not So Slick When Oil Ends Up in the Sea," http://www.apo-observers.org/ObsNewsArchive/news\_6-10-02.html

Oil exploration and extraction are responsible for only three percent of the petroleum that enters the sea, with their effects concentrated where oil drilling rigs are at work in the Gulf of Mexico and in waters off southern California, northern Alaska, and eastern Canada.

6. Actual impact of oil in water is impossible to determine

National Research Council, National Academy of Sciences, "Oil in the Sea III", 2003, Chap 2: Understanding the Risk, p. 22

In short, the processes of bioavailability, including petroleum fate and transport in the coastal ocean and disposition within marine organisms, are the most complex and least understood aspects of oil in the sea. Although there is a reasonable understanding of the amount of petroleum hydrocarbons released to the coastal ocean, and one can estimate the impact of spilled petroleum under previously studied conditions, generalizing these findings to predict hydrocarbon impacts from all sources on North American coastal waters is currently not possible.

7. Oil spills have no long-term environmental impact

Ciaran Giles, Associated Press, 13 Nov 2003, "A year after an oil spill, Spain's beaches look clean but debate rages over environmental threat"

David Page, a biochemistry professor at Bowdoin College in Maine and an expert on the Exxon Valdez spill, said there's no scientific proof oil spills cause long-term damage to the sea. "Because petroleum breaks down naturally, our experience of these major spills is that several years later, 95 to 99 percent of the impact zone is doing what it did before the spill," he said.

INHERENCY

1. Double-hulled tanker law is already preventing spills

Environmental Literacy Council, "Prestige Oil Spill," 19 Nov 2002 http://www.enviroliteracy.org/subcategory.php/217.html

Under the law, by 2015 all tankers operating in US waters must be double-hulled, so that if the outer hull is breached the inner hull will contain the fuel. The legislation has been effective; there have been fewer spills since 1989. Another factor increasing tanker safety is improved navigation equipment such as global positioning systems.

SOLVENCY

1. Reducing human spills doesn't solve: nature spills more oil into the Gulf of Mexico than man does

Robert Cooke, Staff Writer, NEWSDAY, 16 Apr 2002, "Oil Fields Free Refill," http://www.papillonsartpalace.com/oil.htm (brackets added)

It has long been known by geologists and oil industry workers that seeps exist. In Southern California, for example, there are seeps near Santa Barbara, at a geologic feature called Coal Oil Point. And, [LSU marine geologist Harry] Roberts said, it's clear that "the Gulf of Mexico leaks like a sieve. You can't take a submarine dive without running into an oil or gas seep. And on a calm day, you can't take a boat ride without seeing gigantic oil slicks” on the sea surface. Roberts added that natural seepage in places like the Gulf of Mexico "far exceeds anything that gets spilled” by oil tankers and other sources.

NEGATIVE BRIEF: OPEC — STATUS QUO IS FINE, FIGHTING OPEC WOULD BE WORSE

HARMS

1. OPEC announcements have no impact: countries produce how ever much oil they want

Jerry Taylor (director of natural resource studies at the Cato Institute) and Peter Van Doren (editor of Regulation magazine published by Cato) , "OPEC in the Dock," 3 June 2004 http://www.cato.org/dailys/06-03-04.html

Recent OPEC announcements about cartel production quotas have little relationship to decisions made by OPEC members. Last March, for instance, OPEC announced a 4.1 percent cut in oil production, causing great consternation throughout the industrialized world. But no such cut ever materialized.

2. Demand drives oil prices, not OPEC

Jerry Taylor (director of natural resource studies at the Cato Institute) and Peter Van Doren (editor of Regulation magazine published by Cato) , "OPEC in the Dock," 3 June 2004 http://www.cato.org/dailys/06-03-04.html

Regardless, the current oil price increase is not the result of OPEC production restraint. World oil production has actually increased by 7.6 percent from 2002 through February 2004 (the latest date for which we have reliable data), with OPEC production up 10 percent over that same period. Unlike the oil price spikes of 1973, 1979, and 1990, this is a demand-induced price shock. Global economic recovery has stepped-up consumer appetite for oil and nowhere has this appetite grown as fast as it has in China.

3. OPEC ultimately not in control of oil price changes

Jerry Jordan (Chairman of the Board, Independent Petroleum Assoc. of America), "Energy Shortages In An Energy Rich America—Why?" 3 Feb 2003, http://healthandenergy.com/energy\_shortages\_why.htm

It is equally important to recognize that while all of these factors influence the ultimate prices of oil and natural gas, it is the commodity markets that have the final say. The role of these markets has emerged from a minor factor in the mid-1980s when oil and natural gas trading began to the dominant force today. While many people want to point toward OPEC or big oil, the ultimate price maker is the trading floor of the commodity markets. This has added a new volatility to oil and natural gas prices.

4. OPEC only controls 29% of world oil

Ayanda Shezi and Sally Evans, Business Day (Johannesburg), 29 June 2004, "Opec plays for Survival as Oil Prices Tempt Its Rivals," http://allafrica.com/stories/200406290329.html

The Middle East, home to the largest Opec producers, accounts for a total of 29% of world production, North America accounts for 20%, while the remaining 51% of production is dispersed across the globe.

5. No harm to oil prices from OPEC imports

Paul C Nagy, 23 Feb 2002, "OPEC, Oil, and Energy Economics 101" CAPITALISM magazine, http://www.capmag.com/article.asp?id=1437

We are importing a large percent of our oil because the Arabs are willing to sell it to us cheaper than we can get it out of the ground here. We also export massive amounts of oil ourselves that we trade with Japan for "environmentally friendlier" oil and our known reserves are quite substantial, but why should we go after it when we can buy it so cheap? In real dollars, oil is as cheap as it has ever been.

INHERENCY — Status Quo mechanisms solve for OPEC

1. OPEC will self-destruct if left to themselves

Prof. M.A. Adelman (economics, Mass. Inst. of Tech.), "The Real Oil Problem," Spring 2004, REGULATION, p.21

The OPEC nations' model is King Philip II of Spain, the richest king in Europe, who went broke the most often. He spent his vast mineral revenues to support bad habits, and buy glory. When a year's revenues were low, he borrowed against the following year's income. That behavior ruined Spain then, and it is ruining the OPEC nations now.

2. Non-OPEC oil producers compensate for OPEC price/production changes

Donald Ratajczak, 1 Oct 2003, "The Economic Outlook," BUSINESS QUEST (journal of applied topics in business & economics), Richards College of Business, Univ. of West Ga.)

Also, any price increase will encourage other producers, from Colombia, Vietnam, Russia, some of the republics of the former Soviet Union, and even China to raise their petroleum production. Though initially small, this supply response will increase the longer oil prices are being propped up by production cutbacks in OPEC.

3. Market forces solve: OPEC's power to raise prices is limited

Ayanda Shezi and Sally Evans, Business Day (Johannesburg), 29 June 2004, "Opec plays for Survival as Oil Prices Tempt Its Rivals," http://allafrica.com/stories/200406290329.html

Economists say, however, if the cartel keeps prices at a persistently high level, non-Opec countries could increase their own oil production." If the cartel makes prices too high, it could become irrelevant," Chris Hart, treasury economist at Absa, says.

4. OPEC's power is already declining in the Status Quo

Maj. Gregory A. Hermsmeyer (US Air Force), OIL, SECURITY, AND THE POST-9/11 WORLD, US Naval War College, Jan 2003, p. 12

Furthermore, the power of the OPEC, which is dominated by Saudi Arabia and other Arab producers, has waned with the rise of non-OPEC suppliers in Mexico, the North Sea, the Atlantic Basin, and the former Soviet Union. The OPEC share of output has declined from 74 percent of world output in 1977 to less than 52 percent two decades later.

DISADVANTAGES

1. Responding to OPEC with more expensive energy sources causes more harm than good

Paul C Nagy 23 Feb 2002, "OPEC, Oil, and Energy Economics 101" CAPITALISM magazine, http://www.capmag.com/article.asp?id=1437

Why should we hamstring our economy for the remote possibility of OPEC making a suicidal decision to destroy its best customer? As we struggled with the resulting higher energy costs and depressed economy, our foreign competitors would reap the advantages of lowered energy costs.

2. Terrorism: Reducing Arab oil imports = terrorist takeover in Saudi Arabia

Jerry Taylor (Director of Natural Resource Studies at Cato Institute) and Peter VanDoren, 6 Dec 2001, "Oil Weapon Myth," http://www.cato.org/research/articles/taylor-011206.html

But if we could stick to such an economic diet, wouldn't using less oil reduce Arab oil revenues and thus prove a useful patriotic act? It's hard to see how. Declining oil revenues increase instability in moderate Arab states and thus make more likely bin Laden takeovers in countries such as Saudi Arabia.

3. OPEC Dollar/Euro Conversion = Total collapse of the US economy

A. UNIQUENESS: Status Quo oil market is based on the Dollar

Global oil trade based in dollars

Kathy Lien , Francois Nembrini , Gary Fischer , (Research Team) Forex Capital Markets LLC, "HOW WILL CURRENCIES BE AFFECTED BY RISING OIL PRICES," 21 May 2004 http://www.fxstreet.com/nou/content/106720/content.asp?menu=market

The global oil trade is currently based in dollars. This means that US is the only country in the world that incurs no currency risk when it deals in the oil market.

Dollar-based oil trade good for U.S.

Kathy Lien , Francois Nembrini , Gary Fischer , (Research Team) Forex Capital Markets LLC, "HOW WILL CURRENCIES BE AFFECTED BY RISING OIL PRICES," 21 May 2004 http://www.fxstreet.com/nou/content/106720/content.asp?menu=market

The dollar-based global oil trade gives the United States free reign to print dollars without sparking inflation — it allows the US to fund huge expenses on wars, military build-ups, and consumer spending, as well as cut taxes and run up huge trade deficits. Almost two-thirds of the world's currency reserves are kept in dollars, since oil importers pay in dollars and oil exporters tend to keep their reserves in dollars. This effectively provides the U.S. economy with an interest-free loan, as these dollars can be invested back into the U.S. economy with zero currency risk.

B. BRINK: OPEC countries are on the edge of switching from the Dollar to the Euro

OPEC is considering switching to Euro

Patrick Brethour, GLOBE AND MAIL (Canada newspaper), 12 Jan 2004, "OPEC mulls move to euro for pricing crude oil," http://www.globeandmail.com/servlet/story/RTGAM.20040112.wopec0112/BNStory/Business

OPEC is considering a move away from using the U.S. dollar — and to the euro — to set its price targets for crude oil, the highest-profile manifestation of the debilitating effect of depreciation on the greenback's standing as the currency of international commerce.

OPEC considering switch to Euro

Hazel Henderson (economist, syndicated columnist and consultant on sustainable development), 12 May 2003, "Iraq, the Dollar and the Euro," Commission on Globalisation, http://www.commissiononglobalization.org/community/may2003-hazelhenderson.htm

OPEC may decide to officially re-denominate their oil in euros (since most of the organization’s customers are in Europe anyway). OPEC economists have been considering this “no-brainer” scenario for sound financial reasons — even though they feared U.S. wrath and retaliation.

Iran and Saudi Arabia considering switch to Euro

Kathy Lien , Francois Nembrini , Gary Fischer , (Research Team) Forex Capital Markets LLC, "HOW WILL CURRENCIES BE AFFECTED BY RISING OIL PRICES," 21 May 2004 http://www.fxstreet.com/nou/content/106720/content.asp?menu=market

Iran for example, the world's 5th largest oil exporter, has also debated a move into euros. After the war in Iraq, there has been growing debate in the United States' longtime ally Saudi Arabia on possibly switching as well — though its government has not come down firmly on one side or the other.

C. LINK: Upsetting OPEC or Saudi Arabia will trigger dollar/euro conversion

Saudi Arabia can do it to punish the U.S.

Dr. Bulent Gokay, (Senior Lecturer in International Relations and Director of European Studies Programme, Keele University, England) "War in Iraq, 'petro-dollar' and the challenge by euro," Middle East Information Center, 30 Apr 2004, http://middleeastinfo.org/article4398.html (brackets in original)

Some in Saudi Arabia have called for switching to the euro as “a more effective punishment [than an oil embargo] for the United States, Israel’s principal source of financial and political support”.

OPEC will switch to Euro if the U.S. tries to break OPEC power

Hazel Henderson (economist, syndicated columnist and consultant on sustainable development), 12 May 2003, "Iraq, the Dollar and the Euro," Commission on Globalisation, http://www.commissiononglobalization.org/community/may2003-hazelhenderson.htm

Thwarting Bush's global dollar diplomacy and its designs on breaking OPEC's oil pricing power, provide additional reasons for OPEC to switch to payments in euros. This would mean that the US would have to buy euros with dollars before it could buy OPEC oil.

U.S. relationship with Saudi Arabia is critical to the dollar/oil pricing policy

Faisal Islam, THE OBSERVER (British newspaper), "When will we buy oil in euros? " 23 Feb 2003, http://observer.guardian.co.uk/print/0,3858,4611300-102271,00.html

Last year the former US Ambassador to Saudi Arabia told a committee of the US Congress: 'One of the major things the Saudis have historically done, in part out of friendship with the United States, is to insist that oil continues to be priced in dollars. Therefore, the US Treasury can print money and buy oil, which is an advantage no other country has. With the emergence of other currencies and with strains in the relationship, I wonder whether there will not again be, as there have been in the past, people in Saudi Arabia who raise the question of why they should be so kind to the United States.'

D. IMPACTS: OPEC conversion to Euro would be an economic disaster

U.S. currency collapse

Allston Mitchell, TISCALI EUROPE, "OPEC and the Euro," 2 Feb 2004, http://europe.tiscali.co.uk/index.jsp?section=Current%20Affairs&level=preview&content=169132 (brackets added)

*S*uch a switch [of oil to the euro] would not appear on the surface to be so vitally important but considering that American economic and military might depends so heavily on two factors; the role of the dollar as international reserve currency and the use of the dollar for oil purchases on the international market, such a switch might make the US Treasury nabobs begin to twitch. Take away these two pillars and the house crumbles, some even going so far as to say that the United States would be transformed into a North American Argentina, drowning in debt with a currency devalued by about 40%.

U.S. economic catastrophe

F. William Engdahl (Chief Economist, Pacific Tech Bridge., Ltd.), "A New American Century? Iraq and the hidden euro-dollar wars," 9 Apr 2003, CURRENT CONCERNS

The ‘weapon of mass destruction’ was the threat that others would follow Iraq and shift to euros out of dollars, creating mass destruction of the United States’ hegemonic economic role in the world. As one economist termed it, an end to the dollar reserve role would be a ‘catastrophe’ for the United States. Interest rates of the Federal Reserve would have to be pushed higher than in 1979 when Paul Volcker raised rates above 17% to try to stop the collapse of the dollar then.

Total U.S. economic collapse

Geoffrey Heard, "Not Oil, But Dollars vs. Euros " GLOBAL POLICY FORUM, Mar 2003, http://www.globalpolicy.org/nations/sovereign/dollar/2003/03oil.htm

This debate is not about whether America would suffer from losing the US dollar monopoly on oil trading — that is a given — rather it is about exactly how hard the USA would be hit. The smart money seems to be saying the impact would be in the range from severe to catastrophic. The USA could collapse economically.

NEGATIVE BRIEF: RUNNING OUT OF OIL? — NO

We're not on the brink of declining supply — oil supplies are greater now than 30 years ago

The Economist (British magazine), "Special Report — OPEC," 25 Oct 2003, p. 62

Thanks to advances in exploration technology, there are more proven reserves of conventional oil today than there were three decades ago. What is more, even if the stuff starts to grow scarce some decades hence, there are great quantities of unconventional oil (such as Canada's tar sands) still to be extracted.

No immediate crisis — plenty of time to adapt to oil supplies in the future

Verne Kopytoff, San Francisco Chronicle ( Staff Writer) "Peering into Oil's Future," 21 Mar 2004, http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2004/03/21/RESERVES.TMP&type=printable

Pete Stark, vice president of industry relations for IHS Energy, agrees with the Energy Information Administration that there is no immediate crisis. Production won't crest until at least 2020, and probably much later, he said. "We don't see it as much of a peak, but more of a plateau," Stark said. "It's not a calamitous situation. It's one we have time to adjust to."

Oil supplies are not declining — they're rising faster than demand

Michael Fumento, "Is the Oil Spigot Running Dry?" Scripps Howard News Service, 6 May 2004, http://209.157.64.200/focus/f-news/1131327/posts

Certainly supply isn't declining yet. "Proved" oil reserves increased from 677 billion barrels in 1982 to 1048 billion in 2002, a 55 percent increase. ("Proved" means quantities that with reasonable certainty can be recovered from known reservoirs under existing economic and operation conditions.) Meanwhile worldwide consumption increased only 13 percent. That's not a particularly spooky trend.

Proven oil reserves are rising faster than demand

Environmental Literacy Council, "Are We Running Out of Oil?" 2004, http://www.enviroliteracy.org/subcategory.php/252.html

Despite the continued growth in global consumption of petroleum, proven oil reserves have increased steadily over the past twenty years, in large part because oil companies have revised their estimates of reserves in known fields. According to the Oil & Gas Journal’s production estimates, during the period of 1970 to 2000, 680 Gb of oil was produced, but 980 Gb of reserves were added. Under old technologies, oil companies could only retrieve about 35 percent of the oil in place; with enhanced technologies, including directional drilling, companies have increased that amount and with new technologies, it is believed that it is possible to extract up to 65 percent of the oil in the field.

Current consumption is sustainable for 106 years

Verne Kopytoff, San Francisco Chronicle Staff Writer, "Peering into Oil's Future," 21 Mar 2004 http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2004/03/21/RESERVES.TMP&type=printable

[Vice president of industry relations for IHS Energy, Peter] Stark, from IHS Energy, was sanguine about doomsday scenarios. Even in the improbable event that no new oil is discovered, he said, the world can continue consuming existing reserves at the current pace for another 106 years.

History is full of failed predictions of running out of oil:

Running out of oil in the 1920s

Verne Kopytoff, San Francisco Chronicle Staff Writer "Peering into Oil's Future," 21 Mar 2004 http://www.sfgate.com/cgi-bin/article.cgi?file=/c/a/2004/03/21/RESERVES.TMP&type=printable

Historically, researchers have been woefully inept at predicting a permanent decline in global oil production. They have made dire forecasts since at least the 1920s, only to eat crow as pumping increased.

Running out of oil in 1855, before the first well was drilled

Michael Fumento, "Is the Oil Spigot Running Dry?" Scripps Howard News Service, 6 May 2004, http://209.157.64.200/focus/f-news/1131327/posts

In 1914, the U.S. Bureau of Mines predicted American oil reserves would last merely a decade. In both 1939 and 1951, the Interior Department estimated oil supply at only 13 years. "We could use up all of the proven reserves of oil in the entire world by the end of the next decade," declared Pres. Jimmy Carter gloomily in 1977. In fact, the earliest claim that we were running out of oil dates back to 1855 — four years before the first well was drilled!

If reserves are down, it's because the price incentive isn't enough to extract the oil (not because the oil doesn't exist)

Environmental Literacy Council, "Are We Running Out of Oil?" 2004, http://www.enviroliteracy.org/subcategory.php/252.html

Moreover, three and four dimensional seismic exploration technology has led to revised estimates of oil that can be economically extracted. Reserves are defined by economic as well as geological considerations; one reason that reserves increase is that companies do not invest funding in exploration and enhanced recovery until there is a demand and the prices of oil warrants the expenditure. In constant dollars, the cost of gasoline is less than it was a century ago; currently oil companies lack the incentive to invest significant amounts in risky oil exploration activities.

Canadian oil sands will supply 1.7 trillion barrels whenever the price gets high enough

Michael Fumento, "Is the Oil Spigot Running Dry?" Scripps Howard News Service, 6 May 2004, http://209.157.64.200/focus/f-news/1131327/posts

Further, the "nice aspect" of high oil prices, if those driving around in gas-slurping SUVs will forgive the term, is that they are the greatest motivator for discovering and exploiting new reserves. This includes Canada's oil sands, containing a tar-like substance convertible to oil. These hold an estimated 1.7 trillion barrels of petroleum, of which 255 billion barrels (about equal to the entire proved oil reserves of Saudi Arabia) is currently considered recoverable. Because of reductions in production costs, some of this goop is already being extracted and sold. But if oil prices remain anywhere near current levels, oil sand development will replace hockey as Canada's national obsession.

OPEC estimates of remaining oil reserves are accurate

Leonardo Maugeri (senior VP for corporate strategies and planning for Eni corporation) Shell Game," 16 Feb 2004, NEWSWEEK, http://msnbc.msn.com/id/4402707/site/newsweek/

The skeptics respond that oil states are inflating their proven reserves. They note that OPEC states revised these estimates upward in the 1980s, apparently to gain higher quotas within the cartel. But in earlier decades, Western oil companies had dominated Middle East oilfields and had deliberately underestimated reserves in order to justify restraining output, which kept prices high. After states like Saudi Arabia and Iraq nationalized oil, they did raise the estimated size of reserves. This was a correction, not a conspiracy.

Shell Oil Company numbers don't prove shortage of oil

Leonardo Maugeri, SCIENCE MAGAZINE, 21 May 2004, "Oil: Never Cry Wolf—Why the Petroleum Age Is Far from over"

This financial pressure partly explains recent proven reserve downgrading by some oil companies, starting with the amazing cuts announced by the "supergiant" Shell Group. Indeed, this Anglo-Dutch oil company has not lost its resources. This picture has nothing to do with physical scarcity of oil.

Oil won't peak until 2060 and there will be no dramatic drop-off after that

Prof. Peter R. Odell, (emeritus, of International Energy Studies, Erasmus Univ., Rotterdam) 21 May 2003, Lecture at NOGEPA's Annual Luncheon/Oranje Nassau BV's Natural Gas Book Launch, p. 10

The designated peak of production in about 2060 can, however, be interpreted as being both later and lower than it would otherwise have been in the absence of competition from other energy sources. As a consequence of the latters' steadily improving competitive position vis a vis oil in the first half of the 21st century, the subsequent decline rate in oil supply after 2060 will be realtively slow.

Status Quo will solve for oil supplies long before they run out

Leonardo Maugeri (senior VP for corporate strategies and planning for Eni corporation) Shell Game," 16 Feb 2004, NEWSWEEK, http://msnbc.msn.com/id/4402707/site/newsweek/

The real limit on oil supply has nothing to do with scarcity. Just as wood gave way to coal long before forests were exhausted, and coal gave way to oil before the mines ran low, so oil will be overtaken by alternatives that prove more convenient and cost-effective. Already, natural gas is replacing oil in some industries. Yet there is no reason to believe the end will arrive as a sudden, seismic event. Just as the Stone Age did not end for a sudden lack of stones, the oil age will not end for lack of oil.

Refinery capacity is the cause of shortages, not running out of oil

Federal Reserve Bank of Atlanta, EconSouth (Third Quarter 2002) "Are We Running Out of Oil?" http://www.frbatlanta.org/invoke.cfm?objectid=AB4F965E-E58D-4568-BCA4889D6E63C374&method=display

Currently oil is in plentiful supply (see chart 2), and the world is in no immediate danger of running out of this resource. The United States’ inability to convert crude oil into usable product, however, may have played a significant role in the run-up in domestic oil and gasoline prices during the summer of 2000 and again in 2001. Refinery capacity has lagged behind demand in the United States, with existing refineries running at full or nearly full capacity since the late 1990s.

Environmental regulations cause shortages, not oil supply problems

Federal Reserve Bank of Atlanta, EconSouth (Third Quarter 2002) "Are We Running Out of Oil?" http://www.frbatlanta.org/invoke.cfm?objectid=AB4F965E-E58D-4568-BCA4889D6E63C374&method=display

When U.S. oil prices spiked in the summer of 2001, the situation wasn’t really an oil-supply problem. Even if more oil had arrived on U.S. shores, there was no easy way to convert it into gasoline. And varying environmental constraints on emissions meant that refined gasoline in surplus areas couldn’t always be transferred to where it was needed. For example, oil refined in Texas could not necessarily be shipped to places like Chicago because the Texas refining process might not be compatible with Chicago’s emission requirements.

NEGATIVE BRIEF: TERRORISM

[Affirmative cases may claim increased terrorism as a harm or reduced terrorism as an advantage of various oil/energy policies. This brief provides evidence that terrorism has other causes and that energy policies could actually make things worse.]

HARMS

Can't generalize about the causes of terrorism

Prof. Alon Ben-Meir (International Relations, NY Univ.), United Press International, 8 June 2004, "Defeating terrorism"

We all agree that acts of terror, regardless of their source, are despicable, but in its eagerness to stop them, the current administration has failed to understand that not all terrorists are motivated by the same cause. The reality is that although many terrorist organizations sympathize with one another and often cooperate, exchange information, and offer training, each Islamic terrorist group has its own domestic agenda.

SOLVENCY

Can't solve terrorism without solving Israeli-Palestinian crisis

Prof. Alon Ben-Meir (International Relations, NY Univ.), United Press International, 8 June 2004, "Defeating terrorism"

An equitable solution to the Arab-Israeli conflict, particularly the Israeli-Palestinian crisis, is linked directly and indirectly to diminishing international terrorism. It is an illusion to suggest that we can win the campaign against terrorism without finding a solution to the Arab-Israeli conflict acceptable to all parties.

Affirmative policies are hopeless: Arab-Islamic societies are all doomed to terrorism from internal failure

Charles Hill (research fellow, Hoover Institute), "The Myth and Reality of Arab Terrorism," HOOVER DIGEST, Spring 2002

Every regime of the Arab-Islamic world has proved a failure. Not one has been able to provide its people with realistic hopes for a free and prosperous future. The regimes have found no way to respond to their people’s frustration other than by a combination of internal oppression and propaganda to generate rage against external enemies. Religiously inflamed terrorists take root in such soil. Their threats extort facilities and subsidies from the regimes that increase their strength and influence. The result is a downward spiral of failure, fear, and hatred.

Fuel consumption doesn't cause terrorism — the root cause is hatred

Patrick J. Michaels (senior fellow in environmental studies ), "Energy Illogic," 8 Dec 2001,Cato Institute, http://www.cato.org/dailys/12-08-01.html

We didn't cause Sept. 11 by driving cars. Pure out-and-out hatred did, and hatred, too, knows no logic.

Solvency turnaround: Terrorism isn't caused by oil — letting Al-Quaeda control oil would reduce oil dependence

Patrick J. Michaels (senior fellow in environmental studies ), "Energy Illogic," 8 Dec 2001,Cato Institute, http://www.cato.org/dailys/12-08-01.html

Osama bin Laden is mad at the Saudis for allowing American troops on their soil, not for us using their oil. What he wants, instead, is for them to throw us out so he and his few friends could jack up the price of petroleum. If anything, that would reduce our dependence on their oil, assuming we had some substitutes.

Definition of US Energy Policy

US CODE, TITLE 42, CHAPTER 84, SECTION 7321 (www4.law.cornell.edu/uscode/42/7321.htm, accessed 15 June 2004)

Sec. 7321. — National Energy Policy Plan

(a) Preparation by President and submission to Congress; formulation and review

The President shall —

(1) prepare and submit to the Congress a proposed National Energy Policy Plan (hereinafter in this subchapter referred to as a ''proposed Plan'') as provided in subsection (b) of this section;

(2) seek the active participation by regional, State, and local agencies and instrumentalities and the private sector through public hearings in cities and rural communities and other appropriate means to insure that the views and proposals of all segments of the economy are taken into account in the formulation and review of such proposed Plan;

(3) include within the proposed Plan a comprehensive summary of data pertaining to all fuel and energy needs of persons residing in —

(A) areas outside standard metropolitan statistical areas; and

(B) areas within standard metropolitan statistical areas which are unincorporated or are specified by the Bureau of the Census, Department of Commerce, as rural areas.

(b) Biennial transmittal to Congress; contents

Not later than April 1, 1979, and biennially thereafter, the President shall transmit to the Congress the proposed Plan. Such proposed Plan shall —

(1) consider and establish energy production, utilization, and conservation objectives, for periods of five and ten years, necessary to satisfy projected energy needs of the United States to meet the requirements of the general welfare of the people of the United States and the commercial and industrial life of the Nation, paying particular attention to the needs for full employment, price stability, energy security, economic growth, environmental protection, nuclear non-proliferation, special regional needs, and the efficient utilization of public and private resources;

(2) identify the strategies that should be followed and the resources that should be committed to achieve such objectives, forecasting the level of production and investment necessary in each of the significant energy supply sectors and the level of conservation and investment necessary in each consuming sector, and outlining the appropriate policies and actions of the Federal Government that will maximize the private production and investment necessary in each of the significant energy supply sectors consistent with applicable Federal, State, and local environmental laws, standards, and requirements; and

(3) recommend legislative and administrative actions necessary and desirable to achieve the objectives of such proposed Plan, including legislative recommendations with respect to taxes or tax incentives, Federal funding, regulatory actions, antitrust policy, foreign policy, and international trade.

(c) Submission of report to Congress; contents

The President shall submit to the Congress with the proposed Plan a report which shall include —

(1) whatever data and analysis are necessary to support the objectives, resource needs, and policy recommendations contained in such proposed Plan;

(2) an estimate of the domestic and foreign energy supplies on which the United States will be expected to rely to meet projected energy needs in an economic manner consistent with the need to protect the environment, conserve natural resources, and implement foreign policy objectives;

(3) an evaluation of current and foreseeable trends in the price, quality, management, and utilization of energy resources and the effects of those trends on the social, environmental, economic, and other requirements of the Nation;

(4) a summary of research and development efforts funded by the Federal Government to forestall energy shortages, to reduce waste, to foster recycling, to encourage conservation practices, and to otherwise protect environmental quality, including recommendations for developing technologies to accomplish such purposes; and

(5) a review and appraisal of the adequacy and appropriateness of technologies, procedures, and practices (including competitive and regulatory practices) employed by Federal, State, and local governments and nongovernmental entities to achieve the purposes of the Plan.

(d) Consultation with consumers, small businesses, etc.

The President shall insure that consumers, small businesses, and a wide range of other interests, including those of individual citizens who have no financial interest in the energy industry, are consulted in the development of the Plan

OIL STATISTICS & FACTS

Total petroleum usage amount & breakdown

Ian W.H. Perry PhD. (economics) and Joel Darmstadter, Dec 2003, "The Costs of U.S. Oil Dependency," RESOURCES FOR THE FUTURE, p. 3

The United States consumes almost 20 million barrels of petroleum per day (MBD), or 7.2 billion barrels annually. Easily the most important use is the production of gasoline for motor vehicles, which accounts for 45% of petroleum products; distillate fuel oil (e.g. diesel fuel) accounts for 19%, liquefied petroleum gases 10%, aviation fuel 8%, and a variety of other uses combined 18%

Total US energy consumption & breakdown

Dr. Dominic J. Monetta, " Hydrogen — On the Clock!" 19 July 2004, H2CARSBIZ magazine, http://www.h2cars.biz/artman/publish/printer\_588.shtml

The problem for the U.S. is that waiting 25 years is *not an option because the United States consumes more energy than other country in the world consuming 90-100 quads annually*. (A quad is a unit of energy equal to a quadrillion (1015) British thermal units (BTU). One quad is also equal to 293 billion (109) kilowatt-hours, or, for fuels of average heating values, 183,000,000 barrels of petroleum, 38,500,000 tons of coal, or 980,000,000,000 (1012) cubic feet of natural gas.) Of the 97 quads the U.S. consumes America's electrical generation consumes 43% (consisting of 55% Coal, 20% Nuclear, 15% Natural Gas, 7% Hydro, 3% Bio and other) while U.S. imported Oil provides 25%. The electric power generation and imported oil combined used by the U.S. transportation sector represents almost 70% of all the energy used in the United States .

Import dependence — quantity

Ian W.H. Perry PhD. (economics) and Joel Darmstadter, Dec 2003, "The Costs of U.S. Oil Dependency," RESOURCES FOR THE FUTURE, p. 3

The United States currently imports 11.6 million barrels of petroleum per day, or 59% fo its consumption, compared with 23% in 1970 (Figure 3). There was a sharp fall in the oil-import fraction from the late 1970s to the mid 1980s as high prices encouraged an expansion of high-cost domestic production; however domestic production has been steadily losing ground to low-cost foreign suppliers since then as oil prices have fallen.

Import dependence — sources

Ian W.H. Perry PhD. (economics) and Joel Darmstadter, Dec 2003, "The Costs of U.S. Oil Dependency," RESOURCES FOR THE FUTURE, p. 3

Forty-seven percent of U.S. oil imports currently come from OPEC countries, and about half of OPEC imports come from the Persian Gulf, with Saudi Arabia being the dominant exporter. Canada and Mexico combined supply about half of non-OPEC imports to the United States.

Import dependence — trends

Charli E. Coon, J.D., and James Phillips, "Strengthening National Energy Security by Reducing Dependence on Imported Oil," Heritage Foundation, 24 Apr 2002, http://www.heritage.org/Research/EnergyandEnvironment/BG1540.cfm

Oil imports are projected to rise from 10.4 million barrels per day in 2000 to 16.6 million barrels per day in 2020. Oil imports from the Persian Gulf will almost double over the same period, rising from 2.2 million barrels per day in 2000 to 4.2 million barrels per day in 2020.

Definition of "proved reserves"

British Petroleum, Statistical Review of World Energy, 2004, http://www.bp.com/genericarticle.do?categoryId=111&contentId=2004175

Proved reserves of oil are generally taken to be those quantities that geological and engineering information indicates with reasonable certainty can be recovered in the future from known reservoirs under existing economic and geological conditions

Definition of "unproved reserves"

U.S. Dept. of the Interior — Minerals Management Service, May 2004, OCS Report, "Deepwater Gulf of Mexico 2004: America's Expanding Frontier," p. 3 (italics in original)

*Unproved reserves* can be estimated with some certainty (drilled and evaluated) to be potentially recoverable, but there is as yet no commitment to develop the field.

Definition of "Known Resources"

U.S. Dept. of the Interior — Minerals Management Service, May 2004, OCS Report, "Deepwater Gulf of Mexico 2004: America's Expanding Frontier," p. 3 (italics in original)

*Known Resources* in this report refer to discovered resources (hydrocarbons whose location and quantity are known or estimated from specific geologic evidence) that have less geologic certainty and a lower probability of production than Unproved Reserves catageory.

Total oil resources are much more than "proved reserves"

ExxonMobil Corporation, Submission sent to the European Commission, "Towards a European Strategy for the Security of Energy Supply," 28 Nov 2001, p. 5

It is important to recognise the difference between 'proved reserves' and the total resource base. Proven reserves do not take into account the large volumes of potential reserves in unexplored prospects. In magnitude these are generally estimated to be equivalent to the existing stock of proven reserves. For example in the early 1970's global proved oil reserves were estimated to be 700 billion barrels. Since then, almost 600 billion barrels have been produced. Yet today's estimate of proved oil reserves is close to 1100 billion barrels. Proven reserves do not define the extent of the remaining resource, merely the portion we know about.

SOURCE INDICTMENTS

Colin J. Campbell

Michael C. Lynch (Mass. Inst. of Technology), "CRYING WOLF: Warnings about oil supply," March 1998 http://sepwww.stanford.edu/sep/jon/world-oil.dir/lynch/worldoil.html

In 1997 and 1998, C. J. Campbell published a book and two Oil and Gas Journal articles which argued that the price of oil is about to increase, since most major oil producing nations outside the Middle East are reaching their depletion midpoints, after which production will decline, and decline sharply. Essentially this is the same argument from his 1989 and 1991 work, namely that oil production will imminently peak in all major countries outside the Middle East and global production cannot go much higher than the present amount. Since he is clearly using precisely the same methodology, and does not explain the failure of his earlier predictions, it appears that all he has done is update his data, increase his resource estimates and production forecasts, and move his production peaks higher and further out, exactly as Lynch (1996) contended would be necessary with this method.

Colin Campbell & Jean Laherrere

Michael C. Lynch (Research Affiliate, Center for International Studies, Massachusetts Institute of Technology), 2004, "The New Pessimism about Petroleum Resources: Debunking the Hubbert Model (and Hubbert Modelers)," p. 2 [URR=ultimately recoverable resources]

In any large, complex problem, there is typically a lot of conflicting evidence, and it is the proper role of a scientist to consider all of it, acknowledging that which doesn’t support the theory and attempting to explain it. The repeated failure of these authors do so implies that their work in general cannot be considered reliable. The varioius problems have a clear impact on the results of the forecasts generated by these modeleres, particularly Campbell and Laherrere.

Paul Ehrlich

L. Brent Bozell III, Cybercast News Service CNS News, "Those Crazy Predictions," 2 Jan 2001, http://www.cnsnews.com/bozellcolumn/archive/col20010102.asp (ellipses in original)

Paul Ehrlich has spent his career making erroneous predictions about the environment. In the ‘70s he said “hundreds of millions of people are going to starve to death.” In the ‘80s he saw worldwide famine and food riots. For the ‘90s he envisioned “massive extinction … drought, erosion and famine.” Ehrlich’s always wrong but no one wants to say it, least of all the television networks, which regularly give him a forum for his hysteria.

Richard Posner (Chief Judge, US 7th Circuit Court of Appeals), 11 Mar 2002, "Public Intellectuals: A Study in Delcine," http://www.cceia.org/viewMedia.php/prmID/130

For example, if a biologist in 1970 predicted that there would be food and water rationing in the United States by 1974 or that there would be mass worldwide famine by 1980, you do not have to know biology to know that the predictions were wrong. This was Paul Ehrlich, author of *The Population Bomb* and other books, an ecological alarmist.

David Goodstein (author: Out of Gas: The End of the Age of Oil)

David Goodstein (physicist, Cal. Tech. Univ.), quoted in interview with Brian Braiker, Newsweek (online), "Crude Awakening," 17 Feb 2004 (brackets added)

This is not my research field. I do research in a completely different field. I just thought that this was such an important problem that somebody ought to write a book about it. I am not an expert-there is no subject covered in that book [“Out of Gas: The End of the Age of Oil”] about which I know more than anybody else.

David Pimentel (ethanol critic)

Dr. Michael S. Graboski (Colorado School of Mines) & Dr. John McClelland (National Corn Growers Association), May 2002 , "A Rebuttal to 'Ethanol Fuels: Energy, Economics and Environmental Impacts' by D. Pimental," http://www.ethanolrfa.org/pubs.shtml#four

By using old data and questionable assumptions, Pimentel draws the wrong conclusion about corn agriculture, and the use of ethanol as it relates to sustainability and domestic energy policy.

Hart/IRI Research

Sen. Tom Daschle, quoted in "SENATE TURNS BACK FOUR ATTEMPTS TO UNDUE HISTORIC RFS AGREEMENT," Renewable Fuels Association, 29 Apr 2002, ETHANOL REPORT (ellipses in original, brackets added)

"The second myth… is that this RFS [Renewable Fuel Standard] is going to somehow increase the price of fuel. That assertion is made on the basis of one study done by Hart/IRI Research. What they do not tell you is that the Hart/IRI Research organization is funded in large measure by the methyl tertiary butyl ether industry, by the MTBE industry. This is not, let me emphasize, an independent review. Their study projects that the price would increase 4 to 10 cents a gallon. The Department of Energy said that the RFS requirement would mean less than 1 cent a gallon, nationwide one-half cent per gallon."

Sen. Chuck Hagel (R-Neb.), quotedin "EIA ANALYSIS AFFIRMS RFS HAS VIRTUALLY NO IMPACT ON GAS PRICES," 29 Apr 2002, ETHANOL REPORT

"The difference between the Hart/IRI analysis and the EIA analysis is not surprising. Hart/IRI is an MTBE consultant whose business depends on the continued existence of the MTBE industry. Since the fuels compromise bans MTBE, Hart/IRI has every incentive to exaggerate and misrepresent the cost impacts of the legislation."

Michael Moore

Jamie Glazov, interview with David T. Hardy & Jason Clarke, FRONTPAGE MAGAZINE, "A Big Fat Stupid Man," 13 July 2004, http://www.frontpagemag.com/Articles/ReadArticle.asp?ID=14207

Though he strains in national interviews to present himself to the general public as a goofy but noble patriot, the truth about his convictions — or lack thereof — can be easily discerned from Moore's own writings, international interviews, and lower-wattage public appearances. At a recent press conference, an enterprising 17-year-old reporter asked Moore what he thought about his film getting a hand from Hezbollah. When Moore denied the relationship even existed, the reporter responded by providing Moore with proof via confirmation of the rumor from the Middle Eastern distribution company. According to one blogger's account, Moore then returned fire by stonewalling the question and finally "changed the subject."

William K. Stevens (NY Times reporter)

Cooler Heads Coalition, 25 Nov 1999, "New York Times Flunks Energy Test; Emission Trading Not the Answer" http://www.globalwarming.org/article.php?uid=157 (first ellipses added, second ellipses in original, brackets added)

Few reporters have towed the Clinton-Gore Administration’s global warming line more faithfully than William K. Stevens at the *New York Times*. A recent article attempted to convince readers that there is a trend toward the use of "more energy efficient fuels" that could considerably slow down global warming. Unfortunately, Stevens has a poor grasp of the mechanics of energy use, as pointed out in a recent article in *The Electricity Daily* (November 15, 1999). ...Stevens claims, for example, that fuels with high carbon content have been progressively replaced with fuels with low carbon content. "First wood, high in carbon, was eclipsed by coal, which contains less carbon…." [Howard] Hayden points out that coal is all carbon, something of which Stevens is apparently unaware.

U.S. Geologic Survey (USGS), Energy Information Agency (EIA) and International Energy Agency (IEA)

Paul Roberts (expert on economics, technology and the environment), 2004, The End of Oil, p.61- 62

Thus, despite the wisely understood fact that all oil estimates are highly speculative — statistical extrapolations based on data from known oil fields — such forecasting agencies as the USGS, the EIA, and Europe's International Energy Agency are under intense political pressure to err on the side of wild optimism. And err they do.

USGS and EIA shouldn't be trusted at all

Paul Roberts (expert on economics, technology and the environment), 2004, The End of Oil, p.62

"It would be a huge mistake to base U.S. energy policy on what the USGS thinks about future oil supplies," says one former high-ranking U.S. energy official, "and the Energy Information Agency has put out such overblown numbers, and done it with such arrogance, that it should be statutorily barred from answering questions about oil.

US Global Climate Change Program

Robert L. Bradley Jr. PhD. (Pres. of Institute for Energy Research), CLIMATE ALARMISM RECONSIDERED, 2003, published by Institute of Economic Affairs, London England, p. 46

This finding undermines the high-profile predictions of regional climate damage made by the US Global Climate Change Program in 2000. Their report, which calculated net damages for each of five US regions, relied on unduly pessimistic assumptions, used two inconsistent climate models, and discounted the benefits of CO2 for the biosphere.

Midseason Supplement Table of Contents

"

[NEGATIVE BRIEFS 224](#_Toc10891437)

[BABY YOU CAN DRIVE MY CAR: THE CASE FOR HYBRID AUTOMOBILES 226](#_Toc10891438)

[MISSING THE BUS: THE CASE FOR SMART GROWTH & MASS TRANSIT 229](#_Toc10891439)

[2A EVIDENCE - MASS TRANSIT + SMART GROWTH 232](#_Toc10891442)

[NEGATIVE BRIEF: ALGAE POND BIODIESEL 234](#_Toc10891445)

[NEGATIVE BRIEF: BIODIESEL 236](#_Toc10891448)

[NEGATIVE BRIEF: FEDERAL BUDGET DEFICIT DISAD/COUNTERPLAN 239](#_Toc10891451)

[ADDITIONAL EVIDENCE - DIVERSIFICATION COUNTERPLAN 246](#_Toc10891454)

[NEGATIVE BRIEF: AGAINST ELIMINATING/CUTTING DEPARTMENT OF ENERGY 249](#_Toc10891457)

[NEGATIVE BRIEF: DEPARTMENT OF ENERGY (DOE) WON'T WORK 253](#_Toc10891459)

[NEGATIVE BRIEF: ELECTRICITY 255](#_Toc10891463)

[NEGATIVE BRIEF: ENVIRONMENTAL PROTECTION AGENCY 256](#_Toc10891466)

[NEGATIVE BRIEF: EQUATORIAL GUINEA TRADE SANCTIONS/HUMAN RIGHTS 259](#_Toc10891469)

[NEGATIVE BRIEF: FEDERAL LANDS - OIL DRILLING 261](#_Toc10891472)

[NEGATIVE BRIEF: FUSION 264](#_Toc10891475)

[NEGATIVE BRIEF: OCEAN FLOOR METHANE (GAS HYDRATES) 265](#_Toc10891478)

[NEGATIVE BRIEF: GEOTHERMAL 267](#_Toc10891481)

[NEGATIVE BRIEF: HELIUM-3 269](#_Toc10891484)

[NEGATIVE BRIEF: HEMP 270](#_Toc10891487)

[NEGATIVE BRIEF: HYDROGEN 272](#_Toc10891490)

[NEGATIVE BRIEF: IMPORT RESTRICTIONS/SANCTIONS DON'T WORK 273](#_Toc10891493)

[NEGATIVE BRIEF: JET FUEL/AVIATION 275](#_Toc10891496)

[NEGATIVE BRIEF: LUNAR SOLAR POWER (LSP) 276](#_Toc10891500)

[NEGATIVE BRIEF: MAGNETIC LEVITATION 279](#_Toc10891503)

[NEGATIVE BRIEF: MILITARY INTERVENTION FOR OIL 281](#_Toc10891506)

[NEGATIVE BRIEF: NIGERIA 282](#_Toc10891508)

[NEGATIVE BRIEF: IMPORTED OIL HAS NO IMPACT 284](#_Toc10891512)

[NEGATIVE BRIEF: OTEC (OCEAN THERMAL ENERGY CONVERSION) 286](#_Toc10891515)

[NEGATIVE BRIEF: PETROCHEMICALS 287](#_Toc10891519)

[NEGATIVE BRIEF: PLASTIC/PLASTIC BAGS 288](#_Toc10891522)

[NEGATIVE BRIEF: PUBLIC TRANSPORTATION/MASS TRANSIT 290](#_Toc10891525)

[NEGATIVE BRIEF: SAUDI ARABIA 292](#_Toc10891528)

[NEGATIVE BRIEF: SPEED LIMITS 295](#_Toc10891531)

[NEGATIVE BRIEF: AGAINST INCREASING STRATEGIC PETROLEUM RESERVE (SPR) 298](#_Toc10891534)

[NEGATIVE BRIEF: STRATEGIC PETROLEUM RESERVE (SPR) SHOULD NOT BE REDUCED 300](#_Toc10891537)

[NEGATIVE BRIEF: SUVs 302](#_Toc10891541)

[NEGATIVE BRIEF: TAX INCENTIVES FOR DOMESTIC OIL DRILLING 304](#_Toc10891544)

[NEGATIVE BRIEF: TERRORISM 306](#_Toc10891547)

[NEGATIVE BRIEF: THERMAL DEPOLYMERIZATION (TDP) 308](#_Toc10891551)

[NEGATIVE BRIEF: WTO OIL TRADE DISRUPTION DISADVANTAGES 310](#_Toc10891554)

NEGATIVE BRIEFS

***Excerpt from Vance Trefethen's complete textbook* Strategic Debate**

[www.strategicdebate.com](http://www.strategicdebate.com)

A Negative brief is a prepared outline of arguments and evidence on a single topic that is created in advance of the tournament and ready-to-use as soon as a team encounters an Affirmative case to which the brief could apply. Prepared briefs take some of the panic out of Negative debating because they allow you to have the assurance that you have your best arguments and evidence ready to go. They allow you to spend time preparing for the round before the tournament starts – just like the Affirmative does – instead of being in a rush during the short amount of prep time you have once the round starts. In addition, they allow you to appear more organized and prepared during the 1NC and 2NC because your arguments are, in fact, organized and prepared.

I encourage all debaters to develop Negative briefs against any case that they expect to encounter. There really isn’t any excuse for debaters to be “surprised” by a case that they knew about but didn’t prepare for. Preparing Negative briefs in advance of the tournament is the least glamorous and least fun aspect of debate. It requires hours of preparation to generate many pages of material, and you probably will not use a fair number of them. *Do it anyway*. Here’s why: Because the debates you win going Negative with the briefs you prepared will more than compensate you for the time spent on the briefs you never used.

As I mentioned elsewhere in this book, Negative debating determines how successful a team will be overall. Of course, you have to win your Affirmatives, but you have all the time in the world to prepare a strong case and find one you can win with consistently. Negative debate is where we find out how well prepared you are, how well you can improvise, how well you can react to surprises, think on your feet - in short, all the skills that make people good debaters are required for success in Negative debate. Why not do as much of that preparation and analysis ahead of time so that when you take that successful Affirmative case to a tournament and win with it, you also win most or all of your Negative rounds and thus win the tournament?

I encourage debaters who are serious about winning to buy as many different evidence source books as they can afford. I don’t say that simply because I write a source book myself - I encourage them to buy other publishers’ books too. But the first reason to buy published source books is to find out what topics are going to be commonly used among debaters for the academic year. Many topics will be the same across all the source books because some topics are so obvious that everyone will cover them. However, different publishers will think of different cases that you may not have thought of, and will provide evidence that you can use to create a Negative brief. You need not be surprised by many of the possible cases because you will have already seen the wide variety of material that’s out there.

Once you have all your source books, go through them and take out all the Negative evidence that pertains to the same topic. Cut and paste or rewrite it on your computer, and put it into a single Negative brief against that case. You may find that you have much more evidence than you could actually use in a single round, but don’t throw any of it away. Save it all in a single brief and then when you get to the round you can identify which pieces of evidence are best for that situation.

When you get through doing this, you should have a notebook with briefs against all the cases that were covered by the various source books you bought. This might be 20 or 30 different cases. You should alphabetize these Negative briefs by subject so that as soon as the 1AC begins to talk about a topic early in his speech, you can open the notebook, go to that subject, and pull out the brief that you have prepared on that topic.

You are not finished at this point! The organization of the Negative notebook should be done before the first tournament starts, early in the academic year (as soon as the source books are available). But you don’t stop there. Affirmative teams are not going to be kind enough to always run cases that are out of a source book. So, you will have to continue to research and develop Negative briefs all throughout the year. Failure to do this kind of preparation will cost you Negative rounds in critical tournaments later in the year.

When should you prepare Negative briefs? Any time you hear about a case that you know someone is running (either in your local area or in an area from which you are likely to encounter other debaters) for which you do not already have a Negative brief. I’m not saying you should respond to every rumor on the internet, but if you hear about a case being run in your area and you know you would not have any evidence against it, you are foolish if you don’t prepare a Negative brief on that topic. Don’t be ashamed to pick up ideas and rumors in the halls at a tournament. This can be one of the best sources of ideas for Negative briefs you need to write.

In addition, every case you go Negative against, especially if you lose, if you don’t have a brief against it, prepare one. NEVER be unprepared for the same Affirmative case twice. There’s no shame in being surprised by an off-the-wall squirrel case the first time, but you are not serious about winning debate if you don’t have a brief against it the second time you hear it.

To make the work easier, I recommend dividing the work up among your team members. If you are in a club with several teams, during one of your club meetings, talk about all the case topics that you’ve heard about and assign different team members to write a Negative brief against the topics. Then, copy the material and share with the other team members. This also makes it more likely that your hard work will be rewarded. Even if you never come up against the case for which you prepared a Negative brief, one of your team members might, and they will be mighty glad you prepared in advance.

The bottom line is: Be prepared. Winning Negative debate requires preparation. Since half your debates will be Negative, you can expect to lose up to half your debates if you don't take Negative briefing preparation seriously.

BABY YOU CAN DRIVE MY CAR: THE CASE FOR HYBRID AUTOMOBILES

The United States has within its grasp the ability to make a giant leap forward, both technologically and economically, with a new energy policy that would produce massive economic and environmental benefits. That's why my partner and I stand resolved: That the United States should change its energy policy to substantially reduce its dependence on foreign oil.

OBSERVATION 1. THE AFFIRMATIVE CASE WILL USE THE FOLLOWING DEFINITIONS

**Energy:** "a supply or source of electrical, mechanical, or other form of power" (*Encarta World English Dict., North American Edition, 2004*)

**Policy:**"A settled course adopted and followed by a government" (*Webster's Collegiate Dictionary, 5th Ed., 1936*)

**Dependence:**"quality or state of being influenced or determined by or subject to another" (*Merriam-Webster Online Dictionary 2004*)

**Substantially:**"Considerable in importance, value, degree, amount, or extent.” (*American Heritage Dictionary, 4th Ed. 2000*)

**Oil:** Petroleum (*Webster's Collegiate Dic., 5th edition, 1936*)

**Hybrid Car:**"Hybrids combine traditional gasoline engines with electric motors to offer a more fuel-efficient and cleaner mode of transportation." (*Anita Lienert, THE DETROIT NEWS, "Accord goes green on hybrid power," 17 Nov 2004*)

OBSERVATION 2. INHERENCY: VEHICLES CREATE DEPENDENCE ON FOREIGN OIL

A. Vehicle use drives oil import dependence

National Highway Traffic Safety Administration, Apr 2003, Office of Regulatory Analysis and Evaluation

Plans and Policy, FINAL ECONOMIC ASSESSMENT - CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, <http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/Chapter02.html>

Increasing transportation oil consumption and declining domestic production have left the U.S. increasingly dependent on imported petroleum. Since 1985, U.S. net oil imports have grown from 4.3 million barrels per day (mmbd) to 10.1 mmbd. As a percent of U.S. petroleum use, imports have also more than doubled: from 27% in 1985 to 55% in 2001, the highest level of import dependency in our history.

B. Current vehicle fuel economy is inadequate

Union of Concerned Scientists, "Fuel Economy: Going Farther on a Gallon of Gas," 10 April 2003, <http://www.ucsusa.org/clean_vehicles/cars_and_suvs/page.cfm?pageID=222>

In 1990, Senators Richard Bryan and Slade Gorton tried to reverse the downward trend in fuel economy by sponsoring a bill to raise fuel economy standards for both cars and light trucks over 10 years. The bill called for a 40 percent increase in CAFE standards. Had this bill become law, today’s cars would average 40 mpg and light trucks 29 mpg. The United States would save 1 million barrels of oil a day (mbd) in 2003, on its way to saving 3 mbd. Instead, the average fuel economy of new vehicles is at a 21-year low.

C. Congress fails to promote hybrid cars

Nicholas Varchaver, “How To Kick the Oil Habit,” FORTUNE magazine, 23 Aug 2004, p. 106-108

But for all the postive early signs, these gas-electric machines haven’t yet come close to taking hold in the market. The biggest obstacle is price. With their extra technology, they cost around $3,000 more than a comparable nonhybrid. That’s where lawmakers can help. A proposal to offer hybrid buyers a tax credit ranging from $1,000 to $3,000 per car is mired in a congressional conference committee as part of a larger, controversial bill on export subsidies.

OBSERVATION 3. HARMS: DEPENDENCE ON FOREIGN OIL IS BAD FOR AMERICA

A. Trillions of dollars in direct economic losses

Institute for the Analysis of Global Security, "How much are we paying for a gallon of gas?" 2003, <http://www.iags.org/costofoil.html>

Our dependency on oil from countries that are either politically unstable or at odds with the U.S. subjects the American economy to occasional supply disruptions, price hikes, and loss of wealth, which, according to a study commissioned by the U.S. Department of Energy, have cost us more than $7 trillion present value dollars over the last 30 years.

B. Billions of dollars in foreign policy costs

Lloyd Dixon, Isaac Porche, Jonathan Kulick, RAND Corporation study, 2002, "Driving Emissions to Zero: Are the Benefits of California's Zero Emission Vehicle Program Worth the Costs?" p. 92 (brackets in original)

According to the U.S. Department of Energy, "[The cost of m]aintaining the uninterrupted flow of oil from the Gulf region is high-as much as $57 billion per year. The U.S. General Accounting Office estimated that the cost of U.S. military and foreign aid programs in the Gulf area from 1980 to 1990 was as high as $365 billion. When military and energy security factors are taken into consideration, the true cost of oil is as high as $100 per barrel or $5 a gallon."

C. Failing to deal with U.S. oil imports means more terrorism and instability

Institute for the Analysis of Global Security, "How much are we paying for a gallon of gas?" 2003, <http://www.iags.org/costofoil.html>

World competition for dwindling oil reserves will force the U.S. to increase its footprint in the region while oil generated wealth would continue to provide extremists the capital to market and implement their ideas worldwide. The unavoidable result is even more terrorism and instability.

OBSERVATION 4. THE FOLLOWING PLAN SHALL BE IMPLEMENTED BY ANY NECESSARY CONSTITUTIONAL MEANS

**Plank 1** Agency: Congress and the Department of Transportation.

**Plank 2** Mandates:

A. Establish a $3,000 federal subsidy to consumers who purchase a hybrid vehicle.

B. Establish a corporate fleet sales requirement for hybrids at 50% of all new vehicles sold in the US.

**Plank 3** Enforcement shall be the handled by the IRS and DOT.

**Plank 4** Funding will come from cuts in Title I education grants.

**Plank 5** Mandate A takes effect starting with the 2006 automotive model year.

Mandate B is phased in at 5% per year over the next 10 years starting with the 2007 model year.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. SOLVENCY: HYBRID CARS SUBSTANTIALLY REDUCE OIL IMPORT DEPENDENCE

A. Hybrids get dramatically better gas mileage

Kurt Knebusch, (Ohio Agricultural Research and Development Center and Ohio State University Extension), Smart Stuff with Twig Walkingstick, "Hybrid Cars," 18 Jan 2004, <http://www.ag.ohio-state.edu/~news/story.php?id=2786>

Hybrids get great gas mileage: from 45 to 66 miles per gallon. (Compare that to 27.5 MPG, which is the average rate for U.S. cars mandated by the government.)

B. Increased vehicle fuel efficiency substantially reduces dependence on foreign oil.

Robert F. Kennedy, Jr, Senior Counsel for the National Resources Defense Fund, quoted by Brian Braiker in Newsweek Web Exclusive “A Stealth Attack” 18 November 2003.

If we raise fuel efficiency standards in American cars by one mile per gallon, in one year, we would save twice the amount of oil that could be obtained from the arctic national wildlife refuge. Raise it by 2.7 miles a gallon to eliminate all the oil imports from Iraq and Kuwait combined. Raise it by 7.6 mpg, we eliminate one-hundred percent of our gulf oil imports into this country.

C. Hybrid cars are the best way to reduce gasoline consumption

Nicholas Varchaver, “How To Kick the Oil Habit,” FORTUNE magazine, 23 Aug 2004, p. 106. (ellipses added)

It doesn’t take an advanced degree in mathematics to understand that improving automobile gas mileage will reduce oil use. Cars and light trucks make up 43% of U.S. oil use…. And with consumers buying 17 million vehicles a year and driving ever more miles, gasoline use is growing. Hybrids offer the best near-term opportunity to save large amounts of gasoline.

OBSERVATION 6. ADVANTAGES

A. Increased fuel economy produces $45 billion in economic benefits.

Union of Concerned Scientists, "Consumer Savings from Higher Fuel Economy Standards" 10 Sept 2002, <http://www.ucsusa.org/clean_vehicles/cars_and_suvs/page.cfm?pageID=229>

The consumer benefits of increasing fuel economy standards are impressive, creating over 45 billion dollars in net savings to American consumers by 2012. This is money that can be returned to each state’s economy, creating new jobs and spurring economic growth, while protecting public health and our environment.

B. Hybrid cars dramatically reduce pollution

“How Much Does Your Dream Car Pollute?” Environmental Defense Fund (non-profit Environmental Organization), 3 Sept 2002, <http://www.environmentaldefense.org/article.cfm?contentid=2282>

For example, if you compare the gasoline-electric, hybrid Toyota Prius to a similar compact car, say, the Ford Focus (both 2002 model year vehicles), you’d find out that the Prius consumes approximately 260 gallons a year versus a whopping 440 gallons for the Focus. Moreover, the Prius emits half as much smog-forming pollution than the Focus, including 90% less nitrogen oxide that contributes to ground level ozone - a significant problem in many of our nations cities.

The future is now. By jump starting market penetration of existing automobile technology we can significantly change our short term and long term energy policies and reduce our bondage to foreign petroleum. In the process we can help ourselves to over 45 billion dollars in net savings to American consumers by 2012. This is money that can be returned to each state’s economy, creating new jobs and spurring economic growth, while protecting public health and our environment. Give America the keys to its new car and a new future… Vote Affirmative.

MISSING THE BUS: THE CASE FOR SMART GROWTH & MASS TRANSIT

My partner and I stand resolved: that the United States should change its energy policy to substantially reduce its dependence on foreign oil. Today we will offer you a comparative advantage case that will justify an Affirmative ballot by doing two things: First, showing that our plan does substantially reduce dependence on foreign oil. And second, that it provides our society with economic, social, public health, and quality-of-life benefits.

OBSERVATION 1. THE AFFIRMATIVE CASE WILL USE THE FOLLOWING DEFINITIONS

**Energy Policy:** Any areas of government action described in US CODE, TITLE 42, CHAPTER 84, SECTION 7321, the National Energy Policy Plan, including: "research and development efforts funded by the Federal Government to forestall energy shortages, to reduce waste, to foster recycling, to encourage conservation practices" and "a review and appraisal of the adequacy and appropriateness of technologies, procedures, and practices (including competitive and regulatory practices) employed by Federal, State, and local governments and nongovernmental entities" (*US CODE, TITLE 42, CHAPTER 84, SECTION 7321, subsection c, paragraphs 4 and 5)*

**Dependence:**"quality or state of being influenced or determined by or subject to another" *(Merriam-Webster Online Dict. 2004)*

**Substantially:**"to a large degree" *(Cambridge Advanced Learner's Dict., 2004)*

**Oil:** Petroleum *(American Heritage Dict. of the English Language, 4th edition, 2000)*

**Reduce:** "to make something smaller in size, amount, degree, importance" *(Cambridge Advanced Learner's Dict., 2004)*

**United States:** " A country of central and northwest North America with coastlines on the Atlantic and Pacific oceans" *(American Heritage Dict. of the English Language, 4th edition, 2000)*

**Smart Growth:** "Smart Growth (also called the New Urbanism) refers to development principles and planning practices that result in more efficient land use and transport patterns. It is an alternative to sprawl, which refers to low-density, dispersed, automobile-dependent land use patterns." *(Todd Litman, Victoria Transport Policy Institute, "Evaluating Criticism of Smart Growth," 26 Aug 2004, p. 6)*

OBSERVATION 2. INHERENCY

A. The U.S. transportation system creates dependence on imported oil

National Highway Traffic Safety Administration, Apr 2003, Office of Regulatory Analysis and Evaluation

Plans and Policy, FINAL ECONOMIC ASSESSMENT - CORPORATE AVERAGE FUEL ECONOMY STANDARDS FOR MY [Model Year] 2005-2007 LIGHT TRUCKS, <http://www.nhtsa.dot.gov/cars/rules/rulings/CAFE05-07/FEA/Chapter02.html>

Increasing transportation oil consumption and declining domestic production have left the U.S. increasingly dependent on imported petroleum. Since 1985, U.S. net oil imports have grown from 4.3 million barrels per day (mmbd) to 10.1 mmbd. As a percent of U.S. petroleum use, imports have also more than doubled: from 27% in 1985 to 55% in 2001, the highest level of import dependency in our history.

B. Status Quo public transit cannot meet current needs

Americans for Transportation Mobility, “The Challenge for America’s Public Transit System,” 9 June 2003, p. 1

Over the next 10 years, ridership on our subways, buses, streetcars and ferries is expected to increase by 40 percent. The US Department of Transportation has documented public transportation investment needs in excess of $43 billion over the next six years just to maintain current transit systems and services-yet, we are only investing $7 billion annually today.

C. Status Quo policies promote sprawl and automobile dependence

Todd Litman, Victoria Transport Policy Institute, "Evaluating Criticism of Smart Growth," 26 Aug 2004, p. 4

Over the last several decades many communities have experienced sprawl development patterns, with dispersed, low-density, automobile-dependent urban fringe expansion. These trends have been supported by various public policies and investments, ranging from generous parking requirements to major suburban highway investments. This development pattern exacerbates many problems, ranging from the economic costs to consumers and governments of an automobile-dependent transportation system, to the environmental and aesthetic costs of development that displaces greenspace.

OBSERVATION 3. INCREASING AUTOMOBILE-BASED TRANSPORTATION CREATES VULNERABILITIES IN THE STATUS QUO

A. Transportation's reliance on oil threatens economic health and national security

James J. MacKenzie (Senior Associate, World Resources Institute), "Energy and Transportation," A Briefing Sponsored by the Senate Smart Growth Task Force and the Northeast-Midwest Institute, 25 June 2001, <http://www.nemw.org/SGEnergyTransBrief.htm>

With demand rising due to increased vehicle miles traveled and the popularity of low-efficiency vehicles, the United States is importing a growing percentage of its supply, at some peril to its economic health and national security. The situation will get worse as world oil supplies start to decline sometime between 2010 and 2020.

B. Unchecked sprawl threatens economic growth and hurts quality of life

William Coyne, Environment Colorado Research & Policy Center, Dec 2003, THE FISCAL COST OF SPRAWL, p. 13

A recent California study conducted by an unusual coalition of an environmental group, a state agency, an affordable housing group, and Bank of America found that "unchecked sprawl has shifted from an engine of California's growth to a force that now threatens to inhibit growth and degrade the quality of life."

OBSERVATION 4. THE FOLLOWING PLAN SHALL BE IMPLEMENTED BY ANY NECESSARY CONSTITUTIONAL MEANS

**Plank 1** Agency: Congress, the Federal Department of Transportation, the 50 states and District of Columbia, and county and city governments in the United States.

**Plank 2** Mandates:

A. The Dept. of Transportation will allocate $43 billion in increased mass transit funding over the next 6 years as block grants to cities and counties to fully fund and increase the usage of mass transit.

B. States, counties and cities will adopt a Smart Growth model for zoning, public transportation, road construction, and neighborhood design.

**Plank 3** Enforcement of mandate A shall be through the existing means of enforcement for Federal highway subsidies. Enforcement of mandate B shall be through existing city, state and county land use, zoning and town ordinance enforcement mechanisms, with similar penalties for violations as similar violations under existing law.

**Plank 4** Funding will come from cuts in Federal highway subsidies.

**Plank 5** This plan takes effect immediately upon an Affirmative ballot.

**Plank 6** All Affirmative speeches have legislative intent for the purpose of clarifying the plan.

OBSERVATION 5. SOLVENCY

A. Mass transit subsidies substantially increase public transit usage

TRANSPORTATION QUARTERLY, Winter 2002, “Renaissance of Public Transport in the United States?” p. 8

The expansion of public transit services and moderation in transit fares over the second half of the 1990s were facilitated by a substantial increase in government assistance. When calculated in inflation-adjusted, constant dollars, the increase in total government subsidy (from all levels) was almost three times greater in the four years from 1995 to 1999 than it was during the five years from 1990 to 1995 (14% vs. 5%). At least it appears to have paid off in this case, producing the second largest increase in transit ridership since 1970.

B. Public transit reduces oil import dependence

William W. Millar (President, American Public Transportation Assoc.), Letter to Conferees on Reauthorization — House and Senate, 8 June 2004

Transit also helps the economy by reducing congestion and providing mobility options for workers. Finally, public transportation helps reduce the nation's dependence on imported oil, and the portion of our trade deficit that is attributable to imported oil.

C. Smart Growth reduces oil dependence

Naomi Friedman (consultant to the Environmental & Energy Study Institute), Funders' Network for Smart Growth and Livable Communities, 2004, ENERGY AND SMART GROWTH, p. 3

Smarter growth land use policies have both a direct and indirect effect on energy consuming behavior. For example, transportation energy usage, the number one user of petroleum fuels, could significantly be reduced through more compact and mixed use land development patterns served by a variety of transportation choices.

OBSERVATION 6. ADVANTAGES

A. Public transportation creates thousands of jobs

William W. Millar (President, American Public Transportation Assoc.), Letter to Conferees on Reauthorization — House and Senate, 8 June 2004

Public transportation investment stimulates the economy by creating 47,500 jobs for every $1 billion invested. Every $10 million invested in transit capital projects yields $30 million in business sales.

B. Public transit improves air quality

Austin, Texas, CAPITAL METRO, "On the Move - The official Electronic Newsletter of Capial Metro" 22 Jan 2003, “Conserving Energy and Preserving the Air We Breathe“

Providing more freedom, mobility, access and opportunities, public transportation is an essential element in sound national energy and air quality policy. Per person and per mile, traveling by public transportation uses significantly less energy and produces substantially less pollution than comparable travel by private vehicles. Any serious effort to make significant progress in improving air quality and reducing dependence on foreign oil should address the way Americans travel.

C. Public transit creates billions of dollars in economic gain

Americans for Transportation Mobility, “The Challenge for America’s Public Transit System,” 9 June 2003, p. 1

Every tax dollar invested in the public transit system generates $6 or more in economic returns. Every $10 million invested in public transportation generates $30 million in business sales.

D. Smart Growth saves taxpayers money

Bruce Katz, (Vice President, Brookings Institution and Director, Center on Urban and Metropolitan Policy, Economic Studies) and Mark Muro (Senior Policy Analyst, Economic Studies), DETROIT NEWS, 13 Apr 2003, "Smart Growth Saves Money"

As to the benefits of smart growth, abundant national research makes the point: Getting a handle on sprawl can save taxpayers money. Research by the Real Estate Research Corp., Robert Burchell and others documents that compact growth can be as much as 70 percent cheaper for governments than equivalent volumes of scattered growth.

2A EVIDENCE - MASS TRANSIT + SMART GROWTH

INHERENCY

Federal government spends $126 billion/year on highway subsidies

William Coyne, Environment Colorado Research & Policy Center, Dec 2003, THE FISCAL COST OF SPRAWL, p. 13

In the year 2000, the latest for which figures are available, the United States Department of Transportation spent $126 billion on highways nationally, while user fees generated revenue of only $100 billion, leaving a $26 billion gap.

Federal policies promote increased growth through highway funding

William Coyne, Environment Colorado Research & Policy Center, Dec 2003, THE FISCAL COST OF SPRAWL, p. 13

The largest federal subsidy for growth is the money spent on highways each year by the U.S. Department of Transportation. While developers usually pay for the roads within their subdivisions, and occasionally contribute to adjacent feeder roads, they are not required to pay for state or federal highway construction and expansion required to service that growth.

Urban sprawl = greater reliance on motor vehicles

U.S. Environmental Protection Agency, " Environmental Benefits Of Smart Growth," 29 July 2004, <http://www.epa.gov/smartgrowth/topics/eb.htm>

Patterns of development characterized by very low densities, singular land uses, and little or no public transportation, foster greater reliance motor vehicles. As development grows more dispersed, people must drive further to reach their destinations. Between 1980 and 1997, population growth increased at an annual rate of 1%, while miles driven increased 3.1% annually.

The Status Quo needs a new public transportation strategy

Dr. Kevin Hassett, Dr. Frank Arnold, Dr. Robert Shapiro, July 2002, “American Public Transportation Assoc. study: Conserving Energy and Preserving the Environment: The Role of Public Transportation”

Potential threats to the supply and price of foreign oil as a result of terrorism, conflicts in the Middle East, and OPEC decisions underscore the need for a public transportation strategy that reduces our nation's dependence on imported oil.

SOLVENCY

Smart Growth = environmental benefits

U.S. Environmental Protection Agency, " Environmental Benefits Of Smart Growth," 29 July 2004, <http://www.epa.gov/smartgrowth/topics/eb.htm>

Smart growth development approaches have clear environmental benefits including improved air and water quality, greater preservation of critical habitat and open space, and more clean up and re-use of brownfield sites.

Smart Growth saves money by reducing government infrastructure costs

Bruce Katz, (Vice President, Brookings Institution and Director, Center on Urban and Metropolitan Policy, Economic Studies) and

Mark Muro (Senior Policy Analyst, Economic Studies), DETROIT NEWS, 13 Apr 2003, "Smart Growth Saves Money"

It simply costs less to provide infrastructure (such as streets, schools, flood control or sewers) and services (like police and fire protection) to denser, more contiguous households than to far-flung, low-density communities.

Smart Growth will be supported by key participants if we do it now

Bruce Katz, (Vice President, Brookings Institution and Director, Center on Urban and Metropolitan Policy, Economic Studies) and Mark Muro (Senior Policy Analyst, Economic Studies), DETROIT NEWS, 13 Apr 2003, "Smart Growth Saves Money"

Now, as never before, the possibility exists for a new consensus around smart growth that includes fiscal conservatives and suburban officials struggling to keep up with sprawl as well as environmentalists, farmers and urban mayors.

Public transportation reduces oil dependence

Naomi Friedman (consultant to the Environmental & Energy Study Institute), Funders' Network for Smart Growth and Livable Communities, 2004, ENERGY AND SMART GROWTH, p.12

A recent study indicated that public transportation saves more than 855 million gallons of gasoline per year. According to this report, if Americans used public transportation at the same rate as Europeans—for roughly ten percent of their daily travel needs—the United States would reduce its dependence on imported oil by more than 40 percent, or nearly the amount of oil we import from Saudi Arabia each year.

Even small increase in transit usage has significant effect on energy consumption

Elizabeth Humphrey (Associate Director, Smart Growth America), "Energy and Transportation," A Briefing Sponsored by the Senate Smart Growth Task Force and the Northeast-Midwest Institute, 25 June 2001, <http://www.nemw.org/SGEnergyTransBrief.htm>

A recent survey by Smart Growth America found that people see transit as a solution to congestion and data show a marked increase in ridership in recent years. Even a marginal change in transit ridership can have a significant effect on energy consumption.

Definition of Smart Growth

Funders' Network for Smart Growth and Livable Communities, 2004, ENERGY AND SMART GROWTH, p. 2

"Smarter growth" land use policies and practices—that advocate more compact and mixed use communities, more transportation options, and the preservation of green space — have the potential to decrease reliance on fossil fuels and increase ability to respond to volatile energy prices.

Definition of "Smart Growth" urban planning that creates transportation efficiency

Naomi Friedman (consultant to the Environmental & Energy Study Institute), Funders' Network for Smart Growth and Livable Communities, 2004, ENERGY AND SMART GROWTH, p. 5

“Where to Build” – Location Efficiency

• Developing areas in or near city centers and public transportation can reduce vehicle miles traveled and petroleum usage.

• Locating residential development near commercial development and other services can increase walking and decrease dependence on automobiles.

• Directing development away from remote locations can increase the efficiency of water and electricity distribution and reduce infrastructure subsidization.

• Sitting schools in an efficient location can increase walking and biking, lessening fuel usage and increasing opportunities for exercise.

• Integrating land use and energy planning can increase opportunities to site smaller scale energy facilities closer to customer loads including cogeneration, solar, wind, and fuel cells.

NEGATIVE BRIEF: ALGAE POND BIODIESEL

INHERENCY/SOLVENCY DILEMMA

Status Quo is already working on finding out how much algae biodiesel will cost — we can't know whether it's economically feasible until the Status Quo starts doing it

Michael Briggs ( University of New Hampshire, Physics Department), "Widescale Biodiesel Production from Algae," August 2004, UNH BIODIESEL GROUP, <http://www.unh.edu/p2/biodiesel/article_alge.html>

Various approaches being examined by the research groups focusing on algae biodiesel range from being the same general system, to far more complicated systems. As a result, this cost analysis is very much just a general approximation. Some systems could be considerably more expensive, but could also see considerably higher yields, resulting in less land being required. How exactly the economics play out will hopefully be decided over the next few years as some of these groups research algal biodiesel bring their systems to commercialization status.

SOLVENCY

1. [If Affirmative plan doesn't have ethanol/methanol in it] Biodiesel won't work without alcohol production

Michael Briggs ( University of New Hampshire, Physics Department), "Widescale Biodiesel Production from Algae," August 2004, UNH BIODIESEL GROUP, <http://www.unh.edu/p2/biodiesel/article_alge.html>

To make biodiesel, you need not only the vegetable oil, but an alcohol as well (either ethanol or methanol).

2. Algae biodiesel would cost 2-3 times more than fossil fuels

J.R. Benemann (consultant), J.C. VanOlst (Kent SeaTech Corp.), M.J.Massingill (Kent SeaTech Corp), J.C. Weissman (SeaAg Inc.), D.E. Brune (Agric. & Biological Engineering Dept, Clemson Univ), "The Controlled Eutrophication Process: Using Microalgae for CO2 Utilization and Agricultural Fertilizer Recycling," Aug 2002, p. 4 (FYI - This article specifically is referring to algae production in the Salton Sea)

For the present process, using flue gas from a natural gas power plant as the CO2 source, the main energy input ("parasitic power consumption") is for the flue gas transfer from the power plant into the ponds, about two-thirds of the appx. 100 kWhr/ha-day required, vs. some 300 kWh/ha-day of gross power output (assuming a yield of 1,000 kWhr/MT algal biomass), for a net of 200 kWhr/ha-day (670 kWhr/MT of biomass net), or, at $100/MT of biomass, some $0.15/kWhr for the fuel (biogas) input to the power plant. This is about a factor of two to three-fold higher than current costs for fossil fuels.

3. More Research & Development is needed before algae fuel is cost effective

J.R. Benemann (consultant), J.C. VanOlst (Kent SeaTech Corp.), M.J.Massingill (Kent SeaTech Corp), J.C. Weissman (SeaAg Inc.), D.E. Brune (Agric. & Biological Engineering Dept, Clemson Univ), "The Controlled Eutrophication Process: Using Microalgae for CO2 Utilization and Agricultural Fertilizer Recycling," Aug 2002, p. 5 (FYI - This article specifically is referring to algae production in the Salton Sea)

Achieving such low costs and high productivities will require a substantial R&D effort and success. For dedicated algal-fuel

production systems even higher productivities would be required. Although very high productivities may be achievable through genetic manipulation of microalgae; those approaches still have to be brought out of the laboratory into outdoor pond cultures.

[Note that the Affirmative can fiat that their plan pays for R&D, but they cannot fiat that the R&D will succeed at producing cost-effective solutions.]

DISADVANTAGES

1. Increased risk of sickness and death to the human and animal food chain

Dr. Don Anderson (Director, Woods Hole Oceanographic Institution), THE HARMFUL ALGAE PAGE, 12 Oct 2004, "What are Harmful Algal Blooms (HABs)?" <http://www.whoi.edu/redtide/whathabs/whathabs.html> (brackets added)

Unfortunately, a small number of [algae] species produce potent neurotoxins that can be transfered through the food web where they affect and even kill the higher forms of life such as zooplankton, shellfish, fish, birds, marine mammals, and even humans that feed either directly or indirectly on them.

2. Uncontrollable environmental risk from genetic engineering

A. LINK: Cross-apply Solvency #3 above — genetic engineering will be needed for cost-effective algae

B. LINK: Releasing genetically engineered life into nature is dangerous

Andrew Pollack, "No Foolproof Way Is Seen to Contain Altered Genes," NEW YORK TIMES, 21 Jan 2004, <http://online.sfsu.edu/~rone/GEessays/nocontainment.htm>

A new report commissioned by the government suggests that it will be difficult to completely prevent genetically engineered plants and animals from having unintended environmental and public health effects.The report, released yesterday by the National Research Council of the National Academy of Sciences, says that while there are many techniques being developed to prevent genetically engineered organisms or their genes from escaping into the wild, most techniques are still in early development and none appear to be completely effective.

C. LINK: Affirmative plan has inadequate environmental safeguards

Sierra Club, Sustainable Planet Strategy Team, 20 Feb 2001, "Sierra Club Conservation Policies" <http://www.sierraclub.org/policy/conservation/biotech.asp>

Regulation of releases of genetically engineered organisms should ensure that potentially hazardous organisms are not released into the environment without sufficient safeguards and monitoring. Final evaluation should be made on the basis of the effects of genetic modifications, taking into account other factors, particularly the site where the organism will be released. Long-term as well as short-term impacts of GEOs must be evaluated, and a finding of environmental safety made before a release is approved.

E. IMPACT: Uncontrollable environmental risk

The Sierra Club Genetic Engineering Committee Report, revised March 2001, "Genetic Engineering at a Historic Crossroads" <http://www.sierraclub.org/biotech/report.asp>

The changes caused by genetic engineering can be inherited by subsequent generations of the affected organism, and, once released to the environment, these organisms cannot be recalled-they will continue to pass on their spliced-in genes, or transgenes, to future generations. Many of the gene changes may turn out to have unexpected secondary effects. Serious errors in judgment might prove unrecallable as trillions of copies are broadcast via pollen and seed.

[ Link to Federal Deficit Disad/Counterplan — If you want to run that counterplan, you can link to it with this evidence:]

Algae pond biodiesel costs $308 billion to get started

Michael Briggs, University of New Hampshire (US) Biodiesel Group, 4 Oct 2004, "Widescale Biodiesel Production from Algae," <http://www.energybulletin.net/2364.html>

We found that at NREL's yield rates, 15,000 square miles (3.85 million hectares) of algae ponds would be needed to replace all petroleum transportation fuels with biodiesel. At the cost of $80,000 per hectare, that would work out to roughly $308 billion to build the farms.

NEGATIVE BRIEF: BIODIESEL

INHERENCY

1. Dept of Energy already has the Mustard Project for biodiesel

Michael Briggs, University of New Hampshire (US) Biodiesel Group, 4 Oct 2004, "Widescale Biodiesel Production from Algae," <http://www.energybulletin.net/2364.html>

The Department of Energy's "Mustard Project" has focused on the prospect of growing mustard for the dual purposes of biodiesel and organic pesticide production. Their process focused on alternating mustard crops with wheat. One nice effect of this is that the biomass from the mustard (after harvesting the seed ) could be used as the cellulose feedstock for producing alcohol for biodiesel production.

SOLVENCY

1. Yellow grease supply not sufficient [yellow grease = restaurant cooking oil]

US Dept of Energy, ENERGY PLUGS, 26 Aug 2004, Biodiesel Performance, Costs, and Use <http://www.eia.doe.gov/emeu/plugs/plbiodsl.html>

The feedstock cost of the oil or grease is the largest component of biodiesel production costs. Yellow grease is much less expensive than soybean oil, but its supply is limited.

2. Soybeans are too expensive

US Dept of Energy, ENERGY PLUGS, 26 Aug 2004, Biodiesel Performance, Costs, and Use <http://www.eia.doe.gov/emeu/plugs/plbiodsl.html>

Unless soybean oil prices decline dramatically, biodiesel will not be produced at a cost that is competitive with petroleum diesel.

3. Biodiesel won't work in cold climates

US Dept of Energy, ENERGY PLUGS, 26 Aug 2004, Biodiesel Performance, Costs, and Use <http://www.eia.doe.gov/emeu/plugs/plbiodsl.html>

Biodiesel has better lubricity than low-sulfur petroleum diesel or the ultra-low-sulfur petroleum diesel to be introduced in 2006. However, the performance of biodiesel in cold conditions is markedly worse than petroleum diesel.

4. Biodiesel is inefficient, expensive, non-renewable and unsustainable

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

As the opening quote of Dr. Pimentel stated, researchers have found that crop biomass used for the production of energy, specifically ethanol or biodiesel fuels, cannot be an energy efficient or economical substitute for existing energies. Biomass may technologically be an alternative method of producing energy, however a review of the processes indicates these alternatives are an expensive and temporary bridge at best. Contrary to its proponents, Biomass development is expensive, nonrenewable and unsustainable.

5. Diesel retailers can't afford modifications to their delivery systems

Minnesota House of Representatives Public Information Office, SESSION WEEKLY, 13 Apr 2001, p. 4

Opponents disagree, arguing that biological additives contribute to diesel's propensity to gel at low temperatures and warning that equipment improvements could prove devastatingly costly to diesel retailers.

6. Complete failure as an energy source: Biodiesel production consumes more energy than it produces

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

Because ethanol or biodiesel production consumes more energy than it delivers, the development is clearly not sustainable while yielding an expensive fuel product. Indeed, the process is an extravagant use of energy resources.

7. Biodiesel increases dependency on other fossil fuels — requires coal or natural gas to produce biodiesel

[Link to coal and natural gas disadvantages — see Blue Book Negative briefs on coal and natural gas]

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, Parentheses in original, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

Methanol is also used in processing biodiesel. Methanol appears to be the best energy carrier for fuel cells. The primary feedstock for methanol production is a fossil fuel such as coal or natural gas. Thus, availability of natural energy resources will limit methanol (and biodiesel) production.

8. Vegetable oil biosiesel costs $14-$15 per gallon

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

Corn, sunflower, safflower, soybean oils, etc. can be made into a good quality diesel fuel. However, these processes are energy intensive requiring more energy inputs than consumer useable energy. Pimentel found that 65% more energy from fossil fuels is needed to produce vegetable oil than energy in the useable oil. Even at today's low commodity prices, raw material costs of $14 - $15 per gallon make further processing prohibitively expensive.

DISADVANTAGES

1. Damage to human health from increased pollution

A. Link: Biodiesel = more nitrogen oxide

US Dept of Energy, ENERGY PLUGS, 26 Aug 2004, Biodiesel Performance, Costs, and Use <http://www.eia.doe.gov/emeu/plugs/plbiodsl.html>

The presence of oxygen in biodiesel improves combustion and reduces hydrocarbon, carbon monoxide, and particulate emissions, but it also increases nitrogen oxide emissions.

B. Impact: Nitrogen oxide = lung damage and asthma

Mark Wilson, Evansville (Ind.) Courier & Press, 24 May 2004, "New Alcoa controls should help area's ozone problem," <http://www.alcoa.com/locations/usa_warrick/en/news/releases/ozone.asp>

Ozone is formed when nitrogen oxide and other pollution combine in heat and sunshine. Because of this, May 1 to Sept. 30 is often referred to as "ozone season," when the pollution typically reaches its worst levels. It can cause breathing difficulties, damage lung tissue even in healthy adults and aggravate respiratory conditions such as asthma.

2. Environmental damage

National Safety Council, Environmental Health Center, "Air Pollution Fact Sheet (for New Drivers), 7 Apr 2003, <http://www.nsc.org/ehc/mobile/airpollu.htm>

Nitrogen Oxide (NOx) is a major contributor to smog and acid rain. Nitrogen oxides react with volatile organic compounds to form smog. In high doses, smog can harm humans by causing breathing difficulty for asthmatics, coughs in children, and general illness of the respiratory system. Acid rain can harm vegetation and run into lakes and rivers which changes the chemistry of the water, and makes it potentially uninhabitable for all but acid-tolerant bacteria.

3. Dependence turnaround — exchanging dependence on foreign oil for dependence on foreign food

Michael Briggs, University of New Hampshire (US) Biodiesel Group, 4 Oct 2004, "Widescale Biodiesel Production from Algae," <http://www.energybulletin.net/2364.html>

One of the important concerns about wide-scale development of biodiesel is if it would displace croplands currently used for food crops. In the US, roughly 450 million acres of land is used for growing crops, with the majority of that actually being used for producing animal feed for the meat industry.

4. More biodiesel = Pesticide contamination

A. Link: More biodiesel = less land available to grow food

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

Their development’s substandard economics will be made transparent when the price of oil, natural gas for fertilizer, and electricity for pumped water all begin their inexorable rise. If ethanol or biodiesel development persists, energy consumption and production costs of crops will increase at ratcheting higher rates while diminishing the availability of biomass and other crops ?such as food.

B. Impact: Less cropland = pesticide contamination and diseases

World Overpopulation Awareness, "Sustainability, Carrying Capacity and Overconsumption," 2004, <http://www.overpopulation.org/solutions.html>

When croplands deteriorate, farmers look for other more fertile croplands. However, fewer and fewer new croplands are being found. In either situation, rich or poor countries, when fewer crops can be produced, farmers turn to increased use, and often misuse, of pesticides which contaminate the water system and cause diseases in farm workers.

5. Transportation sector unemployment and higher consumer prices

A. Link: Biodiesel is more expensive to operate for trucking firms

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

John Hausladen, president of the Minnesota Trucking Association testified in a House-Senate conference committee meeting February 27, 2002 that the fuel is less powerful and quoted studies indicating biodiesel would cost $0.44 per gallon more than standard diesel fuel (Rep. Tim Finseth, HF-1547; Senator Steve Murphy, SF-1495). To overcome these deficiencies additional costly re-engineering of engines and higher fuel volumes are necessary. The result would be another level of expense and higher capital and operating costs per gallon.

B. Impact: Higher trucking costs = transportation bankruptcies and higher consumer prices

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

The apparent direct farmer benefit would be offset by increasing costs of transportation —helping marginal transportation firms to go out of business. It also suggests all goods shipped using biodiesel will have increased consumer prices.

NEGATIVE BRIEF: FEDERAL BUDGET DEFICIT DISAD/COUNTERPLAN

The Negative position in today's debate is simple: There is a crisis in America today that is far more urgent than the energy policy changes proposed by the Affirmative — the Federal budget deficit. Every dollar spent on the Affirmative plan is one that cannot be devoted to reducing the Federal deficit, and thereby holding off the economic crisis that will come if the deficit is not reduced. By taking the Affirmative's funding and devoting it instead to a more worthy cause with our Counterplan, we will achieve much better advantages than the Affirmative. We will offer you the clear choice in today's debate of the minimal advantages of changing energy policy versus the tremendous advantages of devoting our resources instead to deficit reduction.

OBSERVATION 1: FEDERAL DEFICITS SHOULD BE A HIGHER PRIORITY THAN ENERGY POLICY

A. Oil prices have no harmful impact on the US economy

Andrew McKillop (Asian Chapter of International Assoc. of Energy Economists), 2004, OIL PRICE TRENDS THROUGH 2004 - 2010, p. 1

The recent (late 2003) US economy growth figures provide a direct challenge for those who regularly claim that “High oil prices hurt economic growth”. As in 1984, faster economic growth in 2003 was in no way hindered by higher oil prices, and in fact was likely accelerated by higher oil and energy prices spinning off higher raw material, agrocommodity and other ‘real resource’ prices, raising the purchasing power of generally low income exporter countries, and buoying world solvent demand.

B. Federal spending on energy programs is useless

Wayne T. Brough, Ph.D., "American Energy Needs Private Markets,Not Haphazard Government Intervention," 7 Jan 2002, CITIZENS FOR A SOUND ECONOMY, <http://www.cse.org/informed/wb_petrol.html>

Alternative fuels and renewable energy markets are largely driven by regulation and tax policy as regulators try to chart a course for the future. While the search for new fuels and renewable sources of energy is important, federal spending on these programs has little to show and tends to be driven by political popularity rather than market-based decisions.

C. Private markets will solve for energy issues

Wayne T. Brough, Ph.D., "American Energy Needs Private Markets,Not Haphazard Government Intervention," 7 Jan 2002, CITIZENS FOR A SOUND ECONOMY, <http://www.cse.org/informed/wb_petrol.html>

This does not mean that nothing can be done to improve energy markets in the United States. Any steps taken, however, must acknowledge the worldwide market for energy as well as the fact that private markets, not government intervention, will provide the basis for reliable energy now and in the future.

D. Extraordinary events are causing large Federal deficits

Joshua Bolten (Director, Office of Management and Budget, US Federal Govt.), 30 July 2004, FISCAL YEAR 2005 MIDSESSION REVIEW - BUDGET OF THE UNITED STATES GOVERNMENT, p. 5

Today’s deficits are due to an extraordinary confluence of adversity: the stock market downturn that began in 2000, the subsequent recession, the terrorist attacks of September 11, 2001, subsequent spending for homeland security and the War on Terror, and the crisis in investor confidence from revelations of corporate scandals years in the making. The current deficit estimate of $445 billion for 2004 is a change of $832 billion from the $387 billion baseline surplus projected by the Administration when it took office in 2001.

E. Uniqueness: There is no other way to reduce the deficit than by cutting the Affirmative plan

1. Bush & Congress won't reduce the deficit

John M. Berry, Bloomberg News & Commentary, 30 Nov 2004, "Bush Social Security Plan Would Increase Deficit: John M. Berry"

The difficulty for the president, and Congress, is that fixing the budget involves serious immediate political risks. Doing so would require cutting someone's favorite programs and raising someone's taxes. Certainly Bush isn't about to do the latter, and there is no indication he plans to do much of the former either.

2. There's no place else to cut

Lawrence M. O'Rourke, SACRAMENTO BEE, 28 Nov 2004, "Hard choices face GOP as budget deficit soars"

"The cuts Congress made after the election, about $16 billion, are laughable when you look at the hundreds of billions in the deficit," said Norman Ornstein of the American Enterprise Institute. "To get at the deficit in a meaningful way, you have to start by cutting Social Security and Medicare, and I don't see either the president or Congress stepping up to do that.

F. Brink: Now is the critical time for deficit reduction

James K. Glassman, "Benefits fog," 3 Mar 2004, WASHINGTON TIMES, <http://www.washingtontimes.com/commentary/20040303-084918-3183r.htm>

In powerful testimony to the House Budget Committee on Feb. 25, Mr. Greenspan said that, while "the economy is off to a strong start in 2004," Congress must act "as soon as possible" to rein in the deficit. "The dimension of the challenge is enormous." Our standard of living is at stake.

G. Impact: Failing to put deficit reduction as the top priority causes massive risk to the economy

The Economist, (British economics magazine) 2 Dec 2004, "The disappearing dollar," <http://economist.com/opinion/displayStory.cfm?story_id=3446249>

If the dollar falls by another 30%, as some predict, it would amount to the biggest default in history: not a conventional default on debt service, but default by stealth, wiping trillions off the value of foreigners' dollar assets. The dollar's loss of reserve-currency status would lead America's creditors to start cashing those cheques-and what an awful lot of cheques there are to cash. As that process gathered pace, the dollar could tumble further and further. American bond yields (long-term interest rates) would soar, quite likely causing a deep recession. Americans who favour a weak dollar should be careful what they wish for. Cutting the budget deficit looks cheap at the price.

Judge, this presents to you a clear disadvantage to the Affirmative case: Money spent on useless energy policies is money wasted that could be used instead to prevent economic disaster. In view of that, my partner and I deny the Resolution and offer the following Counterplan, to be implemented exclusively in place of the Affirmative plan:

OBSERVATION 2. COUNTERPLAN

**Plank 1** All funding in the Affirmative plan will be removed from energy policy and dedicated to Federal deficit reduction.

Plank 2 The US will not change any energy policies as a result of this counterplan.

Plank 3 Enforcement shall be through the Office of Management and Budget and the Treasury Department.

Any public official not in compliance with this plan shall be removed from office.

Plank 4 Funding shall be from the sources mentioned in the Affirmative plan

Plank 5 This Counterplan takes effect immediately upon a Negative ballot.

Plank 6 All Negative speeches have legislative intent for the purpose of clarifying the Counterplan.

OBSERVATION 3. THE COUNTERPLAN GIVES ADVANTAGES OVER THE STATUS QUO AND THE AFFIRMATIVE PLAN

ADVANTAGE 1. Deficit reduction allows better preparedness for genuine national emergencies

John S. Irons (Senior Economic Research and Policy Analyst, and Staff Economist), OMB Watch (OMB=Office of Management & Budget), 4 Feb 2004, "2005 Federal Budget Continues Fiscal Decline" <http://www.ombwatch.org/article/articleview/2028/1/18/>

Second, the federal government was better able to adjust to the shocks of 9-11 and the conflicts afterwards because of the sound fiscal situation - and budget surpluses - that existed in 2001 and the preceding years. The Federal Reserve was better able to conduct aggressive monetary policy, and the government was better able to meet national and military challenges as a result of the surplus. Beyond the conventional economic cost of running a large and persistent deficit, current policy is reckless since it leaves the federal government less able to conduct counter-cyclical fiscal policy or to address future national crises.

ADVANTAGE 2. Better use of Federal tax money strengthens democracy

Stephen Moore (Senior Fellow, IPI Center for Economic Growth), "Putting Taxpayers First: A Federal Budget Plan to Benefit the Next Generation of American Taxpayers," Feb 2004, p. 5

Demanding better value for our tax dollars is essential to restoring the citizen’s faith in the political system. Americans are withdrawing from the political process because they believe it is futile to try to reform a government that is incapable of change. Our incapacity to end unnecessary federal activities only reinforces that sense of futility.

NEGATIVE COUNTERPLAN: INCREASED DIVERSITY, NOT REDUCED DEPENDENCE

*The Negative philosophy in today's debate is simple: The Affirmative team has misunderstood the root cause of the problems in the Status Quo. Our oil market problems today are not caused by "dependence on foreign oil," but by over dependence on* certain key sources *of foreign oil. What we need instead of reduced imports is "increased diversity" of oil imports, which will reduce the likelihood of shortages and disruptions. We will offer a Counterplan that denies the Resolution and better achieves the energy policy goals that the Affirmative is trying to achieve.*

I. DISADVANTAGES TO THE AFFIRMATIVE PLAN

DISADVANTAGE 1: Reduced import dependence hurts consumers with higher energy prices

Jerry Taylor (director of natural resource studies at the Cato Institute), "Don't Worry About Energy Security," 18 Oct 2001, <http://www.cato.org/dailys/10-18-01.html>

Fourth, "energy independence" — even if achievable — would be harmful in that higher prices would be paid for energy than is necessary. After all, the United States imports Persian Gulf oil for a reason; it's significantly less expensive than domestic petroleum or non-fossil fuel alternatives.

DISADVANTAGE 2: Reduced oil demand hurts US oil producers

Jerry Taylor, (director of natural resources studies at the Cato Institute),Cato Institute new release, "CAFE Defeat Saved Lives, Scholar Says," 12 Mar 2002, <http://www.cato.org/new/03-02/03-12-02r-2.html>

Reducing oil demand would remove the most expensive oil sources from the market first, and foreign oil is the cheapest oil supply source in the world. Domestic producers, not foreign oil producers, would be hit hardest if gasoline demand were to decline.

DISADVANTAGE 3: Trade restrictions violate fundamental human rights

Tom G. Palmer, PhD., Cascade Policy Institute, Sept 2003, "Globalization is grrrreat!" p. 3

But fundamental rights should be equal for all humans, and the right to engage in trade is a fundamental right, one enjoyed by all humans, regardless of on which side of a border they may live. Free trade is not a privilege; it is a human right.

II. ANALYSIS OF AFFIRMATIVE HARMS: The Affirmative case fails because lack of import diversification is the real problem with the Status Quo

A. Diversification is needed to reduce reliance on Saudi Arabia

Ian Bremmer & Crispin Hawes, 1 Sept 2004, "America's Energy Challenge," THE NATIONAL INTEREST, p. 3 <http://www.keepmedia.com/pubs/NationalInterest/2004/09/01/586793?ema_id=75010&page=3>

But beyond all these policy options, which promise to help only at the margins or in the long-term, the next president must diversify and increase incrementally the sources of supply around the world. He must limit the vulnerability inherent in depending upon a single source of meaningful overcapacity—Saudi Arabia—to stabilize world energy markets.

B. Diversification is needed to reduce reliance on OPEC

Ian Bremmer & Crispin Hawes, 1 Sept 2004, "America's Energy Challenge," THE NATIONAL INTEREST, p. 1 <http://www.keepmedia.com/pubs/NationalInterest/2004/09/01/586793?ema_id=75010&page=3>

The core of the failure of current U.S. energy policy is that the only real flexibility in the market is held by OPEC, which not only controls the bulk of global reserves, but most importantly for U.S. policy purposes, most of the world's spare production capacity.

C. The US needs more oil trade with Russia

Oleksandr Gladkyy, "American foreign policy and U.S. relations with Russia and China after 11 September," WORLD AFFAIRS, Summer, 2003, <http://www.findarticles.com/p/articles/mi_m2393/is_1_166/ai_106560179/pg_2>

In 2001, the United States traded with Russia slightly more than with South Africa or Argentina. U.S. imports of Russian oil have just started to increase. Despite the great potential of Russian raw materials and some growth of partnership between the United States and Russia on energy policy, energy cooperation is not developing as rapidly and intensively as security and military cooperation.

D. The US is blocking oil trade with Iran

US Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Global Energy Sanctions," July 2004, <http://www.eia.doe.gov/emeu/cabs/sanction.html>

In March and May 1995, President Clinton had signed two Executive Orders prohibiting U.S. companies and their foreign subsidiaries from conducting business with Iran. Executive Order 12957 specifically banned any "contract for the financing of the development of petroleum resources located in Iran."

III. COUNTERPLAN - To avoid the disadvantages of the Affirmative plan and to solve the real causes of oil supply problems, we offer the following Counterplan, to be implemented exclusively in place of the Affirmative plan by any necessary constitutional means:

**Plank 1:** Agency: Congress and the President

Plank 2: Mandates:

A. The US will establish a unilateral free trade policy towards Russia and support Russian membership in the WTO.

B. The Jackson-Vanik Amendment restricting trade with Russia shall be repealed

C. The US shall oppose and block further expansion of NATO

D. The US will offer funding to Russia to subsidize construction of a deepwater port for oil exports

E. All profits earned by US companies on oil imported from Russia shall be free of taxation for the next 10 years

F. All oil-related trade sanctions against Iran shall be repealed

Plank 3: No changes shall be made to any US energy policy for the purpose of reducing oil import dependence

Plank 4: Funding: Cuts in Federal crop subsidies and Title One Education grants.

Plank 5: Enforcement shall be through the President, the Secretary of State, the Joint Chiefs of Staff and the Dept. of Commerce. Any public official not in compliance with the plan shall be removed from office. Fraud or misuse of public funds shall be punishable by 5 years imprisonment without parole and/or up to $1 million fine.

Plank 6: This plan takes effect the same date as the date mentioned in the Affirmative plan.

Plank 7: All Negative speeches have legislative intent for the purpose of clarifying the Counterplan.

IV. DIVERSIFICATION OF IMPORTS SOLVES

A. Free markets are the best energy supply policy

Spencer Abraham (Secretary of Energy), testimony before the Committee on International Relations, U.S. House of Representatives, 20 June 2002

Experience has shown that free markets are best at delivering the outcomes that are most favorable for producers and consumers. Issues of oil supply, demand, and price are thus best settled by the free market, with the government's role primarily limited to addressing market barriers and market failures.

B. Import diversification reduces the impacts of shortages and disruptions

A.F. Alhajji, PhD (Ohio Northern Univ.) and James L. Williams (President of WTRG Economics), "Measures of Petroleum Dependence and Vulnerability in OECD Countries," MIDDLE EAST ECONOMIC SURVEY, 21 Apr 2003, <http://www.wtrg.com/oecd/OECD0304.html>

Although any shortage in the world will lead to higher oil prices worldwide, countries that are more diversified will be less affected by any petroleum shortage. In addition, imports diversification will lower the relative impact of supply disruption on most countries.

C. Russian oil will stabilize American energy markets

Leon Aron (resident scholar at American Enterprise Institute), "Russian Oil and U.S. Security," 5 May 2002, NEW YORK TIMES, <http://www.aei.org/news/newsID.13860/news_detail.asp>

Even if the Russians were to succeed in getting the capability to reach American oil buyers, there should be no illusions: the displacement of the Persian Gulf in America's energy market is going to be neither total nor swift. Yet a sizable Russian presence in American markets over the next decade will be enough to provide a critical safety margin for energy prices and increase stability in American oil supplies.

V. IMPROVED OIL TRADE WITH RUSSIA IS THE RIGHT POLICY

A. We need to remove barriers to US-Russia cooperation

Oleksandr Gladkyy, "American foreign policy and U.S. relations with Russia and China after 11 September," WORLD AFFAIRS, Summer, 2003, <http://www.findarticles.com/p/articles/mi_m2393/is_1_166/ai_106560179/pg_2>

Constraints on Russian foreign policy toward the United States revolve around the following three elements: the inherited Jackson-Vanick amendment, growing eastward expansion of NATO, and the lack of reciprocal relations between the United States and Russia. The constraints may be eliminated in two ways: if Russia changes its attitudes, or if the United States changes its ways, by canceling the Jackson-Vanick amendment, using its influence to stop NATO's further expansion toward Russia's borders, and considering Russia's interests in its decision-making.

B. Russian deepwater port construction will diversify US oil supplies

Leonard L. Coburn, (Director of Russian & Eurasian Affairs, Dept of Energy), testimony before the Senate Foreign Relations Committee, Subcommittee on International Economic Policy, "Global Energy Security," 30 Apr 2003, p. 6-7

Today, Russian oil tankers do not have access to a deepwater port where crude oil can be transported long distances in an economically sound and environmental safe manner. Long distance markets such as the U.S., China or the Asia-Pacific are the future targets of Russian crude oil. These markets require either access to deep water ports, or new, long-distance pipelines, or some combination of pipelines and ports. These facilities will be expensive, but are now being considered by Russia. Who will own, operate and finance these projects is under active consideration. Whether crude oil will flow directly to the U.S. and enhance U.S. energy security and supply diversification will be determined by the results of this debate and the development of these new infrastructure projects.

C. Tax incentives for Russian oil will enhance US energy security

Leon Aron (resident scholar at American Enterprise Institute), "Russian Oil and U.S. Security," 5 May 2002, NEW YORK TIMES, <http://www.aei.org/news/newsID.13860/news_detail.asp>

American oil companies are perfectly able to gather information and make their own investment decisions. Nonetheless, given our need to broaden our range of energy sources for security reasons, Congress and the White House ought to collaborate on legislation giving tax incentives to American oil companies investing in Russia.

VI. INCREASED OIL TRADE WITH IRAN IS THE RIGHT POLICY

A. Ending economic sanctions on helps ordinary citizens and weakens despotic government

Cato Institute, CATO HANDBOOK FOR CONGRESS, Policy Recommendations for the 108th Congress, Jan 2003, p. 75

In addition, the sanctions create a strong "rally-around-the-flag" effect for the regime against the nations that imposed the strictures. The embargo also takes the blame for economic problems that are caused by the regime's poor policies. In those ways, economic sanctions have the perverse effect of actually strengthening the despotic government's hold on power. Although counterintuitive, the best way to weaken a despotic regime is to get Western products, services, and investment, and the ideas that go with them, into the target nation.

B. The US could be getting oil from Iran that is currently going to Europe

US Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Iran," Aug 2004, <http://www.eia.doe.gov/emeu/cabs/iran.html>

The 1995 executive orders prohibit U.S. companies and their foreign subsidiaries from conducting business with Iran, while banning any "contract for the financing of the development of petroleum resources located in Iran." In response, U.S.-based Conoco was forced to abrogate a $550 million contract to develop Iran's offshore Sirri A and E oil and natural gas fields. Following this, France's Total and Malaysia's Petronas were awarded the contract.

ADDITIONAL EVIDENCE - DIVERSIFICATION COUNTERPLAN

Energy supply diversity should be the goal of energy policy

Ian Bremmer & Crispin Hawes, 1 Sept 2004, "America's Energy Challenge," THE NATIONAL INTEREST, p. 3 <http://www.keepmedia.com/pubs/NationalInterest/2004/09/01/586793?ema_id=75010&page=3>

Enhancing energy-supply diversity and global capacity should be one of the driving forces in the formulation of our future security policy generally and should provide a guiding "principle of action" in our bilateral relations with foreign energy suppliers.

Russia wants to increase oil exports

Neela Banerjee, New York Times, 22 Oct 2002, "US Oil Still Pours From a Mideast Barrel," <http://www.globalpolicy.org/security/oil/2002/1024barrel.htm>

Marathon Oil and Rosneft, the Russian state oil company, announced an agreement at the conference that calls for Marathon to help Rosneft sell more oil in the United States while the companies jointly look for oil production projects in Russia. Simon Kukes, chief executive of the Tyumen Oil Company in Russia, estimated that Russian exports could grow to 4.5 million barrels a day by 2010 from about 3.2 million barrels now. Saudi Arabia, in comparison, exports 6.6 million barrels a day.

Russia wants to increase oil production

Spencer Abraham (U.S. Secretary of Energy) speech at the meeting of U.S.-Saudi Energy and Economic Relations in Global Perspective Washington, DC, 22 Apr 2002

And finally, last fall I had the chance to travel to Russia to be part of the — opening the Caspian Pipeline Consortium. And while I was there, I had the chance to meet with both my counterparts in Russia as well as others in Kazakhstan and other states of the Central Asian region and the Caucuses, all of whom are intent on developing and expanding their vast energy resources. All of those initiatives, discussions and cooperative efforts are aimed at helping to address the projected increase in energy demand in a global market where oil consumption will increase by approximately 45 million barrels of oil a day over the next 20 years.

US cooperation with Russia on key trade issues is needed

Commission on America's National Interests and Russia (part of the Commission on America's National Interests, chaired by James R. Schlesinger and co-chaired by Robert F. Ellsworth, Bob Graham, Pat Roberts and Brent Scowcroft), Interim Report: "Advancing American Interests and the US-Russian Relationship," Sept 2003, <http://www.inthenationalinterest.com/Articles/Vol2Issue38/Vol2Issue38Commission.html>

Moscow has much to bring to the table as the world’s largest producer of energy (oil and gas) and a reservoir of extraordinary scientific and technical talent. The expansion of economic cooperation with Russia can to be one of the most effective means available to build a “positive” constituency for the U.S.-Russian relationship in both Russia and the United States. Accordingly, President Bush should make Russia’s removal from the largely symbolic constraints of the Jackson-Vanik Amendment a genuine priority. The administration should also exercise greater leadership in advancing bilateral trade with Russia and remain supportive of Russia’s WTO accession process, though the burden is primarily on Moscow in meeting the appropriate criteria.

US and Russia want to increase oil trade

Oleksandr Gladkyy, "American foreign policy and U.S. relations with Russia and China after 11 September," WORLD AFFAIRS, Summer, 2003, <http://www.findarticles.com/p/articles/mi_m2393/is_1_166/ai_106560179/pg_2>

On 12-15 November 2001, Putin visited the United States and agreed with Bush about new Russian-U.S. economic relations. Both presidents agreed on the following issues: Russia should further integrate into the world economy; the Russian Federation should enter the World Trade Organization (WTO); the two countries should develop trade and economic cooperation; and they should continue to struggle against money laundering and financing of terrorism. The presidents underlined the successful visit to Russia of American businessmen, who were accompanied by Secretary of Commerce Don Evans. Other examples of growing cooperation are the development of the Caspian oil pipeline consortium and the successful creation of the oil-gas project "Sahalin-l."

US oil companies will invest in Russia

Elizabeth Jones (Assistant Secretary of State for European and Eurasian Affairs ), Testimony to Senate Subcommittee on Central Asia and the aucasus, 13 December 2001, US Policy in Central Asia, <http://www.bits.de/NRANEU/Central%20Asia/centralasia131201.html>

I am proud to say that construction of the landmark Baku-Tbilisi-Ceyhan (BTC) pipeline will begin this summer and will bring oil to world markets in 2005. The Shah Deniz gas pipeline, paralleling BTC, is also on track. I am also pleased that the Caspian Pipeline Consortium, or CPC Pipeline, is also now officially operating. This pipeline, which links Kazakhstan to global markets via Russia, underscores the desire to work in partnership with the former Soviet nations, developing Caspian energy.

Increased economic cooperation with Russia is needed

Oleksandr Gladkyy, "American foreign policy and U.S. relations with Russia and China after 11 September," WORLD AFFAIRS, Summer, 2003, <http://www.findarticles.com/p/articles/mi_m2393/is_1_166/ai_106560179/pg_2>

Economic cooperation started to grow after 11 September, but that process is extremely slow, and the commercial relationship is more potential than real. Economic and other ties between the countries, which could make relations stronger and more stable, remain underdeveloped. The building of stable and reliable U.S.-Russia relations remains unfinished, in a transitional stage.

Russia will cooperate with the US on oil policy

Alexander's Gas & Oil Connection, 22 Sep 2002, "Diversification of energy security diplomacy going on," <http://www.gasandoil.com/goc/features/fex24292.htm>

The main initiative has been with Russia, which this year sent its first tanker of oil to the United States for decades, and will early next month present plans for construction of a new export terminal big enough to handle transatlantic supertankers. "We've had a couple of big successes. One is the dialogue with Russia — talking to Russian companies about making investments here, buying storage here, so that's been fairly successful," said Amy Jaffe of the Baker Institute for Public Policy at Rice University in Houston.

Iran could substantially increase oil exports

US Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Iran," Aug 2004, <http://www.eia.doe.gov/emeu/cabs/iran.html>

With sufficient investment, it is widely believed that Iran could increase its crude oil production capacity significantly. Iran produced 6 million bbl/d of crude oil in 1974, but has not surpassed 3.9 million bbl/d on an annual basis since the 1978/79 Iranian revolution. During the 1980s, it is believed that Iran may have maintained production levels at some older fields only by using methods which have permanently damaged the fields. Despite these problems, Iran has ambitious plans to double national oil production — to more than 5 million bbl/d by 2009 and 7 million bbl/d by 2024. The country is counting on billions of dollars in foreign investment to accomplish this, but this is unlikely to be achieved without a significant change in policy to attract such investment.

US companies want to invest in Iran

US Dept. of Energy, Energy Information Agency, Country Analysis Briefs, "Global Energy Sanctions," July 2004, <http://www.eia.doe.gov/emeu/cabs/sanction.html>

In September 2000, the U.S. Treasury Department announced that it was investigating Conoco to determine whether or not the company had violated U.S. sanctions in helping to analyze information on the field collected by the National Iranian Oil Company (NIOC) regarding the enormous, 26-billion-barrel Azadegan oilfield (the largest oil discovery in Iran in many years). Conoco has denied that it circumvented sanctions, although it has also stated that it remains interested in helping develop Azadegan when sanctions are lifted (ExxonMobil has also expressed interest).

Iran is not a threat to the United States

Charles Peña (senior defense policy analyst at the Cato Institute), "Axis of Evil: Tilting at Windmills," 22 Feb 2002, <http://www.cato.org/dailys/02-22-02.html>

Iran was actually cooperative with the U.S. military campaign in Afghanistan and played a key role in the Bonn meetings that resulted in the post-Taliban government in Afghanistan. Plus Iran is one of the few Muslim countries in the world actually showing signs of possible democratic and cultural reform. Again, that seems like progress in the right direction. Furthermore, the terrorist organizations that Iran does support - such as Hezbollah, HAMAS, Palestinian Islamic Jihad, and Popular Front for the Liberation of Palestine-General Command - do not currently focus their attacks against the United States.

Restricting trade violates human rights

Prof. James A. Dorn (Economics, Towson State University, Maryland), Cato Journal, Vol. 16, No. 1, Spring/Summer 1996, "TRADE AND HUMAN RIGHTS: THE CASE OF CHINA" <http://www.cato.org/pubs/journal/cj16n1-5.html>

The proper function of government is to cultivate a framework for freedom by protecting liberty and property, including freedom of contract (which includes free international trade)—not to use the power of government to undermine one freedom in an attempt to secure others. The right to trade is an inherent part of our property rights and a civil right that should be protected as a fundamental human right.

NEGATIVE BRIEF: AGAINST ELIMINATING/CUTTING DEPARTMENT OF ENERGY

DISADVANTAGES

1. Recession & unemployment

A. Link: DOE's science programs are key to economic growth

Michael S. Lubell (American Physical Society), 2001, American Assoc. for the Advancement of Science, AAAS REPORT XXVI: RESEARCH & DEVELOPMENT FY2002, Chap. 9, <http://www.aaas.org/spp/rd/xxvi/chap9.htm>

Frequently lost in the accusatory rhetoric are the successes of DOE's stellar scientific portfolio. This year, DOE may get a more sympathetic hearing on Capitol Hill. First, the Secretary of Energy is counted by GOP conservatives as "one of their own." Second, as gas prices soar and California-style rolling blackouts threaten to engulf the rest of the nation, Congress is becoming increasingly engaged in the energy issue, which has largely lain dormant since the Carter years. Third, economists of all stripes have embraced the idea that economic growth is powered by the kinds of technological innovation that emanate from DOE's scientific research portfolio.

B. Lack of economic growth = recession

CNN/Money Magazine (online), 26 Nov 2001, "Economists call it recession," <http://money.cnn.com/2001/11/26/economy/recession/>

The most common definition of a recession is two or more quarters of a shrinking economy; the nation's gross domestic product, the broadest measure of economic activity, fell 0.4 percent in the third quarter and many analysts said it is probably declining more sharply in the current quarter.

C. Impact: Recession = Unemployment

Federal Reserve Bank of San Francisco, FRBSF Economic Letter, 2 Apr 2004, <http://www.frbsf.org/publications/economics/letter/2004/el2004-08.html>

During a recession, unemployment is typically higher, as the demand for workers is weak.

2. Wrecking scientific progress on public health

A. Link: DOE is key to US scientific research

Spencer Abraham (Secretary of Energy), "What's Next Conference," Chicago Illinois" 14 Oct 2004, <http://energy.gov/engine/content.do?PUBLIC_ID=16782&BT_CODE=PR_SPEECHES&TT_CODE=PRESSSPEECH>

The Department of Energy - in Washington we call it DOE, kind of like the FBI or CIA - runs a network of National Laboratories that are the envy of the world. U.S. science is the best on the planet, and DOE’s labs are the reason for it.

B. Link: Scientific progress is key to public health policy

Union of Concerned Scientists, "Restoring Scientific Integrity," 8 Oct 2004, <http://www.ucsusa.org/global_environment/rsi/index.cfm>

The United States has an impressive history of investing in the capabilities and respecting the independence of scientists. This legacy has brought us sustained economic progress, science-based public health policy, and unequaled scientific leadership within the global community.

C. Impacts: We lose medical progress on HIV, anthrax and diabetes

1. DOE is finding treatments for HIV

Karen McNulty Walsh, 18 Oct 2004, DOE PULSE, Science and Technology Highlights from the DOE National Laboratories, "HIV Dimentia Mechanism Discovered," <http://www.ornl.gov/info/news/pulse/pulse_v169_04.htm>

A brain-imaging study at DOE's Brookhaven Lab shows that human immunodeficiency virus (HIV) damages dopamine-associated brain cells in patients with HIV dementia—a type of cognitive decline in the later stages of HIV infection. The brain images, obtained with positron emission tomography (PET) at Brookhaven's Center for Translational Neuroimaging, reveal that patients with HIV dementia have fewer dopamine transporters— proteins that help to recycle the neurotransmitter dopamine—than HIV-negative subjects or HIV-positive patients without dementia. These findings may lead to new, more effective therapies.

2. DOE is finding treatments for anthrax and diabetes

Catherine Foster, 18 Oct 2004, DOE PULSE, Science and Technology Highlights from the DOE National Laboratories, " New method for medical implants, chemical detection," <http://www.ornl.gov/info/news/pulse/pulse_v169_04.htm>

In research that may lead to revolutions in bio-sensing and biomedical implants, scientists at DOE's Argonne National Laboratory have pioneered a process to affix organic molecules to the surface of a thin layer of diamond. Biomolecules can be harnessed for a broad range of uses from detecting anthrax spores to helping diabetics monitor their blood sugar.

3. Cutting/Eliminating DOE = hampers search for fusion energy

A. Link: DOE's PPPL Lab is making progress on nuclear fusion

Princeton Plasma Physics Laboratory (PPPL), 18 Oct 2004, DOE PULSE, Science and Technology Highlights from the DOE National Laboratories, "Princeton's Fisch provides needed fusion insight," <http://www.ornl.gov/info/news/pulse/pulse_v169_04.htm>

Nathaniel Fisch, a Princeton University professor and theoretical physicist at the U.S. Department of Energy's Princeton Plasma Physics Laboratory (PPPL), has persevered in finding novel ways to use plasma waves to produce electric current. Plasma is a hot, ionized gas that serves as the fuel for nuclear fusion.

B. Link: Fusion research is key to developing fusion power systems

Princeton Plasma Physics Laboratory (PPPL), 18 Oct 2004, DOE PULSE, Science and Technology Highlights from the DOE National Laboratories, "Princeton's Fisch provides needed fusion insight," <http://www.ornl.gov/info/news/pulse/pulse_v169_04.htm> (brackets added)

PPPL Director Rob Goldston said, "Professor [Nathaniel] Fisch's analyses of techniques to use radio waves to drive electrical currents in plasmas are as elegant and insightful as they are practical. His theoretical work and close collaboration with the experimentalists opened the way for a wide range of experiments and further analyses, and led to a substantial field of research on current-drive in toroidal plasmas. Indeed, sustainment of currents using radio waves may prove to be an essential ingredient in the steady-state operation of fusion power systems."

C. Impact: Losing fusion research = losing the best possible energy policy of all

Rep. Randy Cunningham (R-CA), "Cunningham Co-Sponsors Fusion Energy Bill," 9 May 2001, <http://www.house.gov/cunningham/Press_Releases/cunningham_cosponsors_fusion_energy9may01.htm>

Fusion research has long been considered a limitless and environmentally safe energy source and a possible long-term solution to our growing energy needs. Fusion is the energy source that powers our sun. At its most basic, it is the combining or fusion of two small atoms into a larger atom. When two atomic nuclei fuse, tremendous amounts of energy are released. If proven possible, fusion will be close to the ideal energy source: it is safe, produces no air pollutants, and its fuel source is practically unlimited.

EXTRA-TOPICALITY

Abolishing DOE changes nuclear weapons/defense policy, not just energy policy

Michael S. Lubell (American Physical Society), 2001, American Assoc. for the Advancement of Science, AAAS REPORT XXVI: RESEARCH & DEVELOPMENT FY2002, Chap. 9, <http://www.aaas.org/spp/rd/xxvi/chap9.htm>

Defense represents the largest portion of the DOE R&D portfolio and, this year, its primary focus. Maintaining the nuclear stockpile as a safe, secure and reliable weapons system has been a major challenge for DOE, since the U.S. ceased testing nuclear weapons more than a decade ago. To meet the challenge, DOE has developed the Stockpile Stewardship program within its Weapons Activities account, the largest component of its Defense R&D portfolio. Congressional support for this program should remain relatively strong, and the Department's requested increase of 3.9 percent for R&D in Weapons Activities will probably be a floor rather than a ceiling.

CATO INSTITUTE, "Cato Handbook for the 107th Congress," Jan 2001, Chap. 13: Department of Energy, p. 153-154

Notwithstanding its name, the DOE's primary role is that of caretaker of America's nuclear-industrial complex. Nearly three-quarters of the department's budget is devoted to nuclear weapons safety and nuclear cleanup activities.

NEGATIVE BRIEF: DEPARTMENT OF ENERGY (DOE) WON'T WORK

[This brief is useful against AFF cases that use the Dept. of Energy as the agency for their plan.]

SOLVENCY

1. DOE fails: One of the most inefficient organizations in the Federal government

Dariel Colella, National Taxpayers Union, NTU Issue Brief 142, 21 Feb 2003, "FreedomCAR: A Realistic Goal — Or Just Another Subsidy?" <http://www.ntu.org/main/press_issuebriefs.php?PressID=210&org_name=NTU>

Originally conceived as a way to both unite energy-related agencies and eliminate superfluous programs, the DoE now stands as “one of the most inefficient organizations in the federal government,” according to the National Research Council.

2. DOE's research programs don't work

Prof. Ronald J. Sutherland (law, George Mason Univ.) & Jerry Taylor (Director of Natural Resource Studies, Cato Inst.), "Time to Overhaul Federal Energy R&D," 7 Feb 2002, CATO INSTITUTE, <http://www.cato.org/pub_display.php?pub_id=2300>

DOE's energy programs in particular have serious problems. First, existing public policy objectives are largely unrelated to correcting market failures. The market does not "fail" to deliver energy supply, energy efficiency, or energy security—the chief objectives of DOE's R&D activities. Second, there is insufficient competition among potential research communities&—for example, universities—to obtain DOE funding for research and scientific facilities. As a consequence, energy R&D programs are unlikely to ever provide net benefits to taxpayers.

3. DOE cannot do better than free markets

Prof. Ronald J. Sutherland (law, George Mason Univ.) & Jerry Taylor (Director of Natural Resource Studies, Cato Inst.), "Time to Overhaul Federal Energy R&D," 7 Feb 2002, CATO INSTITUTE, <http://www.cato.org/pub_display.php?pub_id=2300>

Although the DOE recognizes that private markets can supply energy, it continues funding energy supply programs. There is no apparent market failure characterizing the market for energy supply. In the absence of market failures, DOE energy supply programs cannot produce net public benefits.

4. DOE "Energy Policy" goals provide no benefit to the public

Prof. Ronald J. Sutherland (law, George Mason Univ.) & Jerry Taylor (Director of Natural Resource Studies, Cato Inst.), "Time to Overhaul Federal Energy R&D," 7 Feb 2002, CATO INSTITUTE, <http://www.cato.org/pub_display.php?pub_id=2300>

The energy policy goals—enhancing energy supply, increasing energy efficiency, and providing energy security—do not provide a benefit to the public that private markets cannot provide. The DOE energy policy goals are goals for DOE prosperity, not for the benefit of the public.

5. DOE is compromised by waste & politics

Michael S. Lubell (American Physical Society), 2001, American Assoc. for the Advancement of Science, AAAS REPORT XXVI: RESEARCH & DEVELOPMENT FY2002, Chap. 9, <http://www.aaas.org/spp/rd/xxvi/chap9.htm>

The Department has been saddled with the bureaucratic layers that accompanied its transplanted components. On the few occasions when the Department has made serious attempts to eliminate administrative redundancy, members of Congress have intervened to preserve DOE jobs in their own districts. The Department has also been stymied in its attempt to save costs by renegotiating some of the tripartite agreements among the federal, state and local governments involving nuclear waste cleanup.

6. DOE is completely incompetent

CATO INSTITUTE, "Cato Handbook for the 107th Congress," Jan 2001, Chap. 13: Department of Energy, p. 154-155

Moreover, the DOE is demonstrably the most bureaucratically dysfunctional agency in government. Its inability to provide even the most basic security for our nuclear secrets is well-known. Its ability to protect workers and communities around its nuclear weapons facilities—such as those in Paducah, Kentucky — is seriously in doubt. Those problems, however, are simply well-publicized manifestations of a deeper problem: the department's inability to competently supervise the activities of the contractors who manage and operate its facilities and programs. That failure is important because fully 90 percent of the department's budget is spent on contracts with third parties whose competence and integrity have been place dseriously in doubt by report after report and scandal after scandal.

NEGATIVE BRIEF: ELECTRICITY

SIGNIFICANCE

1. Oil is only used for 3% of US electricity supply

Minnesota Power Company, ABOUT ELECTRICITY, "Generating Power and Getting it to the Consumer," 2004, <http://www.mnpower.com/about_electricity/>

More than half of the nation’s electricity supply is generated from coal. Nuclear fuel produces almost 20 percent of the supply. Natural gas supplies nearly 16 percent. Hydropower and, to a lesser extent, other renewable resources - such as wind, solar, geothermal, and biomass - provide nearly 11 percent of the electricity supply. Fuel oil provides almost 3 percent of the generation mix.

2. Status Quo electricity generation is doing fine — no threat to oil supplies

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security" <http://www.acdis.uiuc.edu/Reinventing/ch_3_1.shtml>

For electricity production, the United States has a variety of options that include nuclear, coal, natural gas, and renewables. In any case, oil has not been used in the United States on a significant scale for electricity production for decades and is unlikely to be in the future for any plausible range of oil prices.

INHERENCY

1. Status Quo is already developing new forms of electricity generation

Amory B. Lovins and L. Hunter Lovins, "Energy Forever," 11 Feb 2002, THE AMERICAN PROSPECT, <http://www.prospect.org/web/page.ww?section=root&name=ViewPrint&articleId=6115>

Meanwhile, micropower's explosive growth further raises the financial risk of building big (and vulnerable) power plants, because fast and agile competitors can idle them even before they're finished. In the mid-1980s, California shifted from power scarcity to glut in just two years by deploying efficiency and decentralized supplies.

SOLVENCY

1. Alternate sources only increase electricity consumption — doesn't reduce oil consumption

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security" <http://www.acdis.uiuc.edu/Reinventing/ch_3.shtml>

Subsidizing nuclear, wind, solar, or other means of electricity production would likely have the primary effect of increasing electricity consumption, which, in any case, is rarely fired by oil.

NEGATIVE BRIEF: ENVIRONMENTAL PROTECTION AGENCY

[Against cases that abolish or restrict the EPA's regulations on petroleum.]

HARMS

1. EPA reformulated gasoline regulations cost only 4 cents/gallon

Jeffrey R. Holmstead (Assistant Administrator for Air and Radiation, EPA), testimony before the House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 2 (RFG=reformulated gasoline)

EPA and the Department of Energy have estimated the cost of producing RFG to be approximately 4 to 8 cents per gallon greater than conventional gasoline. Of this amount, approximately half of this cost increment is due to the cost of the oxygen requirement itself. I should note that the average retail price of RFG today is only about 4 cents per gallon greater than conventional gasoline.

2. EPA regulations not responsible for gasoline price increases

Jeffrey R. Holmstead (Assistant Administrator for Air and Radiation, EPA), testimony before the House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 5

The run-up in gasoline prices earlier this year was primarily the result of a steep increase in crude oil prices. We believe that environmental regulations have had a minimal effect on gasoline prices.

INHERENCY

1. Very few restrictions on oil drilling in the Status Quo

Environmental Working Group, "Who Owns the West? — Oil & Gas Leases — Big Access, Little Energy — the Oil and Gas Industry's Hold on Western Lands," 2004, <http://www.ewg.org/oil_and_gas/printerfriendly.php>

A first-ever investigation of federal land use and energy production records by the Environmental Working Group (EWG) shows that the oil and gas industry has been given access to an immense area of western land, and that this nearly unfettered opportunity to drill in 12 western states has done nothing to reduce the country's dependence on foreign oil.

2. EPA allows more off-shore oil drilling

Natural Resources Defense Council, "EPA lifts ban on drilling in Gulf of Mexico," 24 June 2004, <http://www.nrdc.org/bushrecord/water_drilling.asp>

The Environmental Protection Agency has opened the Gulf of Mexico to new oil and gas leasing, lifting an eight-month ban on new energy exploration in the region.

3. Bush Administration is lifting environmental restrictions on land-based drilling

Environmental Working Group, "Who Owns the West? — Oil & Gas Leases — Big Access, Little Energy — the Oil and Gas Industry's Hold on Western Lands," 2004, <http://www.ewg.org/oil_and_gas/printerfriendly.php>

Through a series of policy decisions at the national and local levels, the Bush Administration has lifted barriers to oil and gas drilling on millions of acres while removing environmental protections and emphasizing drilling on lands that were already open to oil and gas development.

2. EPA is changing regulations to help refineries

Jeffrey R. Holmstead (Assistant Administrator for Air and Radiation, EPA), testimony before the House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 6 (NSR=New Source Review)

In response to these findings, EPA recently revised its NSR regulations to remove barriers to beneficial projects that would provide the additional capacity or achieve efficiency improvements with no increased air pollution, and to provide greater regulatory certainty for industry. We expect these reforms to streamline the NSR process for refineries and provide flexibility for sources to continue to meet our energy needs in an environmentally protective fashion for years to come.

DISADVANTAGES - Refineries

1. Unregulated refineries would cause air pollution, cancer, reproductive problems and asthma

Hazardous Substance Research Center, Michigan State Univ., ENVIRONMENTAL UPDATE #12, "Environmental Impact of the Petroleum Industry," June 2003, p. 2 (brackets added)

They [oil refineries] are also a major source of criteria air pollutants: particulate matter (PM), nitrogen oxides (NOx), carbon monoxide (CO), hydrogen sulfide (H2S), and sulfur dioxide (SO2). Refineries also release less toxic hydrocarbons such as natural gas (methane) and other light volatile fuels and oils. Some of the chemicals released are known or suspected cancer-causing agents, responsible for developmental and reproductive problems. They may also aggravate certain respiratory conditions such as childhood asthma.

2. Unregulated refineries would cause drinking water contamination

Hazardous Substance Research Center, Michigan State Univ., ENVIRONMENTAL UPDATE #12, "Environmental Impact of the Petroleum Industry," June 2003, p. 2

Refineries are also potential major contributors to ground water and surface water contamination. Some refineries use deep-injection wells to dispose of wastewater generated inside the plants, and some of these wastes end up in aquifers and groundwater. These wastes are then regulated under the Safe Drinking Water Act (SDWA). Wastewater in refineries may be highly contaminated given the number of sources it can come into contact with during the refinery process (such as equipment leaks and spills and the desalting of crude oil).

DISADVANTAGES - Gasoline Standards

1. Eliminating EPA gasoline standards = 4,300 deaths + 10,000 illnesses

Jeffrey R. Holmstead (Assistant Administrator for Air and Radiation, EPA), testimony before the House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 2

As sulfur is being reduced from gasoline, tight tailpipe emissions standards are also being phased in for new passenger vehicles. EPA estimates this Tier 2 program will prevent as many as 4,300 deaths, more than 10,000 cases of chronic and acute bronchitis, and tens of thousands of respiratory problems a year.

2. Eliminating EPA gasoline standrds = eliminates $25 billion in public benefits

Jeffrey R. Holmstead (Assistant Administrator for Air and Radiation, EPA), testimony before the House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 2 ("Tier 2" = Tier 2 Vehicle and Gasoline Sulfur regulations)

The public health and environmental benefits of this program (more than $25 billion) far exceed the costs to consumers. EPA estimates taht the Tier 2 program only increases costs to consumers by about 1 cent per gallon today, and will still cost less than 2 cents per gallon when the program is fully phased in, in 2006.

DISADVANTAGES - Oil drilling without EPA regulations

Link: Michigan state environmental protections are inadequate

Bryan M. Clark and Tony Dutzik, Public Interest Research Group in Michigan, Feb 2002, "Dirty Drilling," p.5

Michigan’s history of regulation of oil and gas drilling activities gives little assurance that such activity could take place safely under the Great Lakes. A 1999 audit by the Michigan Auditor General’s office found that the Department of Environmental Quality, which is

responsible for regulating drilling activities, failed to inspect oil and gas wells as frequently as required, handled citizen complaints inefficiently, and experienced long delays in following up on violations of drilling regulations.

1. Oil drilling = Environmental damage

Bryan M. Clark and Tony Dutzik, Public Interest Research Group in Michigan, Feb 2002, "Dirty Drilling," p. 4

Natural gas and oil leaks and spills can have extremely negative effects on the natural environment, both on and off shore. Past safety records from drilling sites across the country indicate that such accidents will take place – it is a matter of when it will happen, not if

it will happen. The potential for accidental or routine release of drilling wastes into the environment is alarming.

2. Environmental damage outweighs economic benefit of expanded oil drilling

Bryan M. Clark and Tony Dutzik, Public Interest Research Group in Michigan, Feb 2002, "Dirty Drilling," p. 4

Furthermore, many of these chemicals tend to persist in the environment, leading to long-term, chronic exposure for aquatic organisms.

Economic Impacts — An expansion of oil and gas drilling would likely have a net negative effect on the economy of the Great Lakes region.

Environmental Working Group, "Who Owns the West? — Oil & Gas Leases — Big Access, Little Energy — the Oil and Gas Industry's Hold on Western Lands," 2004, <http://www.ewg.org/oil_and_gas/printerfriendly.php>

No matter how careful companies are, oil and gas drilling will have an impact on our public lands — an impact that may cause irreversible damage to water, wildlife and soil. That also means irreversible damage to western economies that are increasingly dependent on outdoor recreation and tourism.

3. Increased sickness and death

Bryan M. Clark and Tony Dutzik, Public Interest Research Group in Michigan, Feb 2002, "Dirty Drilling," p. 4

While the human health impacts of leaks and spills are primarily local in nature, placement of wells onshore puts human health at greater risk from accidents, as well as from routine pollution and discharges. People can also be exposed to toxic chemicals from routine drilling wastes, such as drilling muds and cuttings. As pollutants from oil and gas drilling build up in the food chain, people who consume fish from the Great Lakes will be at serious risk of health problems such as genetic defects and cancer.

NEGATIVE BRIEF: EQUATORIAL GUINEA TRADE SANCTIONS/HUMAN RIGHTS

INHERENCY

1. Equatorial Guinea is improving in the Status Quo

US State Department, Bureau of African Affairs, Nov 2004, "Background Note: Equatorial Guinea" <http://www.state.gov/r/pa/ei/bgn/7221.htm>

Although Equatorial Guinea lacks a well-established democratic tradition comparable to the developed democracies of the West, it should be noted that, out of the anarchic, chaotic, and repressive conditions of the Macias years the country has made small, haphazard steps toward the development of participatory political system.

2. US State Department is already working on improving human rights in Equatorial Guinea

US State Department, Bureau of African Affairs, Nov 2004, "Background Note: Equatorial Guinea" <http://www.state.gov/r/pa/ei/bgn/7221.htm>

The 2003 U.S. State Department Human Rights report on Equatorial Guinea cited shortcomings in basic human rights, political freedom, and labor rights. Equatorial Guinea attributes deficiencies to excessive zeal on the part of local authorities and promises better control and sensitization. U.S. government policy involves constructive engagement with Equatorial Guinea to encourage an improvement in the human rights situation and positive use of petroleum funds directed toward the development of a working civil society.

3. Status Quo is best policy for US influence for human rights in Equatorial Guinea

Ken Silverstein, 4 Apr 2002, "U.S. Oil Politics in the 'Kuwait of Africa' ," THE NATION, <http://www.thenation.com/doc.mhtml?i=20020422&c=1&s=silverstein>

Several Congressional staffers also traveled to the country, among them Malik Chaka, a top aide to Representative Ed Royce, chairman of the House Subcommittee on Africa. "There's still a great deal of room for improvement in terms of democracy and transparency, but they are desirous of closer relations with the United States," he says. "We need to take advantage of that by working with them."

SOLVENCY

1. European Union will buy oil if the US doesn't

US State Department, Bureau of African Affairs, Nov 2004, "Background Note: Equatorial Guinea" <http://www.state.gov/r/pa/ei/bgn/7221.htm>

In 1999, the European Union (EU) imported $281.7 million in goods from Equatorial Guinea, 89% of which was petroleum and 7% timber. The European Union exported $104 million to Equatorial Guinea. Approximately 20% of these exports were oil and gas-related, and the remaining 80% ranged from agricultural products to clothing to used cars.

2. Spain will support Equatorial Guinea even if the US doesn't

US State Department, Bureau of African Affairs, Nov 2004, "Background Note: Equatorial Guinea" <http://www.state.gov/r/pa/ei/bgn/7221.htm>

After Macias' fall in 1979, President Obiang asked for Spanish assistance, and since then, Spain has regained its place of influence in Equatorial Guinea. The two countries signed permanent agreements for economic and technical cooperation, private concessions, and trade relations.

3. Equatorial Guinea President Obiang thinks he's God: he won't respond to trade policies

US State Department, 25 Feb 2004, Bureau of Democracy, Human Rights, and Labor, "Equatorial Guinea — Country Reports on Human Rights Practices - 2003" <http://www.state.gov/g/drl/rls/hrrpt/2003/27725.htm> (brackets added)

During the year, the [Equatorial Guinea] Government continued to effectively dominate domestic radio broadcasting. It owned and operated the station Radio Malabo. In July, state radio described President Obiang as "the country's God" who has all power over men and things.

4. President Obiang has hundreds of millions of dollars saved up: He can afford to ignore economic sanctions

Todd Pitman, ASSOCIATED PRESS, 16 Nov 2003, "U.S. renews ties with repressive Equatorial Guinea \_ rich in oil, poor in human rights," <http://www.sfgate.com/cgi-bin/article.cgi?f=/news/archive/2003/11/16/international0122EST0411.DTL> (brackets added)

[Equatorial Guinea Preisdent] Obiang keeps state oil proceeds a secret, and critics accuse him and other top officials of funneling hundreds of millions of dollars of oil money into private accounts in foreign banks.

5. Human rights turnaround: The US will simply import more oil from other bad countries in West Africa

A. Link: US oil imports from West Africa are increasing

Ken Silverstein, 4 Apr 2002, "U.S. Oil Politics in the 'Kuwait of Africa' ," THE NATION, <http://www.thenation.com/doc.mhtml?i=20020422&c=1&s=silverstein>

The United States already buys 15 percent of its oil from West Africa—nearly as much as comes from Saudi Arabia—a figure expected to grow to 20 percent within the next five years and, according to the National Intelligence Council, to as high as 25 percent by 2015.

B. Impact: Other West African countries are as bad as E.G.

Ken Silverstein, 4 Apr 2002, "U.S. Oil Politics in the 'Kuwait of Africa' ," THE NATION, <http://www.thenation.com/doc.mhtml?i=20020422&c=1&s=silverstein>

While these countries are not Islamic regimes—a fact frequently emphasized by American strategists—US allies in West Africa are not especially attractive. In Angola, petroleum revenues have allowed the government of José Eduardo dos Santos to build a vast military and internal security apparatus. Other than oil, Angola produces little besides artificial limbs for war victims, but dos Santos has become by some estimates one of the world's fifty richest people. Nigeria, though it formally made the transition from military dictatorship to democratic rule in 1999, is also a disaster.

6. Human rights turnaround: Best way to monitor human rights in Equatorial Guinea is through the oil companies

Ken Silverstein, 4 Apr 2002, "U.S. Oil Politics in the 'Kuwait of Africa' ," THE NATION, <http://www.thenation.com/doc.mhtml?i=20020422&c=1&s=silverstein>

Sisinio Mbana, first secretary at Equatorial Guinea's embassy in Washington, told me that at least four Bush Administration officials have consulted with Guinean leaders, including two from the State Department who have met discreetly with Obiang. "The oil companies have done a lot for us," Mbana said. "The State Department gets its information about Equatorial Guinea from them."

7. Human rights turnaround: Best way to help Equatorial Guniea human rights is to be involved, not to boycott

Todd Pitman, ASSOCIATED PRESS, 16 Nov 2003, "U.S. renews ties with repressive Equatorial Guinea \_ rich in oil, poor in human rights," <http://www.sfgate.com/cgi-bin/article.cgi?f=/news/archive/2003/11/16/international0122EST0411.DTL>

An American spokesman for the U.S. Embassy, speaking on condition he not be identified further, acknowledged there are problems in Equatorial Guinea, but said the best way to effect change is to have a presence on the ground, not to watch events unfold from afar.

NEGATIVE BRIEF: FEDERAL LANDS - OIL DRILLING

INHERENCY

1. Status Quo is already increasing drilling on Federal land

RIGZONE (oil and gas industry newsletter online), 29 July 2004, "US Agency on Pace to Set Record for Well Drilling Permits," <http://www.rigzone.com/news/article.asp?a_id=15160>

As oil and natural gas prices climb, the U.S. Bureau of Land Management is on pace to issue a record number of well drilling permits on public land this year. The federal agency had issued about 3,500 permits by June 25, a number that is expected to increase to a record 6,000 by the end of the federal fiscal year in September, BLM geologist Richard Watson said Wednesday.

2. No need for more Federal land — they haven't developed existing land yet

RIGZONE (oil and gas industry newsletter online), 29 July 2004, "US Agency on Pace to Set Record for Well Drilling Permits," <http://www.rigzone.com/news/article.asp?a_id=15160>

Environmentalists have questioned the need for the rapid pace at which the government is issuing oil and gas development leases, saying that chunks of acreage already leased have yet to be developed.

3. Bush administration is increasing oil drilling on Federal lands

Associated Press, "Most oil leases on public lands go unused" 1 June 2004, <http://msnbc.msn.com/id/5111184/>

But with so much public land already available for exploration, environmental groups and local landowners are questioning why the Bush administration is pushing to lease still more federal land to the oil and gas industry, particularly in areas that the groups and some lawmakers want protected as federal wilderness areas.

Associated Press, "Most oil leases on public lands go unused" 1 June 2004, <http://msnbc.msn.com/id/5111184/>

Since Cheney’s task force handed down its recommendations, the BLM has completed a study of impediments to oil and gas exploration and development, speeded up approvals of drilling permits and begun expedited updates of land use plans in 21 areas, almost half of which hold out the potential for more oil and gas development.

4. Millions of acres have recently been opened for drilling in the West

Associated Press, "Most oil leases on public lands go unused" 1 June 2004, <http://msnbc.msn.com/id/5111184/>

Interior Secretary Gale Norton agreed in settling a lawsuit with the state of Utah last year to halt all reviews of public lands in the West for new wilderness protection and to withdraw that protected status from some 3 million acres in Utah. That decision, which conservation groups have asked a federal appeals court to overturn, cleared the way for oil and gas leasing in millions more acres of potential wilderness in Colorado, Utah, Arizona and New Mexico.

5. Federal land oil exploration: Already tried and failed

Environmental Working Group, "Who Owns the West? — Oil & Gas Leases — Big Access, Little Energy — the Oil and Gas Industry's Hold on Western Lands," 2004, <http://www.ewg.org/oil_and_gas/printerfriendly.php>

It's the great urban legend of energy policy: if only we could open more public land to oil and gas development, we could wean ourselves from dependence on foreign energy. In fact, we've already followed this strategy and it hasn't worked.

SOLVENCY

1. Drilling on Federal land cannot substantially reduce oil imports

David J. Hayes (former Deputy Secretary of the Interior), 3 Apr 2001, National Energy Policy Regarding Development of Domestic Oil and Gas Resources, Testimony before the Senate Committee on Energy and Natural Resources, <http://www.ndol.org/ndol_ci.cfm?cp=3&kaid=116&subid=155&contentid=3426>

Even if we were able to reverse the long-term declining trend of domestic oil production, and greatly increase our oil production on federal lands, there is no plausible scenario by which new oil production from our federal lands (which supplies approximately 10 percent of our total oil needs) could enable the United States to become independent of the foreign oil markets, or even to reduce our oil imports to less than 50 percent of our total needs.

Charles Pope, 25 Aug 2004, SEATTLE POST-INTELLIGENCER, "Energy supply gains little from Western drilling, study claims"

A study to be released today concludes that oil and gas companies have had wide access to federal lands in the West for the past 22 years, yet "this nearly unfettered opportunity to drill in 12 Western states has done nothing to reduce the country's dependence on foreign oil."

2. Federal land drilling cannot solve oil supply and demand problems

David J. Hayes (former Deputy Secretary of the Interior), 3 Apr 2001, National Energy Policy Regarding Development of Domestic Oil and Gas Resources, Testimony before the Senate Committee on Energy and Natural Resources, <http://www.ndol.org/ndol_ci.cfm?cp=3&kaid=116&subid=155&contentid=3426>

Our nation cannot and should not expect new drilling activities on our federal lands to address and resolve long-term supply and demand imbalances that have been in place for several decades.

3. Federal lands don't produce much oil

Associated Press, "Most oil leases on public lands go unused" 1 June 2004, <http://msnbc.msn.com/id/5111184/>

Nearly three-fourths of the 40 million acres of public land currently leased for oil and gas development in the continental United States outside Alaska isn’t producing any oil or gas, federal records show, even as the Bush administration pushes to open more environmentally sensitive public lands for oil and gas development.

Environmental Working Group, "Who Owns the West? — Oil & Gas Leases — Big Access, Little Energy — the Oil and Gas Industry's Hold on Western Lands," 2004, <http://www.ewg.org/oil_and_gas/printerfriendly.php>

A recent government estimate found that the five most oil- and gas-rich basins in the western U.S. contain about a 280-day supply of oil and an 8-year supply of natural gas at current rates of consumption — an analysis that likely overstates the amount of energy that is economically available (Energy Inventory 2003).

4. Oil companies don't have the equipment to drill on new Federal land

Associated Press, "Most oil leases on public lands go unused" 1 June 2004, <http://msnbc.msn.com/id/5111184/>

Even as more land is opened for leasing, it’s questionable whether the industry has the resources to explore it. The Cheney task force concluded that very few new onshore oil drilling rigs have been built since the mid-1980s, because of price volatility in the oil field supply and service sectors.

NEGATIVE BRIEF: FUSION

INHERENCY

1. If fusion is possible, ITER program will do it

Christopher Lewellyn Smith (Director, United Kingdom Atomic Energy Authority/Culham, EURATOM/UKAEA Fusion Association), Apr 2004, "The Fast Tract to Fusion Power and the UK's Fusion Programme," p. 3

It is probably possible to construct a fusion power plant: the International Tokamak Experimental Reactor (ITER), in which the UK (through Euratom) and China are participants, should confirm this

2. DOE is already supporting fusion through ITER

Richard M. Jones and Audrey T. Leath, American Institute of Physics, PHYSICS IN THE FY2005 BUDGET, American Assoc. for the Advancement of Science, 2004, <http://www.aaas.org/spp/rd/05pch14.htm>

DOE also participates in the construction of the international Large Hadron Collider (LHC) in Switzerland and in the International Thermonuclear Experimental Reactor (ITER) project to develop a demonstration fusion reactor.

SOLVENCY

1. Fusion isn't workable, and even if it worked, doesn't replace oil

Walter Youngquist (Consulting Geologist), "Alternative Energy Sources," THE COMING GLOBAL OIL CRISIS, Oct 2000, <http://www.hubbertpeak.com/youngquist/altenergy.htm>

Containing such a temperature on Earth in a sustainable way and harnessing the heat to somehow produce power has so far escaped the very best scientific talent. However, even if commercial fusion were accomplished, the end product again is electricity, not a direct convenient replacement for oil.

2. Fusion research requires international effort — US alone cannot solve

Frank Pobell, "International Collaborative Research: Why?" American Assoc. for the Advancement of Science, 9 Feb 2001, <http://www.aaas.org/international/eca/GAAC/pobell.html>

It is clear to every one involved in this project as well that this can only be realized eventually as an international effort, even though the main contributions may have to come from the host country. Similar arguments, of course, apply to large fusion machines like the ITER project, or large space projects like the Hubble Space Telescope or the space station. The European ILL research reactor and the European Synchrotron Radiation Facility ESRF both Grenoble, are demonstrations of the success of such united actions.

DISADVANTAGES

1. Radioactive safety hazard #1: large amounts of radioactive waste

Energy Issues Working Group on Long-Term Visions for Fusion Power, Univ. of Calif./San Diego, "The Projected Market for Electrical Energy Production in the Next Century and Fusion's Potential For Penetrating this Energy Market," Sept 1999, p. 4, <http://www-ferp.ucsd.edu/snowmass/Energy-A.pdf> (brackets added)

The 14 MeV neutrons damage reactor components (principally the structure of the blanket and shield) thereby limiting their useful lifetime; and activate materials, thereby opening the possibility that D-T [deuterium-tritium] fusion reactors will produce large volumes or high levels of radioactive wastes.

2. Radioactive safety hazard #2: onsite storage of tritium

Energy Issues Working Group on Long-Term Visions for Fusion Power, "The Projected Market for Electrical Energy Production in the Next Century and Fusion's Potential For Penetrating this Energy Market," Univ. of Calif./San Diego, Sept 1999, p. 4, <http://www-ferp.ucsd.edu/snowmass/Energy-A.pdf> ["in situ" = "on-site" ]

Tritium does not occur in nature, but must be bred through neutron reactions with lithium in a breeding blanket which surrounds the plasma. This tritium breeding blanket complicates rusion reactor design. Inaddition, in situ breeding of tritium can result in large on-site tritium inventories (principally in the blanket and tritium recovery system) raising safety conserns.

NEGATIVE BRIEF: OCEAN FLOOR METHANE (GAS HYDRATES)

SOLVENCY

1. Supplies of gas hydrates are exaggerated — there isn't enough to solve

Paul Rincon, BBC News Online science staff, BBC NEWS, 17 Feb 2004, "Ocean methane stocks 'overstated' " <http://news.bbc.co.uk/1/hi/sci/tech/3493349.stm>

One widely cited estimate proposes that 10,000 gigatonnes (Gt) of methane carbon is bound up as hydrate on the ocean floor. But Dr Alexei Milkov of BP America says his research shows reserves are between 500 and 2,500 Gt, a significantly smaller figure than has been previously estimated.

2. Gas hydrates are too expensive - no net economic benefit

Paul Rincon, BBC News Online science staff, BBC NEWS, 17 Feb 2004, "Ocean methane stocks 'overstated' " <http://news.bbc.co.uk/1/hi/sci/tech/3493349.stm>

"Drilling gas hydrates is estimated to be six times more expensive than exploitation of oil and other gas sources," said Prof Bahman Tohidi, director of the Centre for Gas Hydrate Research in Edinburgh.

3. Gas hydrates are too widely dispersed — unlikely to be economically viable

Jean Laherrere, "Oceanic Hydrates: more questions than answers," 3 May 2000, Energy Exploration and Exploitation, <http://www.dieoff.com/page225.htm>

Progress in understanding oceanic hydrates has not advanced much over the last twenty years because of the poor quality of measurements in soft sediments (cores, samples and logs), and because of the lack of calibration of seismic against a known oceanic hydrate system. The chance of a viable production method being developed is slim because the oceanic hydrates are dispersed and occur in erratic patches.

DISADVANTAGES

1. Gas hydrate drilling is too dangerous

Paul Rincon, BBC News Online science staff, BBC NEWS, 17 Feb 2004, "Ocean methane stocks 'overstated' " <http://news.bbc.co.uk/1/hi/sci/tech/3493349.stm>

But gas hydrate recovery carries a considerable risk. Destabilisation of hydrate reserves could cause sudden, massive releases of gas from the seafloor, threatening drilling platforms and ships.

2. Carbon dioxide emissions = massive environmental damage

A. Link: Ocean methane = more carbon dioxide emissions

Paul Rincon, BBC News Online science staff, BBC NEWS, 17 Feb 2004, "Ocean methane stocks 'overstated' " <http://news.bbc.co.uk/1/hi/sci/tech/3493349.stm>

Burning methane is supposedly "cleaner" than other fossil fuels. But the prospect of exploiting new large resources of fossil fuels alarms environmentalists who advocate cuts in carbon dioxide emissions to the atmosphere.

B. Link: Carbon dixoide = climate warming

Richard Wolfson & Prof. Stephen H. Schneider (Biology, Stanford U.), NASA National Assoc. of Science Writers Workshops, "Understanding Climate Science," 13 Feb 2003, p. 9

Because the atmosphere funcitons roughly like the heat-trapping glass of a greenhouse, this excess heating has earned the name greenhouse effect, and the gases responsible are called greenhouse gases. The most important natural greenhouse gas is water vapor, followed by carbon dioxide and, to a lesser extent, methane.

C. Impact: Global warming = Increased poverty & flooding in Africa

United Nations Environment Programme, "Global Warming: Africa Hit Hardest," 23 Feb 2001 <http://usembassy.state.gov/islamabad/wwwh01022304.html> (parentheses in original, brackets added)

The scientists believe that there may be significant extinction of plants and animals in Africa during the new century as a result of global warming. This will increase poverty by impacting on rural livelihoods and tourism. "Coastal settlements in, for example, the Gulf of Guinea, Senegal, Gambia, Egypt and along the East- Southern African coast would be adversely affected by sea-level rise through inundation (flooding) and coastal erosion," says the [U.N. Intergovernmental Panel on Climate Change] report.

NEGATIVE BRIEF: GEOTHERMAL

SIGNIFICANCE

1. Geothermal is insignficant part of US energy policy (0.4%)

DR. COLIN F. WILLIAMS, (SUPERVISORY GEOPHYSICIST, U.S. GEOLOGICAL SURVEY), TESTIMONY BEFORE THE SUBCOMMITTEE ON ENERGY AND MINERAL RESOURCES, COMMITTEE ON RESOURCES, U.S. HOUSE OF REPRESENTATIVES, 3 May 2001, <http://www.doi.gov/ocl/2001/williams.htm>

Today, the United States has an installed capacity of approximately 2,860 Megawatts (MW) of electrical power production from geothermal plants located in California, Hawaii, Nevada, and Utah. This constitutes 0.4% of our total electricity generation capacity and is the Nation's largest source of non-hydroelectric renewable electrical power.

INHERENCY

1. Dept of Energy is already working on geothermal

Dept. of Energy, Jan 2002, "Geothermal Energy Program," p. 1 <http://www.nrel.gov/docs/fy02osti/29477.pdf>

Over the years, an excellent working relationship has evolved between DOE and the U.S. geothermal industry. DOE's program includes research and development (R&D) in geosciences, drilling, and energy systems. Industry is mainly interested in R&D that will create solutions to immediate and pressing technological problems. As a result, DOE undertakes a program balanced between short-term goals, of greater interest to industry, and long-term goals, of importance to national energy interests.

2. No barrier: Status Quo market forces can already increase geothermal

Dept. of Energy, Jan 2002, "Geothermal Energy Program," p. 2 <http://www.nrel.gov/docs/fy02osti/29477.pdf>

The demand for new electrical power in the United States has been growing at annual rates of 2%-4%. Given an active and expanding economy and the pressures of competition in unregulated power markets, the need for additional generating capacity will continue to grow. Consumer choice initiatives and renewable portfolio standards on power generation will open up new markets for geothermal power.

3. Status Quo will more than double geothermal by 2025

US Dept. of Energy, Energy Information Administration, "Annual Energy Outlook 2004 with Projections to 2025," Jan 2004, <http://www.eia.doe.gov/oiaf/aeo/electricity.html>

Geothermal output, all located in the West, is projected to increase from 13 billion kilowatthours in 2002 (0.3 percent of generation) to 47 billion in 2025 (0.8 percent).

SOLVENCY

1. Geothermal doesn't replace oil and is unsustainable

Walter Youngquist (Consulting Geologist), "Alternative Energy Sources," THE COMING GLOBAL OIL CRISIS, Oct 2000, <http://www.hubbertpeak.com/youngquist/altenergy.htm>

At best, because of the scarcity of such sites, geothermal energy can be only a minor contributor to world energy supplies, and the product is electricity, which is subject to limited end uses. It should be noted that all electric power geothermal generating site reservoirs are now declining, because the geothermal requirements to produce electric power draw down the reservoirs faster than their recharge ability.

2. Geothermal can't produce a substantial amount of energy

Gillian O'Brien, Univ. of Arizona, "Energy: The Pros and Cons of Alternative Fuels," 2001, <http://www.u.arizona.edu/~gobrien/energy.html> (brackets added)

As far as natural [geothermal] wells that exist, there are very few with high enough temperatures in the US that can produce a substantial amount of energy. Even Iceland, with its high volume of volcanic activity does not obtain a great amount of energy from this process.

3. Water shortages prevent geothermal growth in western US

DR. COLIN F. WILLIAMS, (SUPERVISORY GEOPHYSICIST, U.S. GEOLOGICAL SURVEY), TESTIMONY BEFORE THE SUBCOMMITTEE ON ENERGY AND MINERAL RESOURCES, COMMITTEE ON RESOURCES, U.S. HOUSE OF REPRESENTATIVES, 3 May 2001, <http://www.doi.gov/ocl/2001/williams.htm>

Reservoirs exploited with flash-steam power plants lose a significant fraction of the produced water from their cooling towers. In many western states water for reinjection into geothermal reservoirs is either unavailable or in short supply.

4. Geothermal sites are located too far from the power line infrastructure

DR. COLIN F. WILLIAMS, (SUPERVISORY GEOPHYSICIST, U.S. GEOLOGICAL SURVEY), TESTIMONY BEFORE THE SUBCOMMITTEE ON ENERGY AND MINERAL RESOURCES, COMMITTEE ON RESOURCES, U.S. HOUSE OF REPRESENTATIVES, 3 May 2001, <http://www.doi.gov/ocl/2001/williams.htm>

Many geothermal systems, particularly those in the Great Basin, are dispersed in relatively remote locations with limited access to electric power transmission lines and other facilities.

5. Need to wait for new geothermal technology

DR. COLIN F. WILLIAMS, (SUPERVISORY GEOPHYSICIST, U.S. GEOLOGICAL SURVEY), TESTIMONY BEFORE THE SUBCOMMITTEE ON ENERGY AND MINERAL RESOURCES, COMMITTEE ON RESOURCES, U.S. HOUSE OF REPRESENTATIVES, 3 May 2001, <http://www.doi.gov/ocl/2001/williams.htm>

Although the technology of power generation is well advanced, new geothermal systems can be hard to locate and expensive to develop. Advances in exploration and drilling technology can cut costs and increase the probability of success.

NEGATIVE BRIEF: HELIUM-3

SOLVENCY

1. Helium-3 reactors won't be ready for 30 years

ABC NEWS online, "Moon gas may solve Earth's energy crisis," 26 Nov 2004, <http://www.abc.net.au/news/newsitems/200411/s1252715.htm>

However, Dr [Lawrence] Taylor [director of the US Planetary Geosciences Institute] says that the reactor technology for converting helium-3 to energy is still in its infancy and could take years to develop. "The problem is that there is not yet an efficient type of reactor to process helium-3," he said. "It is currently being done mostly as a laboratory experiment. Right now at the rate which it (research) is proceeding it will take another 30 years."

Margie Wylie, Newhouse News Service, "Don't Look to the Moon to Meet U.S. Energy Needs Just Yet," 28 Jan 2004 , <http://www.newhousenews.com/archive/wylie012804.html> (brackets added)

Fortunately, there is time to sort these issues out, at least for helium-3. Fusion energy probably won't be ready for prime time when astronauts once again reach the moon, experts agreed. Kulcinski predicts fusion power in 30 to 40 years. Wurden is more pessimistic: "Frankly, fusion reactors are still a 50-year thing."

2. Economically unfeasible — requires expensive strip-mining of the moon

Julie Wakefield, SPACE.com, "Moon's Helium-3 Could Power Earth," 30 June 2000, <http://www.space.com/scienceastronomy/helium3_000630.html>

Indeed for now, the economics of extracting and transporting helium 3 from the moon are also problematic. Even if scientists solved the physics of helium 3 fusion, "it would be economically unfeasible," asserted Jim Benson, chairman of SpaceDev in Poway, California, which strives to be one of the first commercial space-exploration companies. "Unless I'm mistaken, you'd have to strip-mine large surfaces of the moon."

3. Gas extraction from moon rocks is too difficult

Margie Wylie, Newhouse News Service, "Don't Look to the Moon to Meet U.S. Energy Needs Just Yet," 28 Jan 2004, <http://www.newhousenews.com/archive/wylie012804.html>

Scientists haven't yet figured out how to generate fusion power with materials much easier to use — and more readily available on Earth — than helium-3. And even once astronauts are on the moon, extracting the gas from rocks could prove a task equal to Hercules shoveling out the Augean stables.

4. Helium-3 containment system doesn't exist yet

Margie Wylie, Newhouse News Service, "Don't Look to the Moon to Meet U.S. Energy Needs Just Yet," 28 Jan 2004, , <http://www.newhousenews.com/archive/wylie012804.html> (brackets added)

Helium-3 atoms are about 10 times harder to fuse together than tritium and deuterium and so require more advanced containment systems than we know how to build today, said [Glen] Wurden, who is the Los Alamos program manager for the U.S. Department of Energy's Office of Fusion Energy Sciences.

DISADVANTAGES

1. Link to Moon property rights disadvantages (See Lunar Solar Power brief, Disadvantages #2 and #3): Moon resource extraction legal problems

Margie Wylie, Newhouse News Service, "Don't Look to the Moon to Meet U.S. Energy Needs Just Yet," 28 Jan 2004, , <http://www.newhousenews.com/archive/wylie012804.html> (brackets added)

But extracting any sort of resource from the moon raises a raft of legal questions, said Joanne Irene Gabrynowicz, director of the National Remote Sensing and Space Law Center at the University of Mississippi School of Law. The Outer Space Treaty, to which 100 nations including the United States are signatories, bars any nation from owning the moon or other space bodies, forbids militarization and requires them to share the benefits of space, Gabrynowicz said.

NEGATIVE BRIEF: HEMP

SOLVENCY

1. Hemp is not good for farmers — other crops are better

Robert G. Robinson, Ph.D., (Professor Emeritus, University of Minnesota Department of Agronomy and Plant Genetics) quoted in "Hemp Facts," Institute on Global Drug Policy, 1997, <http://www.estreet.com/orgs/dsi/Hemp/HempMenu.html>

Field crops such as corn, sorghum, alfalfa, and many other field crops produce more tonnage per acre than hemp. In fact, compared to crops like alfalfa, hemp is very inferior in not only yield but in preventing erosion, and does not add nitrogen to the soil. Hemp is an annual crop and production is just as damaging to soil productivity and loss of soil from erosion as most of the common field crops, and more damaging than some.

2. Hemp yields are exaggerated

Joseph Atchison PhD (40 yrs experience as consultant on non-wood fibers) quoted in "Hemp Claims Spurious," The International Drug Strategy Institute, 9 Jan 1998, <http://www.estreet.com/orgs/dsi/Hemp/HempClaimsSpurious.html> (capitals in original)

The USDA and Forest Service REPUDIATE the information being used today from an old 1916 USDA Bulletin #404, as being completely in error. Hemp yield could not be 10 tons per acre unless wet weight is used and the hemp harvested at 70% moisture content and which would include leaves and the stems. That would leave only about 2.4 tons of dry stems per acre.

INHERENCY

1. States are already experimenting with hemp

Philip Brasher, The Associated Press, 25 Jan 2000, "USDA Rejects Hemp," <http://www.estreet.com/orgs/dsi/Hemp/USDARejectsHemp.html>

Nine states - Arkansas, California, Hawaii, Illinois, Minnesota, Montana, New Mexico, North Dakota and Virginia - passed pro-hemp bills last year that provide for research, study or potential production of the crop, and the first U.S. test plots were planted in Hawaii last month. Some 35,000 acres were grown last year in Canada, which legalized hemp production in 1998.

DISADVANTAGES

1. Legalizing hemp hurts other crops and hampers drug enforcement

Eric A. Voth, M.D., FACP Chairman, The International Drug Strategy Institute, "NEW MARIJUANA/HEMP STUDY CRITICIZED," 25 July 1998, <http://www.estreet.com/orgs/dsi/Hemp/NewHempStudyFlawed.html>

Fostering a bogus crop like marijuana/ hemp creates market pressure for legitimate and critically important other crops such as corn, straw, cotton, and soybeans. It is also very difficult for law enforcement to differentiate fiber hemp from illegal marijuana.

Impact: Increased drug use and social problems

DrugWatch International, "DrugWatch International Position on Hemp," 18 July 1997, <http://www.estreet.com/orgs/dsi/Hemp/DrugWatchInternationalPosition>

Cultivation of hemp/marijuana as a commercial field crop would increase the problems of drug use and drug trafficking in marijuana, adding enormously to the world's drug problems.Psychoactive properties (THC content): Of the group of plants referred to as

"hemp," only Cannabis Sativa contains a psychoactive substance (THC). The level of tetrahydrocannabinol (THC) of a plant cannot be discerned with the naked eye. As a result, hemp/marijuana purportedly grown for legal uses could easily be diverted to the illegal drug market. The costs to monitor such a system would be incalculable.

2. Legalizing hemp will bring about legalizing dangerous drugs

DrugWatch International, "DrugWatch International Position on Hemp," 18 July 1997, <http://www.estreet.com/orgs/dsi/Hemp/DrugWatchInternationalPosition>

The current campaign to reintroduce hemp/marijuana in the United States and Canada as a viable and essential agricultural commodity is a subterfuge being employed by the pro-drug lobby to weaken the existing strong public aversion to the legalization and general use of psychoactive and addictive drugs.

3. Hemp = environmental damage

DrugWatch International, "DrugWatch International Position on Hemp," 18 July 1997, <http://www.estreet.com/orgs/dsi/Hemp/DrugWatchInternationalPosition>

Cannabis cultivation has caused serious environmental consequences.The United Nations Drug Control Programme reports that the negative impact of cannabis cultivation upon forest environments in Colombia and Jamaica has been profound. Besides the extensive use of herbicides and chemical fertilizers, which are used in the process of cannabis cultivation, deforestation and soil erosion have had significant adverse effects on the environment.

Joseph Atchison PhD (40 yrs experience as consultant on non-wood fibers) quoted in "Hemp Claims Spurious," The International Drug Strategy Institute, 9 Jan 1998, <http://www.estreet.com/orgs/dsi/Hemp/HempClaimsSpurious.html>

In regard to claims that the hemp hurds or core material could be used in all types of paper, such as writing and printing paper, including Xerox paper, computer printout paper, and many other grades, IS COMPLETE NONSENSE, because of the poor quality chemical pulp produced."

John Roulac, HEMP HORIZONS, <http://chelseagreen.com/2004/items/440>

Hemp has never been a highly profitable crop for farmers. Instead, it is a reliable rotation crop that provides weed control and improves soil conditions for the next crop. Furthermore, as food and farmland become scarcer worldwide, the value of grain crops will increase, and hemp will need to compete with such crops in order to return profits for farmers.

NEGATIVE BRIEF: HYDROGEN

SOLVENCY

1. Gas station retro-fitting for hydrogen costs $176 billion

Michael Briggs (Univ. of New Hampshire, Physics Dept.), "Widescale Biodiesel Production from Algae," UNH BIODIESEL GROUP, Aug 2004, <http://www.unh.edu/p2/biodiesel/article_alge.html>

With a single hydrogen fuel pump costing roughly $1 million, installing just one at each of the 176,000 fuel stations across the US would cost $176 billion - a cost that can be completely avoided with liquid biofuels that can use our current infrastructure.

2. Containers for hydrogen don't work

Dale Allen Pfeiffer (contributing editor for energy), 5 Dec 2002, "Much Ado About Nothing," FROM THE WILDERNESS, <http://www.fromthewilderness.com/free/ww3/081803_hydrogen_answers.html>

First off, because hydrogen is the simplest element, it will leak from any container, no matter how strong and no matter how well insulated. For this reason, hydrogen in storage tanks will always evaporate, at a rate of at least 1.7 percent per day.

3. Generating hydrogen from water actually wastes more energy

Dale Allen Pfeiffer (contributing editor for energy), 5 Dec 2002, "Much Ado About Nothing," FROM THE WILDERNESS, <http://www.fromthewilderness.com/free/ww3/081803_hydrogen_answers.html> (Brackets added)

Several processes are being explored to derive hydrogen from water, most notably electrolysis of water and thermal decomposition of water. But the basic chemistry mentioned above requires major energy investments from all of these processes, rendering them unprofitable in terms of EROEI [Energy Return on Energy Invested].

4. Liquified hydrogen won't work

Dale Allen Pfeiffer (contributing editor for energy), 5 Dec 2002, "Much Ado About Nothing," FROM THE WILDERNESS, <http://www.fromthewilderness.com/free/ww3/081803_hydrogen_answers.html> (Brackets added)

If the hydrogen is liquefied, this will give it a density of 0.07 grams per cubic centimeter. At this density, it will require four times the volume of gasoline for a given amount of energy. Thus, a 15-gallon gas tank would equate to a 60-gallon tank of liquefied hydrogen. Beyond this, there are the difficulties of storing liquid hydrogen. Liquid hydrogen is cold enough to freeze air. In test vehicles, accidents have occurred from pressure build-ups resulting from plugged valves.

5. Compressed hydrogen won't work

Dale Allen Pfeiffer (contributing editor for energy), 5 Dec 2002, "Much Ado About Nothing," FROM THE WILDERNESS, <http://www.fromthewilderness.com/free/ww3/081803_hydrogen_answers.html> (Brackets added)

So far, demonstrations of hydrogen-powered cars have depended upon compressed hydrogen. Because of its low density, compressed hydrogen will not give a car as useful a range as gasoline. Moreover, a compressed hydrogen fuel tank would be at risk of developing pressure leaks either through accidents or through normal wear, and such leaks could result in explosions.

NEGATIVE BRIEF: IMPORT RESTRICTIONS/SANCTIONS DON'T WORK

SOLVENCY

1. Restrictions on oil imports from specific countries don't work

Arnold Kling (Contributing Editor; PhD in economics from M.I.T.), Tech Central Station, "Oil Econ 101," 20 Jan 2003, <http://www.techcentralstation.com/012003A.html>

But what if we passed a law against importing Saudi oil? In that case, the Saudis would export their oil to us via Venezuela. They might not physically use this channel, but if the Venezuelans sell more oil to the U.S. and the Saudis sell more to other customers no longer served by Venezuelans, it has the same effect.

2. Decrease in import percentages does not replace imports from specific countries

Arnold Kling (Contributing Editor; PhD in economics from M.I.T.), Tech Central Station, "Oil Econ 101," 20 Jan 2003, <http://www.techcentralstation.com/012003A.html>

If the United States currently satisfies 10 percent of its demand for oil with imports from Saudi Arabia, by what percentage must the U.S. reduce its consumption in order to be 100 percent independent of Saudi oil? If you answer "10 percent," you get an F. If we reduce oil consumption by 10 percent, then we will not cut 100 percent of our imports from Saudi Arabia. We cannot arrange to consume only American oil and no Saudi oil. Oil is oil. If we reduce demand by 10 percent, we probably will reduce our demand for Saudi oil by 10 percent, not by 100 percent.

3. Only 100% elimination of oil eliminates specific country imports

Arnold Kling (Contributing Editor; PhD in economics from M.I.T.), Tech Central Station, "Oil Econ 101," 20 Jan 2003, <http://www.techcentralstation.com/012003A.html>

Only if we stop using oil altogether can we be sure that we are not contributing to the demand for Saudi oil. Oil is oil, so that any demand for oil creates demand for Saudi oil. Once we recognize that oil is oil, it should be apparent how futile it is to try to reduce Saudi oil revenues by cutting back on our demand.

4. Oil is fungible — it all goes into a single world market

Independent Connecticut Petroleum Association, "Gasoline Prices and Our Energy Picture," 2 June 2004, <http://www.icpa.org/press/press_6_2_04.htm>

Boycotting of a brand because of a refiner’s source of crude oil is also a misnomer because oil is a fungible commodity and so long as producing countries are introducing crude oil into the world’s supply system the final destination of the specific molecule of crude oil from a specific country is not that relevant.

5. Trade pressure won't motivate other countries to change their behavior

Denise Gutherie & Erick Duchesne, "(Mis)Selection Effects and Sovereignty Costs: An Alternative Measure of the Costs of Sanctions," Working Paper #2003-2, Oct 2003, Dept. of Economics, Dept of Political Science, Social Science Centre, Univ. of Western Ontario, Canada, p. 9

If forced to choose between sovereignty and additional social welfare through trade, the government will choose sovereignty. This hypothesis is consistent with the observation by Willett and Jalalighajar that "increased cost to the target government of continuing its policies seldom outweighs the political cost of appearing to give in to foreign influences" (1983:724).

DISADVANTAGES

1. Backlash: Sanctions strengthen evil governments and hurt their citizens

Cato Institute, CATO HANDBOOK FOR THE 105th CONGRESS, 2001, p. 3

Governments that systematically deprive citizens of basic human rights typicaly intervene in daily economic life, resulting in underdeveloped and relatively closed economies. Such nations are the least sensitive to economic pressure. The autocratic nature of their governments also means that they are relatively insulated from any domestic discontent caused by sanctions. If anything, sanctions tend to concentrate economic power in the hands of the target government and reduce that of citizens.

2. Unemployment in the US — reduced demand for oil technology

Muhammad Sahimi (Chairman of the Chemical and Petroleum Engineering Department at USC), 7 Mar 2000, Los Angeles Times, "Cheap Oil Is Bad For The World"

Oil-producing countries must maintain a high level of revenue from oil sales if they are to continue developing their infrastructures and industrial basis, and at the same time invest in their oil industries to maintain and develop their resources to meet worldwide demand. All of this means more jobs in the West, since the oil producers rely on the West for the necessary technology.

NEGATIVE BRIEF: JET FUEL/AVIATION

SIGNIFICANCE

1. Aviation fuel is not a significant use of oil in the US

A. Aviaton fuel is 13% of all transportation petroleum used in the US

Carol Glover (Technical Information Specialist) & Carl E. Behrens (Specialist in Energy Policy), Resources, Science & Industry Division, Congressional Research Service, 18 Mar 2004, ENERGY: USEFUL FACTS AND NUMBERS, CRS Report for Congress, p. 14 (brackets added) [1.7 million barrels/day out of a total of 13.1 mbd = 13%]

Transportation Use of Petroleum, 1950-2001 (mbd) [million barrels per day]

Year Aviation Diesel Fuel Motor Gasoline Other Total

2000 1.7 2.5 8.4 0.5 13.1

B. Transportation is almost 2/3 of US oil consumption

Carol Glover (Technical Information Specialist) & Carl E. Behrens (Specialist in Energy Policy), Resources, Science & Industry Division, Congressional Research Service, 18 Mar 2004, ENERGY: USEFUL FACTS AND NUMBERS, CRS Report for Congress, p. 12 (brackets added)

Industrial consumption of petroleum, which includes such large consumers as refineries and petrochemical industries, has remained about 25% of total consumption throughout the last half-century. As other sectors' share fell, transportation, which was a little more than half of total consumption prior to 1975, climbed to almost two-thirds by 2000.

C. Do the math: Aviation fuel = 2/3 of 13% of US oil consumption = 8.7% of US oil

INHERENCY

1. Airlines have already significantly improved fuel efficiency

Bureau of Transportation Statistics, Transportation Statistics Annual Report 2001, Chapter 8 - Energy and the Environment, <http://www.bts.gov/publications/transportation_statistics_annual_report/2001/html/chapter_08.html>

Commercial air carriers reduced energy use per passenger-mile by more than 33 percent over the 1980 to 1999 period, due largely to higher occupancy. Flying a full plane requires considerably less than twice the amount of fuel of a half-full one but yields twice the passenger-miles. Airlines have been increasingly successful in filling their planes; in some cases, reconfiguring seating to fit more passengers.

SOLVENCY

1. There is no substitute for oil-based jet fuel

Associate for the Study of Peak Oil and Gas (APSO, a network of European scientists from institutions & universities), Newsletter #34, Oct 2003, <http://www.asponews.org/ASPO.newsletter.034.php>

The growth in air traffic envisaged will not be attained as the oil producers will restrict production to conserve their inventory throughout the time span envisaged. Although the synthesis of jet fuel from natural gas or coal is possible, there is no potential substitute for oil-based jet fuel capable of supporting the prospective size of the industry.

NEGATIVE BRIEF: LUNAR SOLAR POWER (LSP)

SOLVENCY

1. Lunar settlement is too big a task for the US to do alone

Alan Wasser (former journalist for ABC and CBS news, board of directors of National Space Society), THE SPACE SETTLEMENT INITIATIVE, 9 Oct 2001, <http://www.spacefuture.com/archive/the_space_settlement_initiative.shtml>

Given today's global economy, it is likely that all entrants in the race to establish a settlement will be multi-national consortia. The investor/owners will be drawn from all around the world, and the teams of aerospace companies cooperating to build the ships will, too. It is just too big a job for one company, or even one nationality, to undertake alone.

2. Commercial lunar bases are a long ways in the future

Richard Perry (member of the National Space Society, The Moon Society, a director of the commercial spaceflight company Transorbital Inc), "Moon, Mars, and Making Money," 29 Oct 2001, SPACE DAILY, <http://www.spacedaily.com/news/oped-01f.html>

The lunar commercialisation people have yet to present a completely closed economic model for a lunar base. In addition, whilst a viable unmanned commercial lunar exploration market is ready to give birth, the investment monies are still intangible at this time.

3. Lunar based power generation is too expensive

Edward L. Hudgins, Ph.D, Director, Regulatory Studies The Cato Institute On Space Policy and Space Tourism before the Subcommittee on Space & Aeronautics of the Committee on Science United States House of Representatives Space Policy and Space Tourism June 26, 2001

But currently launch costs are too high to make such projects commercially viable. For example, some estimates suggest that for solar energy collectors to be commercially viable, launch costs might need to fall by as much as two magnitudes, from about $10,000 per lb. to $100 per lb.

Bijal P Trivedi, "Can Earth Be Powered by Energy Beamed From Moon?" National Geographic Today, 26 Apr 2002

"Right now we have trouble funding the International Space Station (ISS), with all of its important research projects," says former senator and astronaut John Glenn. "To go back to the moon, establish and keep viable bases for power generation would be a very, very expensive operation.

WIRED MAGAZINE , Noah Shachtman, "Moon Base: NASA's Recurring Dream," 15 Jan 2004 , <http://www.blueverticalstudio.com/05/archives/000438.html>

"It would become more and more like a mining town," Criswell said. "My thinking is, develop the moon for economic gain, to increase the wealth of the human race."An investment of $400 billion or so ought to cover the updated version of the plan, Criswell says.

4. US export control policy hinders commercial space development

Edward L. Hudgins, Ph.D, Director, Regulatory Studies The Cato Institute On Space Policy and Space Tourism before the Subcommittee on Space & Aeronautics of the Committee on Science United States House of Representatives Space Policy and Space Tourism June 26, 2001

Another extremely serious hindrance to private space activities in general is the export control regime. In 1998 Congress passed the Strom Thurmond National Defense Authorization Act. That law transferred jurisdiction over exports from the Commerce Department to the State Department, which has been much stricter and slower in approving exports. Already the American satellite industry is being seriously harmed. We saw how the delay in authorizing the export of a tether helped kill the Mir space station. This law is harming the private space sector in general and certainly will hinder the emergence of private space travel.

5. US regulatory policies doom commercial development in space

Edward L. Hudgins, Ph.D, Director, Regulatory Studies The Cato Institute On Space Policy and Space Tourism before the Subcommittee on Space & Aeronautics of the Committee on Science United States House of Representatives Space Policy and Space Tourism June 26, 2001

Third, America's general regulatory regime and that part of it in particular that governs commercial space activities is the principal barrier to the expansion of those activities. If such a regime were in place earlier in this century, civil aviation would not have developed as it did and air travel might be as rare as space travel. If such a regime had been applied two decades ago to emerging personal computer, software and internet firms, the communications and information revolution would have been stillborn.

6. The US government cannot claim lunar property — only private companies can do it

Sheera Frenkel, Christian Science Monitor, 4 Aug 2004, "Writing the rules to govern the cosmos"

To try to ensure that space remains a "common thing," space lawyers have drafted five international treaties under UN direction. The Outer Space Treaty of 1967 provides the basis of all space law with its clear decree that no nation can claim ownership to any part of it, and all nations must agree to its peaceful use.

Alan Wasser (former journalist for ABC and CBS news, board of directors of National Space Society), THE SPACE SETTLEMENT INITIATIVE, 9 Oct 2001, <http://www.spacefuture.com/archive/the_space_settlement_initiative.shtml>

When it ratified the 1967 "Outer Space Treaty" the U.S. agreed not to claim national sovereignty over the Moon or Mars, etc., but that treaty does not say anything against private property. Therefore, without claiming sovereignty, the U.S. could recognize land claims made by private companies, regardless of nationality, that establish human settlements on the Moon or Mars.

7. The legal situation isn't clear enough today for private companies to do lunar settlements

Alan Wasser (former journalist for ABC and CBS news, board of directors of National Space Society), THE SPACE SETTLEMENT INITIATIVE, 9 Oct 2001, <http://www.spacefuture.com/archive/the_space_settlement_initiative.shtml>

But, since no nation can claim sovereignty on the Moon and Mars, the U.S. has nothing to give. The only thing governments can do is to recognize, or not recognize, a claim made by a private entity which has a good cause for making the claim. It will take hard work to get Congress and the courts to accept even settlement and "use and occupation" as a basis for space land claim recognition, even though that has always been the basis for claims of ownership of land.

8. NASA is too incompetent to build a lunar base

Edward L. Hudgins, PhD. (former senior economist for the Joint Economic Committee of the U.S. Congress), "Move Aside, NASA," 28 Jan 2004, CATO INSTITUTE, <http://www.cato.org/dailys/01-28-04.html>

One reaction to President Bush's plan for a permanent moon base and a trip to Mars is, "Great! It's about time NASA stopped going around in circles in low Earth orbit and returns to real science and exploration." Unfortunately, there's not a snowball's chance in the sun that the same agency that currently is constructing a downsized version of its originally planned space station, decades behind schedule, at 10 times its original budget, a few hundred miles up in orbit, will be able to build a station several hundred thousand miles away on the moon.

DISADVANTAGES

1. Increased risk of deadly new weapons

The Scientific Alliance, "Scientist says moon power could solve energy crunch" 13 Dec 2001, <http://www.scientific-alliance.org/news_archives/energy/scientistsaysmoonpowersolveenergy.htm>

He [Criswell] conceded that some people might be concerned that the system could fall into the wrong hands, possibly transforming the gentle microwave power beam into a new type of weapon that could blast the Earth from space.

Associated Press, ""What The Moon Has to Offer," 15 Jan 2004, <http://www.msnbc.msn.com/id/3967790/>

Not everyone has such a sunny view of beamed solar energy, however: Environmentalists worry about the effects of sending such concentrations of microwaves through Earth's atmosphere. If such a system is feasible, the energy beams could conceivably be used as weapons as well.

2. Increased risk of war

A. LINK: Property rights are required for development of space, but they don't exist today

Alonzo Fyfe, "The Case Against Unilateral Territorial Claims in Space," SPACE POLICY DIGEST, Apr 2000

This is not a claim that property rights to territory in space is a bad idea. Indeed, quite the opposite is true. We must have a system of private property rights in space for the efficient and well-ordered development of these resources. It is precisely because the backlash to such a unilateral claim could move us further away from that goal that making it is such a bad idea.

B. IMPACT: High risk of conflict if we colonize space without international agreement

Prof. Nina Tannenwald (Watson Institute for International Studies, Brown Univ.), Apr 2003, "Law Versus Power on the High Frontier: The Case for a Rule-Based Regime for Outer Space," p. 1

If conflict over the use of space, or even actual conflict in space, is to be prevented or at least significantly constrained by general agreement, the international community will need to agree on permitted activity in space and more refined arrangements for distributing the benefits of that activity.

3. Violating international treaties increases global disrespect for human rights

Adele Simmons (Senior associate at the Center for International Studies, Univ of Chicago), "U.S.: Make the World Go Away," 12 Aug 2001, Chicago Tribune

Why should China reform its human rights policy at our request when we follow international norms only when it suits us? How can we speak with any moral force about children's issues when we are one of two nations in the world that has not ratified the Convention on Rights of the Child? How can we demand facility inspections in Iraq and not allow them here? If we are so unwilling to compromise and abide by international norms, and wo willing to ignore or rescind our agreements, can we not expect other nations to learn by our example?

NEGATIVE BRIEF: MAGNETIC LEVITATION

INHERENCY

1. US already working with Germany on Maglev development

J. Christopher Brady (President of Transrapid International-USA, Inc.), statement before Subcommittee on Railroads, Committee on Transportation and Infrastructure, U.S. House of Representatives, June 21, 2001

The US and Germany have worked together to share testing, development experience and expertise for many years. This close cooperation between the US Department of Transportation and the German Ministry of Transport culminated in the signing of a bilateral Memorandum of Cooperation (MoC) on October 10, 2000, between then-Secretary Rodney Slater and then-Minister Reinhardt Klimmt. This MoC commits the parties to cooperate and collaborate on the deployment of maglev in both countries.

SOLVENCY

1. Maglev isn't commerically feasible yet

S. Mark Lindsey (Acting Deputy Administrator, Federal Railroad Administration), statement before Subcommittee on Railroads, Committee on Transportation and Infrastructure, U.S. House of Representatives, June 21, 2001

And like those observing the pioneers of aviation during the early years of the 20th century, it is unclear how and when Maglev will move from technological wonder to practical element of the nation's transportation system. The key word with regard to Maglev is potential. Maglev has seen substantial technological development in recent decades and been the source of much discussion and debate. But Maglev has yet to enter into commercial service, let alone demonstrate that it can compete economically with existing forms of transportation.

2. Very few locations where Maglev benefits exceed costs

S. Mark Lindsey (Acting Deputy Administrator, Federal Railroad Administration), statement before Subcommittee on Railroads, Committee on Transportation and Infrastructure, U.S. House of Representatives, June 21, 2001

One impediment that has confronted Maglev throughout the world is that, in the absence of experience in constructing and operating a commercial system, there is a much greater degree of uncertainty in accurately estimating the costs and, thus the net benefits of Maglev, than there are with other competing transportation investments. Some studies, including FRA's 1997 report High-Speed Ground Transportation for America, indicates that the number of corridors where Maglev's total benefits exceed total costs are extremely limited.

3. MagLev costs and financial viability are completely unknown

Bruce V. Bigelow (STAFF WRITER), San Diego Union Tribune, 3 Aug 2004, <http://www.signonsandiego.com/uniontrib/20040803/news_1b3maglev.html> (brackets added)

At an estimated cost of about $190 million, though, development of the Pennsylvania system is years away. Until such a system is built, however, "We don't know how much things are going to cost," said [John] Harding of the Federal Railroad Administration. "We've discovered at this early stage that these early estimates don't mean very much and that these costs escalate."

4. People won't use maglev

Bruce V. Bigelow (STAFF WRITER), San Diego Union Tribune, 3 Aug 2004, <http://www.signonsandiego.com/uniontrib/20040803/news_1b3maglev.html> (brackets added)

Like [government scientist Richard] Post, Harding said another question is whether enough Americans would use an urban maglev system to make it financially viable. "In Amsterdam, there are magnificent trolleys and public transportation systems that are heavily used," Harding said. "But everyone points out that the United States is quite different. Our infrastructure is built around the automobile.

5. Maglev: Already tried and failed in Germany and Japan

Steven Komarow, USA TODAY, 26 July 2001, "Magnetic train vows super speed," <http://www.calmaglev.org/documents/usa_today_07062001.html>

But many ambitious plans have been abandoned as governments balked at building billion-dollar systems that are entirely incompatible with existing trains. Even Germany and Japan, leaders in the technology, have not installed it. "It is unclear when mag-lev will move from technological wonder to practical element of the nation's transportation system," says Mark Lindsey of the U.S. Federal Railroad Administration.

NEGATIVE BRIEF: MILITARY INTERVENTION FOR OIL

SOLVENCY

1. Military intervention is not a cost-effective way to ensure oil supply

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004,, REINVENTING MULTILATERALISM, "Ensuring Energy Security - What Is the Problem?" <http://www.acdis.uiuc.edu/Reinventing/ch_3_1_1.shtml>

In other words, it is transparently not in the direct vital interest of the United States to prepare for and execute this kind of military intervention again if the primary purpose of the intervention is to maintain access to oil supplies-even if such an intervention were in fact capable of doing so. A military approach to guaranteeing adequate continuity in U.S. oil supplies is simply not cost-effective compared with the nonmilitary alternative, which could be developed and implemented over a decade or less.

2. US cannot do any more unilateral military interventions in the Persian Gulf

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security" <http://www.acdis.uiuc.edu/Reinventing/ch_3_1_1.shtml>

The conclusion here is that the United States should not, and perhaps even cannot, serve alone as judge, jury, sheriff, and banker of any possible military interventions in the Persian Gulf aimed primarily at avoiding major disruptions to other countries’ economies. The costs and risks of this responsibility would be so great that either the preparations for this type of intervention would have to be negotiated on a truly multilateral basis, or all countries would have to realize that there are situations involving major disruptions of oil production in which the United States would not lead a military intervention.

3. U.S. military policy cannot solve for Middle East lack of democracy

Patrick Basham and Christopher Preble (Basham is senior fellow in the Center for Representative Government, Preble is director of foreign policy studies at the Cato Institute), "The Trouble With Democracy in the Middle East," 30 Nov 2003, <http://www.cato.org/dailys/11-30-03.html>

Instead, as the president declared, the success of freedom rests upon the willingness of free peoples to sacrifice. But the people of the Middle East, not the people of the United States, must make these sacrifices. Indeed, heavy-handed attempts to force democracy upon the region by military conquest will ultimately prove counter-productive toward those ends, as the events in Iraq are showing us every day.

DISADVANTAGES

1. Unilateral US action = economic and foreign policy problems

Matt Welch (columnist for Canada's NATIONAL POST), REASON, "America Unbound...or Insolvent?" 15 Nov 2004, <http://www.reason.com/links/links111504.shtml>

If there are few if any rules that the world's lone superpower will submit to, global public opinion will continue to rebel. Significant military coalitions will be that much harder to assemble, democratic countries will elect more anti-American governments, the U.S. Treasury will issue ever-more debt (putting further unholy strain on the dollar), and America's military manpower shortage will worsen.

2. US intervention = Resistance and backlash

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security"

The problems encountered in the occupation of Iraq serve primarily to highlight the difficulties that may be encountered in the future if the United States intervenes essentially unilaterally and encounters stiff and prolonged resistance.

NEGATIVE BRIEF: NIGERIA

INHERENCY

1. Nigeria rebels are now engaging in peace talks

AFROL News, "Peace talks to stop Nigeria's oil delta rebellion," 29 Sept 2004, <http://www.afrol.com/articles/14313>

Militia leader Dokubo Asari of Nigeria's oil producing Niger Delta is now set to negotiate peace with President Olusegun Obasanjo after his group's threats pushed world oil prices to a record level yesterday. The rebel leader will demand "resource control and self-determination" for the Ijaw people, living in poverty in the Niger Delta, to lay down his arms.

2. Nigeria is doing well — now is not the time to disrupt anything

AFROL News, "Military coup rumours in Nigeria investigated," 2 Apr 2004, <http://www.afrol.com/articles/1201>

Since the re-introduction of democracy and civilian rule in 1999, Nigeria has experienced great advances and is being hailed as a new force of promoting democracy, stability and economic growth in the West African region. It is therefore not in the interest of the Abuja government to sustain speculations of political instability and coup fears in Nigeria, which could produce a blow to the growing investments in the country.

3. Nigeria has freedom and democracy

Constance B. Newman, (Assistant Administrator for Africa, U.S. Agency for International Development), "Africa Overview," Committee on Foreign Relations, United States Senate, 2 Mar 2004

The spread of democratic values is also a positive sign for improving the living standards of millions of Africans. The rapid growth of new communications media and expansion of a free press have empowered civil society to hold governments more accountable for their actions and made ordinary citizens increasingly aware of their basic human rights. Nigeria, Africa's most populous country, took a major step forward in 2003 with free elections and the new governments in Kenya and Zambia have taken very positive strides to address the rampant corruption that had colored the previous administrations.

4. Nigeria democracy is working

Constance B. Newman, (Assistant Administrator for Africa, U.S. Agency for International Development), "Africa Overview," Committee on Foreign Relations, United States Senate, 2 Mar 2004

Democratic governance and improved governmental accountability have continued to expand throughout the region. A major milestone was met in Nigeria, when for the first time in its history a civilian government successfully and relatively peacefully transferred power to a succeeding civilian government.

5. EITI is solving Nigeria oil-sector corruption

Jim Fisher-Thompson, Washington File Staff Writer, US Diplomatic Mission to Nigeria, "Nigerian Minister Details War On Corruption In Oil Sector" 8 Apr 2004, <http://usembassy.state.gov/nigeria/wwwhp040804a.html>

The watchdog agency Extractive Industries Transparency Initiative (EITI) was set up with the help of British experts, the Nigerian [Nigeria's finance minister, Ms. Ngozi Okonjo-Iweala] said, and has already made progress on bringing transparency to the oil sector by auditing financial operations, "including value-for-money-audit." British Director-General Donnelly said EITI was succeeding because "it is country-specific," tailored to Nigeria's reform needs.

6. Status Quo reforms are the best policy for both US and Nigeria

Jim Fisher-Thompson, Washington File Staff Writer, US Diplomatic Mission to Nigeria, "Nigerian Minister Details War On Corruption In Oil Sector" 8 Apr 2004, <http://usembassy.state.gov/nigeria/wwwhp040804a.html> (quotes, brackets and ellipses all in original) (Larson = U.S. Under Secretary of State for Economic, Business, and Agricultural Affairs Alan P. Larson)

On the foreign policy level, Larson said: "As Americans ... we have a strong energy security interest in seeing these supplies of oil and gas expand to help meet our needs for imported energy products. And I believe very sincerely that improving transparency in the oil and gas sectors in these [African] countries is not only good economic development policy but also good energy security policy." Reform is important, Larson added, because "the more it's seen that Nigeria's oil wealth is helping to improve the capacity of its citizens to participate in the global economy, that it is improving health and educational standards, the better it's going to be for Nigeria and for the United States that wants to have a strong, forward-looking economic partnership" with the West African powerhouse.

NEGATIVE BRIEF: IMPORTED OIL HAS NO IMPACT

Chris Isidore (CNN/Money senior writer), CNN/Money, "A return to gas lines and rationing?" 13 Oct 2004, <http://money.cnn.com/2004/10/12/news/economy/gas_lines/index.htm?cnn=yes>

[American Petroleum Institute research manager Edward] Porter said that beyond the lack of political will for oil-price controls and rationing, there are various institutions in place to protect against that kind of oil shock — institutions that weren't available in 1979 or 1980. "At that time, we were really vulnerable to that kind of event. We didn't have the Strategic Petroleum Reserve," he said of the government's crude oil stockpile. "Today, we have the SPR and the International Energy Agency's system for releasing stocks at nearly 11 million barrels a day for a short-term interruption. We couldn't deal with the long-term loss of something like Saudi Arabia. But we are prepared for something comparable to the oil embargo or Iranian revolution."

Richard Salsman, CFA, 10 Aug 2004, "Dispelling Some Crude Myths About Oil's Real Impact" CAPITALISM MAGAZINE <http://www.capmag.com/article.asp?ID=3851>

In two recessions the oil price actually declined in the prior-year period. In two other cases the U.S. suffered from recession even though the oil price had risen by less than 10%; there have been many cases since 1968 when the oil price increased by as much as 10%, yet the result certainly was not recession. In yet another case there was a 199% rise in the oil price prior to recession, yet it was the second mildest recession (-2.0%) recorded since 1968. There's no basis for the popular belief that oil-price changes reliably signal U.S. recessions.

Prof. Philippe Le Billon, PhD (Univ. of British Columbia) and Fouad El Khatib (Visiting Fellow at International Institute for Strategic Studies), "From Free Oil to 'Freedom Oil'? - Terrorism, War and US Geopolitics in the Persian Gulf," GEOPOLITICS, July 2003, p. 7-8

A 'new political economy of oil' — contrasting in particular from that of the 1970s and characterised by a more 'reasonable' approach to pricing by key producers and to a reduction of conflicts between producers, consumers, and intermediaries — has resulted from the greater influence of markets over governments, the relative failure of the use of the 'oil weapon' by both producing and importing countries, and the diversification of sources of oil supply made possible by technological advances.

Frederick Cedoz, (FirstEnergy Capital Corporation and GWEST consulting firm), Oct 2004, The Global Politics of Energy, "The Gathering Perfect Energy Storm," p. 4

Even though analysts and pundits like to talk sensationally about "record high oil prices," the fact is that the U.S. gets more than double the GDP out of a barrel of oil now than it did in the mid-1970s. As a consequence, removing the psychological factor, oil's impact on the world economy as a whole is less now than it was at the height of OPEC's power in the 1970s.

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security" <http://www.acdis.uiuc.edu/Reinventing/ch_3_1.shtml>

Today, the United States is fully capable of restructuring its refining and transport capacity so that its military could carry out all plausible combat operations even under the threat of greatly reduced Persian Gulf oil production, albeit perhaps with some inconvenience to the rest of the economy in the unlikely event that strategic petroleum reserves are exhausted as a result.

Amory B. Lovins and L. Hunter Lovins, "Energy Forever," Issue Date: 02.11.02 THE AMERICAN PROSPECT, <http://www.prospect.org/web/page.ww?section=root&name=ViewPrint&articleId=6115>

But replacing insecure foreign oil with insecure new domestic energy sources doesn't help. We will have a secure supply of energy only when we have both displaced Mideast oil and shifted the basic architecture of our domestic energy infrastructure. Energy systems don't become secure by being located in this country—unless widespread failures are made impossible and local failures benign.

Amory B. Lovins and L. Hunter Lovins, "Energy Forever," Issue Date: 02.11.02 THE AMERICAN PROSPECT, <http://www.prospect.org/web/page.ww?section=root&name=ViewPrint&articleId=6115>

We found, and government and industry experts later confirmed, that a handful of people could shut down three-quarters of the oil and gas supplies to the eastern states overnight without leaving Louisiana. A similar group could cut electric power to any region or kill millions by sabotaging a nuclear power plant or crashing an airliner into it. Little has changed since then.

NEGATIVE BRIEF: OTEC (OCEAN THERMAL ENERGY CONVERSION)

INHERENCY

1. US Government already promotes OTEC

National Oceanic and Atmospheric Administration, Legislative Summaries, "Ocean Thermal Energy Conversion Act (42 U.S.C. §§ 9101 et seq.)" 1998, <http://www.csc.noaa.gov/opis/html/summary/otec.htm>

With regard to alternative energy sources from the ocean, the Ocean Thermal Energy Conversion Act (OTEC Act), 42 U.S.C. §§ 9101 et seq., establishes a licensing program for facilities and plantships that would convert thermal gradients in the ocean into electricity. The OTEC Act directed the administrator of the National Oceanic and Atmospheric Administration (NOAA) to establish a stable legal regime to foster commercial development of OTEC.

SOLVENCY

1. OTEC is inefficient and only produces electricity (won't replace oil)

Walter Youngquist (Consulting Geologist), "Alternative Energy Sources," THE COMING GLOBAL OIL CRISIS, Oct 2000, <http://www.hubbertpeak.com/youngquist/altenergy.htm>

But the plant would have to be huge and anchored in the deep open ocean or on a ship, all subject to storms and corrosion, and the amount of water which has to be moved is enormous as the efficiency is very low. How to store and transport the resulting electricity would also be a large problem. OTEC does not appear to have much potential as a significant energy source, and the end product is electricity.

2. More OTEC study needed to prove commercial feasibility

Hawaii Dept. of Business, Econ. Development & Tourism, "Ocean Thermal Energy Conversion (OTEC) Fact Sheet," 18 Sep 2002, <http://www.hawaii.gov/dbedt/ert/otec_hi.html#anchor351481>

Although extensive and successful testing of OTEC has occurred in experiments on component parts or small scale plants, a pilot or demonstration plant of commercial size needs to be built to further document economic feasibility.

3. Already tried and failed: OTEC is inefficient and unlikely to work

PRESIDENT'S COMMITTEE OF ADVISORS ON SCIENCE AND TECHNOLOGY PANEL ON ENERGY RESEARCH AND DEVELOPMENT, REPORT TO THE PRESIDENT ON FEDERAL ENERGY RESEARCH AND DEVELOPMENT FOR THE CHALLENGES OF THE TWENTY-FIRST CENTURY, Nov 1997, Chap. 6 Renewable Energy, p. 6-4

Technologies that have been dropped—justifiably—from the R&D portfolio include Ocean Thermal Energy Conversion (OTEC), solar ponds, wave energy, and others. OTEC and solar ponds operate off very small temperature differences and so have very low thermodynamic conversion efficiencies, thus requiring the movement of huge amounts of fluid in large structures under difficult conditions. Their prospects are poor.

4. OTEC is too expensive

Practical Ocean Energy Management Systems, OCEAN THERMOCLINE TECHNICAL FAQ-OTEC, Oct 2004, <http://www.poemsinc.org/FAQOTEC.html>

The new designs for OTEC are still mostly experimental. Only small-scale versions have been made. The largest so far is near Japan, and it can create 100 kilowatts of electricity. Another small-scale OTEC is off the coast of Hawaii, producing 50 kilowatts of electricity. If a successful OTEC is built, it is planned to produce 2 megawatts of electricity. However, a full scale OTEC would cost many millions of dollars, and it would be very difficult to build.

DISADVANTAGES

1. OTEC = Environmental damage to reefs & marine ecosystems

Hawaii Dept. of Business, Econ. Development & Tourism, "Ocean Thermal Energy Conversion (OTEC) Fact Sheet," 18 Sep 2002, <http://www.hawaii.gov/dbedt/ert/otec_hi.html#anchor351481>

Construction of OTEC plants and laying of pipes in coastal waters may cause localized damage to reefs and near-shore marine ecosystems.

NEGATIVE BRIEF: PETROCHEMICALS

HARMS

1. Oil use for petrochemicals is insignificant

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security" <http://www.acdis.uiuc.edu/Reinventing/ch_3_1.shtml>

Crude oil is indeed an essential petrochemical feedstock, but this use accounts for only a modest fraction of its use.

INHERENCY

1. Status Quo can solve for any disruptions to petrochemicals

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security" <http://www.acdis.uiuc.edu/Reinventing/ch_3_1.shtml>

As for other industrial and consumer products, the United States now has access to a global market for petrochemical products and an enormous capacity for product substitution and increased efficiency of use should such products become more expensive because of restrictions on the global oil supply.

2. No barrier: Status Quo can already produce petrochemical substitutes

Amory B. Lovins and L. Hunter Lovins, "Energy Forever," 11 Feb 2002, THE AMERICAN PROSPECT, <http://www.prospect.org/web/page.ww?section=root&name=ViewPrint&articleId=6115>

As for new fuels to replace oil, we already know how to produce them cost-effectively from renewable sources. Farm, forest, industrial, and urban wastes and certain soilreplenishing crops can yield clean transportation fuels, fertilizer, and substitutes for petrochemicals (often with heat and electricity as convenient by-products).

NEGATIVE BRIEF: PLASTIC/PLASTIC BAGS

HARMS

1. Energy turnaround: Plastic bags use less energy than paper bags

Society of the Plastics Industry, "Outreach and Education: Community Involvement," 2003, <http://www.plasticsindustry.org/outreach/environment/2101.htm>

Paper bags use both renewable and non-renewable resources in their production. In fact, production of plastic grocery sacks uses 20 percent to 40 percent less total energy than paper sacks, and results in 80 percent less waste.

2. Plastic bags use only a small amount of petroleum

Polystyrene Packaging Council, 2001, "Polystyrene (PS) Frequently Asked Questions," <http://www.polystyrene.org/faqs/answers.html>

The manufacture of all plastics consumed approximately three percent of the total petroleum used in the US in 1997, and PS production comprised approximately .002 percent of that amount.

Society of the Plastics Industry, "Outreach and Education: Community Involvement," 2003, <http://www.plasticsindustry.org/outreach/environment/2101.htm>

The manufacture of plastic bags requires only a small amount of natural gas and petroleum. Thanks to advances in resins, today's plastic bags use 25 percent less material than bags made in 1987, without compromising strength.

3. Plastic saves more oil than it takes to make it

Richard S. Stein, Univ. of Mass. - Amherst, "Plastics Can be Good for the Environment," The NEACT JOURNAL, Sept 2002

Ninety percent of petroleum is used for fuel. Only about 5% is used by the petrochemical industry, and 3-5% is used to make plastics. These plastics serve to make our cars and planes lighter, and in doing so, save more oil than needed to make them.

INHERENCY

1. No barrier: Status Quo can already substitute for plastic

REUTERS, 13 June 2003, 'Corntainer' Plastic Hits the Market - Green Packaging Made Without Petroleum, <http://www.mindfully.org/Plastic/Alternatives/Corntainer-Plastic-Sans-Oil13jun03.htm>

Wild Oats Markets Inc. became the first grocery store in the United States to roll out a new type of "green" packaging which looks like plastic but turns into compost after disposal. Unofficially called the "Corntainer" in the natural food chain's 11 Pacific Northwest stores where it is being tested, the clear packaging is made from corn rather than petroleum.

2. Plastic substitutes are already increasing in Status Quo

Samuel Fromartz, Reuters news service, 13 June 2003, "In 'Green' Packaging, Corn Replaces Petroleum," <http://www.mindfully.org/Plastic/Alternatives/Corntainer-Plastic-Sans-Oil13jun03.htm> (PLA=polyactide)

This year, Cargill Dow expects to be at full capacity at a new plant in Blair, Nebraska, churning 40,000 bushels of corn a day into 140 million metric tons (300 million pounds) of PLA annually. In the process, it will cut greenhouse gas emissions by 15 to 60 percent compared with the conventional materials it replaces. Cargill Dow Spokesman Michael O'Brien said market studies show PLA could reach 1 billion pounds a year by 2013, using up one-half of 1 percent of the corn grown in the United States. Cargill Dow is not alone in the market. Companies ranging from Procter & Gamble Co. to Japan's NEC Corp. are working on similar bio-plastic technologies.

3. Status Quo has plastic recycling programs

Society of the Plastics Industry, "Outreach and Education: Community Involvement," 2003, <http://www.plasticsindustry.org/outreach/environment/2101.htm>

Plastic bags collected for recycling are shredded, pelletized and made into new products. In fact, in some communities, households use large plastic bags made with recycled content to collect recyclables for municipal pickup. While consumers are making progress in recycling plastic, business is supporting that effort and working to stay a step ahead. The plastics industry has helped provide the infrastructure and the public awareness needed for successful recycling.

SOLVENCY

1. Success of plastic substitution requires change in consumer attitudes (not within power of Affirmative fiat)

Raye Scovern Hazen, Industrial & Manufacturing Trend Report, "Biodegradable Plastics: Here Today, Gone Tomorrow," Mar 2004 p. 2 (italics in original)

U.S. acceptance and promotion of biodegradable plastics could send the whole industry into overdrive, but only if consumers buy into the environmental impact of plastics beginning as renewable sources and ending as 100% recyclable or compostable products.

DISADVANTAGES

1. Less plastic = damage to safety of landfills — plastic is good for landfills

Society of the Plastics Industry, "Outreach and Education: Community Involvement," 2003, <http://www.plasticsindustry.org/outreach/environment/2101.htm>

Landfills are designed to seal out the sunlight, oxygen and moisture needed for wastes to degrade. Under these conditions, plastic bags have several environmental advantages:

\* They take up one-seventh the space of paper bags.

\* They are inert and, therefore, contribute to the chemical and physical stability that becomes important when a landfill is closed

2. Lost jobs in the plastics industry

Joan Lowy, 21 July 2004, Seattle Post-Intelligencer, "Plastic Left Holding the Bag as Environmental Plague"

Overall, the U.S. plastics and related industries employed about 2.2 million U.S. workers and contributed nearly $400 million to the economy in 2002, according to The Society of the Plastics Industry.

3. Energy waste turnaround: Plastic uses less fuel than its alternatives

Society of the Plastics Industry, "Outreach and Education: Community Involvement," 2003, <http://www.plasticsindustry.org/outreach/environment/2101.htm>

Plastic conserves energy by requiring less energy to make than other forms of packaging. And because it is light and less bulky, plastic reduces the amount of fuel used by trucks and vans that transport goods from factories and dairies to stores.

NEGATIVE BRIEF: PUBLIC TRANSPORTATION/MASS TRANSIT

SOLVENCY

1. Increased transit funding doesn't increase transit usage

Peter Van Doren (editor of Regulation magazine, published by the Cato Institute), "Let the Market Free Up Transportation in U.S.," 19 May 2003, CATO INSTITUTE, <http://www.cato.org/research/articles/doren-030519.html>

From 1991 through 2000, transit capital expenditures amounted to $70 billion. But the number of people using transit to go to work was flat at about 6 million (4.7 percent of workers) from 1990 through 2000, even though the number of workers increased by 13 million during the decade.

2. Amtrak fails

CATO INSTITUTE, "Cato Handbook for Congress - Policy Recommendations for the 108th Congress," Chapter 36 Transportation Policy, Dec 2002, p. 377

In November 2001, the ARC [Amtrak Reform Council] determined unanimously that, in the words of Chairman Carmichael Friday, the passenger train company had "failed terribly. It hasn't produced a modern system, it's done a lousy job of raising money and the Northeast Corridor, the one corridor it controls, is far behind on maintenance and improvements."

3. Mass transit usually runs with no passengers

CATO INSTITUTE, "Cato Handbook for Congress - Policy Recommendations for the 108th Congress," Chapter 36 Transportation Policy, Dec 2002, p. 382

Average transit load (passenger-miles divided by available seat-miles) is only 16 percent. Only New York City rail transit has more passenger-miles per route-mile (approximately 40,000) than average urban freeway passenger-miles per lane-mile (approxmiately 25,000). And light rail transit is only 18 percent as productive (4,523/25,385) as urban freeways. Most of the time, buses and subways are running empty.

4. Solvency turnaround: mass transit clears up highways, so more people drive in the long run

David S. Lawyer, Mar 2004, "Fuel-Efficiency of Travel in the 20th Century," <http://www.lafn.org/~dave/trans/energy/fuel-eff-20th.html#toc1>

Building a rail transit system is yet another example. It may remove autos from the highways at first, but later, the resulting lack of congestion on the highways attracts still more drivers.

5. Mass transit doesn't solve for energy use or traffic gridlock

Dell Erickson, Minnesotans for Sustainability, "Minnesota's Energy Future?" 20 Oct 2003, <http://www.mnforsustain.org/erickson_dell_minnesotas_energy_future_part_IIIB.htm>

The experience has been that rail systems do not remedy transportation or energy related problems. Indeed, cities worldwide with light and commuter rail also have the worst transportation gridlock. European cities on average have three to four times the mass transit —often commuter rail— yet have traffic congestion at least as worse as any traffic clogged American city.

DISADVANTAGES

1. Solvency turnaround: Transit subsidies produce political support for more highways = increased Affirmative harm

2. Economic efficiency: Money spent on mass transit is less efficiently used than letting people keep their own money

Peter Van Doren (editor of Regulation magazine, published by the Cato Institute), "Let the Market Free Up Transportation in U.S.," 19 May 2003, CATO INSTITUTE, <http://www.cato.org/research/articles/doren-030519.html>

Subsidies for mass transit were the Republican response after 1968 to urban protests against interstate highways through existing urban neighborhoods. Although the activism threatened the politics of the highway coalition, subsidies for mass transit allowed the highway coalition to command continued political support through expansion of the coalition of beneficiaries. But the support that is purchased is largely from employees of transit agencies rather than customers, who would be better off with direct transfers that they could spend on transportation services that fit their needs at a lower cost than those provided by public transit authorities.

3. Mass transit = more congestion and higher commuting time

John Locke Foundation, 2004, "Smart Growth and Transit," <http://www.johnlocke.org/agenda2004/smartgrowth.html>

Similarly, another myth is that higher densities and greater reliance on transit will reduce commuting times and improve transportation access. As the table below reveals, a comparison of development patterns and measurements of commuting time and congestion reveals an entirely different conclusion: greater “sprawl,” or perhaps one might call it greater “urban freedom,” correlates with shorter average commutes to work and less-congested highways.

4. Coercing people away from automobiles = serfdom and violation of human rights

Sam Kazman (General Counsel of the Competitive Enterprise Institute), Sept 2001, "Automobility and Freedom," Lecture at Objectivist Center seminar, <http://www.objectivistcenter.org/articles/skazman_automobility-freedom.asp>

Mobility is an incredibly important ability. When Friedrich Hayek wrote The Road to Serfdom, it seemed like that was the road that civilization was truly taking. But it is clear now that we are on a different road, a road from serfdom. For many people that road starts as a footpath; it starts as one that they take on their bloodied feet. For lots of us, though, that road eventually turns into an actual highway. That's what is in the balance in this debate. As convenient as driving may be, it is much, much more than that. It is a lovely activity, and a moral activity, and control over it is one of the last things you would want to give up to any government.

NEGATIVE BRIEF: SAUDI ARABIA

HARMS

1. Saudi Arabia is good: fighting terrorism

Howard Cincotta (Washington File Special Correspondent), US Embassy Islamabad, 10 Aug 2004, "Rice Defends U.S. Leadership In War On Terrorism," <http://islamabad.usembassy.gov/wwwh04081001.html>

On CNN, [National Security Advisor Condoleezza] Rice pointed to a shift in Saudi Arabia's attitude: "The Saudis, who, I think, for a long time didn't really want to believe that they had a terrorist problem, are now fighting those terrorists aggressively on the streets of Riyadh."

2. US is not dependent on Saudi oil

Stanley A. Weiss, Los Angeles Times, Commentary, "The U.S. Isn't Wedded to Saudi Oil," 9 Apr 2002, <http://www.bens.org/sw_ar041902.html>

But truth be told, the United States today is less, not more, dependent on Saudi oil. The country that provides the U.S. with more oil than any other (40% of the crude we use) is—the U.S. The United States also imports twice as much oil from its Western Hemisphere neighbors, including Canada and Venezuela, as it does from the Persian Gulf. The U.S. needs oil, but not from Saudi Arabia.

3. Dependence turnaround: Saudis are more dependent on us than we are on them

Stanley A. Weiss, Los Angeles Times, Commentary, "The U.S. Isn't Wedded to Saudi Oil," 9 Apr 2002, <http://www.bens.org/sw_ar041902.html>

Nevertheless, the Saudis need the U.S. as much as the other way around. In Saudi Arabia, oil is the only game, accounting for more than 90% of exports and 80% of government revenue. As oil prices have plunged in recent years, the national debt has soared. Per capita gross domestic product has plummeted from $28,000 in 1981 to less than $7,000 today. With dwindling receipts, the House of Saud simply cannot afford the generous welfare state with which it bought the loyalty of its people.

4. Saudi attempts to spread radical Wahhabism failed

As'ad AbuKhalil, (Professor of Political Science, California State University, Stanislaus) quoted in "Castles Made of Sand," 20 Mar 2003, UNCOMMON KNOWLEDGE, Hoover Institution, <http://www.uncommonknowledge.org/700/735.html> (mysoginistic = hating women)

But the important thing to remember, the good news about this is, despite the oil wealth, the vast oil resources that they have, they have been trying to ram Wahhabi ideology throughout the world, and this is where I disagree with you, and I think the results have been abysmal failure. Yes there are mosques in the United States and elsewhere who may take money from Saudi Arabia, but Wahhabi is dismissed by most people as a fanatical ideology that is at its core religiously intolerant, misogynistic and anti-Semitic.

INHERENCY

1. Saudis are reforming their society away from militant Islam today

Roger Hardy (Middle East analyst with BBC World Service), "Saudi Arabia: between violence and reform," 23 Jan 2004, MIDDLE EAST INTERNATIONAL, online edition, <http://meionline.com/features/184.shtml>

The authorities have done much more than crack down on the militant groups. They have launched a concerted effort to draw Saudi hearts and minds away from extremism and intolerance towards a kinder, gentler Islam. This has involved an energetic media campaign, the removal or “re-education” of hard-line imams, the partial revision of school textbooks, the closure or tighter monitoring of Islamic charities, and a range of other measures.

Wyche Fowler (Former US Ambassador to Saudi Arabia), "Ambassador Wyche Fowler Interview - U.S.-Saudi Relations: Attitudes and Perspectives," 27 Oct 2004, Saudi-US Relations Information Service, <http://www.saudi-us-relations.org/about-saudi-us-relations.html>

The government has belatedly moved to change the school curriculums and abandon teachings by rote, and the books also are being edited and reissued to eliminate those references to hatred of other peoples, which often leads to fanaticism. So, there's much going on. It may be at a glacial pace by American standards, but things are happening at a very quick pace given how far Saudi Arabia has come in a short time.

2. Saudis are dealing with banks funding terror

Council on Foreign Relations, "Terrorism: Q&A," 2004, <http://www.cfrterrorism.org/coalition/saudiarabia_print.html>

But State Department officials say that the kingdom has been cooperating. The kingdom’s central bank is reportedly monitoring 150 accounts, including those of four Saudi charities and eight businesses, for links to terrorism.

3. Saudis are cracking down on individuals funding terrorism

Wyche Fowler (Former US Ambassador to Saudi Arabia), "Ambassador Wyche Fowler Interview - U.S.-Saudi Relations: Attitudes and Perspectives," 27 Oct 2004, Saudi-US Relations Information Service, <http://www.saudi-us-relations.org/about-saudi-us-relations.html>

The Saudis have cracked down effectively, not completely, but effectively on individual Saudis who have been sending money to extremist groups in Afghanistan, Iraq and Pakistan. Why? Because they know that those who fund the violence in Iraq are also funding extremists in Saudi Arabia that are attacking the government and the people there. The Saudis know that, and they are acting on it. So, they tightened the laws on charities.

SOLVENCY

1. U.S. oil import policy won't solve for Saudi terrorism

Arnold Kling (Contributing Editor; PhD in economics from M.I.T.), Tech Central Station, "Oil Econ 101," 20 Jan 2003, <http://www.techcentralstation.com/012003A.html>

If cutting off funding is critical to winning the war on terror, then we must press the Saudis on that point. We should tell them that we respect their rights as a sovereign nation, but they owe it to the community of nations to not fund terrorists. If that approach does not work, then it is a waste of time to wring our hands over our "dependence on foreign oil." The only fallback position is the one suggested by my wife: just take the oil.

2. Reducing US oil demand won't cut Saudi funding

Arnold Kling (Contributing Editor; PhD in economics from M.I.T.), Tech Central Station, "Oil Econ 101," 20 Jan 2003, <http://www.techcentralstation.com/012003A.html>

The indirect approach of reducing oil demand is meaningless. Only a worldwide boycott of Saudi oil would effectively cut off their oil revenues. Yet such a boycott would be difficult to orchestrate and would itself be tantamount to war.

3. China will buy any Saudi oil that the US doesn't buy

Paul Roberts (expert on technology, economics and environment), 2004, THE END OF OIL, p. 257

In the classic win-win deal, the Chinese gain access to the world's largest oil reserves, while the House of Saud gets a foothold in what many regard as the largest potential oil market in the world. So intent is Saudi Arabia on securing a share of the Chinese market that Riyadh has been willing to offer Beijing special incentives, including below-market oil prices and special access to the kingdom's higher-quality, low-sulfur crude — even to the point of depriving existing customers in Europe and the United States.

4. Alliance with China will allow Saudi Arabia to circumvent US pressure

Paul Roberts (expert on technology, economics and environment), 2004, THE END OF OIL, p. 257

In some ways, China is a more ideologically suitable partner for Saudi Arabia than the United States has been, particularly as anti-Saudi sentiments rise in the United States. With China, the Saudis get a giant new customer whose government, unlike Washington, won't chide Riyadh for its record on human rights or its links to religious extremists and terrorist groups.

DISADVANTAGE

1. Terrorism Turnaround: Acting against Saudi Arabia will actually increase terrorism

Brink: Saudi Arabia is on the brink of turning against the US

Roger Hardy (Middle East analyst with BBC World Service), "Saudi Arabia: between violence and reform," 23 Jan 2004, MIDDLE EAST INTERNATIONAL, online edition, <http://meionline.com/features/184.shtml>

The Saudis are highly sensitive to continued sniping from the American media and from the neo-conservatives in Washington - including, most recently, Richard Perle, an adviser to the Pentagon, who declared acidly that the kingdom qualified for membership of the “axis of evil”. The Saudi princes find US policy in the Middle East unsettling. They believe they were promised progress on the Palestine issue which has not materialized, and they feel directly threatened by events in neighbouring Iraq.

Link: Hostile US policies generate Arab backlash

Wyche Fowler (Former US Ambassador to Saudi Arabia), "Ambassador Wyche Fowler Interview - U.S.-Saudi Relations: Attitudes and Perspectives," 27 Oct 2004, Saudi-US Relations Information Service, <http://www.saudi-us-relations.org/about-saudi-us-relations.html>

There's no question that many Arabs disapprove of American foreign policy, whether it be in Iraq, Israel-Palestine, Iran, or other places. But, until recently they respected and liked the American people and did not blame our government's foreign policies on them.The danger is that we are losing, I'm afraid, many of these people, who've said in the past, "Although we hate America's policies, we like its people." The danger is that unless we find a way to reverse the perception that all American policy is inimical to their interests, then you're going to have a real crisis if all of a sudden the American people are getting blamed for policies rather than our government. It would then become dangerous to be an American abroad anywhere in the region.

Impact: Arab backlash = more terrorism

Chas W. Freeman, Jr. (former US ambassador to Saudi Arabia), "The Way Forward: A Diplomat's Perspective," 13th Arab-U.S. Policymakers Conference, 13 Sept 2004

With Arabs concluding that Americans are indifferent to their suffering and untroubled by injustice and Americans equating Islam with terrorism, the estrangement between Americans and the Muslim fifth of the human race continues to deepen. By every measure available, the pool of potential recruits for terrorism against the United States and the long-term danger to our country from aggrieved Muslims are expanding.

NEGATIVE BRIEF: SPEED LIMITS

HARMS

1. Higher speed limits don't cause highway deaths

Stephen Moore (senior fellow at the Cato Institute, co-author of a study on speed limits and traffic fatalities), "Untrue at Any Speed," 22 Dec 2003, <http://www.cato.org/research/articles/moore-031202.html>

States with 65 and 75-mph speed limits saw a 12-percent decline in the fatality rate after speed limits were raised. Some of the sharpest declines in fatality rates were in states that raised their limits to 75 mph, the highest in the country. These include Utah, with a 27.7-percent decline, Nevada at 23.7 percent, and Arizona at 21.1 percent.

Stephen Moore, 25 June 2003, "Speed Doesn't Kill," NATIONAL REVIEW online, <http://209.157.64.200/focus/f-news/935303/posts>

The cause of crashes on the highways is not higher speed limits. Crashes are caused by reckless and aggressive driving, drunk drivers, and the selfish nitwits who talk on their cell phones while at the wheel and don't pay attention to the road.

2. Florida study shows speed not related to highway deaths

Gary Witzenburg (mechanical engineer, former race car driver, 19 years with Chevrolet and General Motors Engineering), CONSUMER GUIDE, 23 Sept 2003, "Seven Major Myths of Speed and Speed Enforcement," <http://auto.consumerguide.com/auto/editorial/imho/index.cfm/act/opinion03>

A decade ago, authorities in Florida commissioned research to determine where best to concentrate enforcement resources to maximize their safety benefit. Statewide, this 1993 study found "Speed Too Fast" placed a distant fifth on the list of accident causes at just 2.2 percent. A 1994 follow-up study in Dade, Broward, and Palm Beach counties found 1.5 percent of accidents and seven percent of fatalities "caused by speed." Of nearly 23,000 accidents investigated in Palm Beach Country, approximately 13,000 were attributed to "careless driving," 7,000 to "failure to yield," 2,000 to "improper lane changes," and only 650 to "speed."

3. Safety criterion not valid without considering cost

Walter Williams Phd. (Economics) 11 Aug 2004, "The Real Price of a Free Lunch," CAPITALISM MAGAZINE, <http://www.capmag.com/article.asp?ID=3852>

Most people would agree that a 5 mph speed limit is stupid, impractical and insane. That's one way of putting it, but what they really mean is: The benefit of saving 43,220 highway deaths and the $230 billion that would result from mandating a 5 mph speed limit isn't worth all the inconvenience, delays and misery. Admittedly, the 5 mph speed limit is an extreme example, a reductio ad absurdum. Nonetheless, it illustrates the principle that our actions shouldn't be guided by benefits only; we should also ask about costs.

SOLVENCY

1. Impossible to enforce 55-mph speed limit

Gary Witzenburg (degree in mechanical engineering from Duke U., former race car driver, 19 years experience with Chevrolet and General Motors Engineering), CONSUMER GUIDE, 23 Sept 2003, "Seven Major Myths of Speed and Speed Enforcement," <http://auto.consumerguide.com/auto/editorial/imho/index.cfm/act/opinion03>

The folly of posting 55-mph limits on freeways designed for 75 mph soon became clear to all but the most idealistic, who naively believed that motorists would comply with posted limits no matter how ridiculously low. Or that rigorous enforcement would compel them to. But most of us continued to travel at safe and prudent speeds that were often well above this ludicrous limit, trading off the ticket risk with the need to get where we were going in reasonable time. We proved once again that while responsible Americans will happily abide by laws that make sense, we will just as happily ignore those that don't.

DISADVANTAGES

1. Crime and social instability from lack of respect for law enforcement

A. Link: Low speed limits reduce public respect for law enforcement

Gary Witzenburg (degree in mechanical engineering from Duke U., former race car driver, 19 years experience with Chevrolet and General Motors Engineering), CONSUMER GUIDE, 23 Sept 2003, "Seven Major Myths of Speed and Speed Enforcement," <http://auto.consumerguide.com/auto/editorial/imho/index.cfm/act/opinion03>

To avoid being ticketed, we became more vigilant and fed a new multimillion-dollar radar detector industry. This ill-considered experiment in social engineering, which lingered for two decades until the National Motorists Association (NMA) finally convinced Congress to repeal it, created a nation of lawbreakers and diminished respect for speed limits and enforcement in general.

B. Impact: Increased crime and social instability

Meredith B. Weinstein, NC State Univ., 2002, "Public perception of law enforcement's treatment of suspects in North Carolina: Testing conflict, attitude consistency and ecological based theories," p. 3-4

A significant impetus for the study of public attitudes was the President’s Commission on Law Enforcement and Administration of Justice (1967) which examined the relationship between the police and the community. The task force noted that “police-community relationships have a direct bearing on the character of life in our cities, and on the community’s ability to maintain stability and to solve its problems. At the same time, the police department’s capacity to deal with crime depends to a large extent upon its relationship with the citizenry”

2. $2-5 billion per year in economic cost

Stephen Moore, 25 June 2003, "Speed Doesn't Kill," NATIONAL REVIEW online, <http://209.157.64.200/focus/f-news/935303/posts>

The Cato Institute recently calculated that the repeal of the 55-mph speed-limit law saved motorists between $2 and $5 billion a year in income and hundreds of millions of hours that were not spent wasted in their cars. To most Americans, time is money. "Drivers have the right to travel at safe speeds legally and not have to worry constantly about getting pulled over," insists Jim Baxter, of the National Motorists Association. He's right, of course.

3. Safety turnaround: Lower speed limits increase traffic deaths through road choice diversion

Timothy D. Terrell (teaches economics at Wofford College), THE FREE MARKET, Ludwig Von Mises Institute, June 2001, <http://www.mises.org/freemarket_detail.asp?control=357&sortorder=articledate>

Highway safety laws can end more lives than they save. It is easiest to understand why this is so if we look at speed limit laws. One reason is that lowering speed limits on freeways reduces the advantage to using these limited-access divided highways. Some drivers will switch to alternative routes—using secondary roads—that might be a shorter distance but previously were avoided because of significantly lower speed limits. These alternative routes are frequently much less safe than freeways, so overall fatality rates can rise as a result of lowering speed limits.

Stephen Moore, 31 May 1999, "Speed Doesn't Kill - The Repeal fo the 55-MPH Speed Limit," <http://64.233.167.104/search?q=cache:EHNQPbRU4XkJ:www.safespeed.org.uk/speed-doesnt-kill.pdf>

The ratio of lower deaths to higher speed limits is not an anomaly. After the federal government allowed states to raise the speed limit above 55 mph on certain interstate roads in 1986, fatalities and injuries also fell as a percentage of miles travelled. The fatality rate fell from 2.5 to 2.1 between 1985 and 1990.

4. Stolen lives: 4 billion hours of people's time

Dwight Lee (Professor of Economics, University of Georgia) "Costs Should Be Revealed, Not Concealed," The Freeman, a publication of The Foundation for Economic Education, Inc., May 1999, Vol. 49, No. 5, <http://www.libertyhaven.com/theoreticalorphilosophicalissues/supplysideeconomics/costsshould.shtml>

Enactment of the 55 MPH speed limit on the grounds that it saves lives also shows the tendency of the political process to conceal rather than reveal costs. We have all heard that the speed limit reduced traffic fatalities, which then increased when it was raised. But what were the costs of the 55 MPH limit? One cost was the additional time people had to spend on the highway, a cost that came to billions of hours per year (20 extra hours a year on the road for 200 million people is 4 billion hours).

5. Increased crime from police diversion — catching speeders instead of stopping crime

Timothy D. Terrell (teaches economics at Wofford College), THE FREE MARKET, Ludwig Von Mises Institute, June 2001, <http://www.mises.org/freemarket_detail.asp?control=357&sortorder=articledate>

The magnitude of the resource waste is staggering. One way to understand the waste is by looking at the foregone alternatives to enforcing petty safety laws—what economists call opportunity cost. If those officers were not manning roadblocks to check for seat belts and drivers' licenses, what crimes could they have prevented? How many burglaries, rapes, and murders occurred while these officers were otherwise occupied?

6. Immoral infringement on civil liberties

Timothy D. Terrell (teaches economics at Wofford College), THE FREE MARKET, Ludwig Von Mises Institute, June 2001, <http://www.mises.org/freemarket_detail.asp?control=357&sortorder=articledate>

Part of the route I take to work each day has dropped from a 65 mph speed limit to 60 mph. Why don't I feel safer? Part of the reason seat belt laws and speed limits bother me is that they extend a tentacle of government into automobile safety issues— yet another place it does not belong. Not only are such laws immoral, but they set a precedent for even more intrusive regulations. Next thing I know, the Food and Drink Police will be snatching candy bars from my hand and replacing them with rice cakes.

NEGATIVE BRIEF: AGAINST INCREASING STRATEGIC PETROLEUM RESERVE (SPR)

SOLVENCY

1. Increasing SPR causes offsetting reductions in private inventories

Prof. Steve Hanke (economics, Johns Hopkins Univ.), 21 Oct 2004, "Over a Barrel," Cato Institute, <http://www.cato.org/research/articles/hanke-041021.html>

Not surprisingly, total U.S. oil inventories have increased by 9.4% since December 2001. But private stocks have actually decreased by 12.5%. The SPR has crowded out private storage and the government's share of the total has increased from 63% to 71%, giving rise to the Bush premium of at least $10 per barrel.

CBS News online, "Dems Blame Bush for High Oil Prices, 5 Mar 2003, <http://www.cbsnews.com/stories/2003/03/05/politics/main542886.shtml> (brackets added)

The report released Wednesday said that the diversion during 2002 of 40 million barrels of crude into the Strategic Petroleum Reserve required refiners to dip into their commercial inventories at a time when markets already were tight and production by the Organization of the Petroleum Exporting Countries was being reduced.

2. SPR does not solve for embargos

S. Fred Singer, "Bush energy plan," WASHINGTON TIMES, 17 June 2001, <http://www.sepp.org/NewSEPP/bush_energy_plan_sfs_wp.htm>

Filled with angst about oil supplies, we also embarked on the Strategic Petroleum Reserve, a wasteful effort by government to protect against an imaginary embargo. No such thing: Being fungible, SPR oil would merely lower slightly the price of oil to consumers around the world.

DISADVANTAGES

1. SPR increases hurt the economy by raising oil prices

A. Link: SPR oil purchasing = Higher oil prices

CBS News online, "Dems Blame Bush for High Oil Prices, 5 Mar 2003, <http://www.cbsnews.com/stories/2003/03/05/politics/main542886.shtml> (brackets added)

While the government was buying the oil last year, commercial crude inventories declined by 10 percent from 310 million barrels to 280 million barrels. Energy economists have cited the tight inventories as a key reason for the sharp price increases of crude as well as gasoline and heating oil. "Removing 40 million barrels from the marketplace ... increased oil prices which caused U.S. oil refiners to take oil from inventory instead of buying expensive new oil," the [Sen. Carl ] Levin report said.

B. Impact: Higher oil prices hurt the economy

Ben S. Bernanke (Board of Governors, Federal Reserve), remarks at the Distinguished Lecture Series, Darton College, Albany, Georgia, 21 Oct 2004, "Oil and the Economy"

An increase in oil prices slows economic growth in the short run primarily through its effects on spending, or aggregate demand. Because the United States imports most of its oil, an increase in oil prices is, as many economists have noted, broadly analogous to the imposition of a tax on U.S. residents, with the revenue from the tax going to oil producers abroad.

Middle East Economic Survey, Vol XLVII, No. 24, "Impact of High Oil Prices On World Economic Growth: A Mixed Assessment," 14 June 2004, <http://www.mees.com/postedarticles/finance/oilprice/a47n24b01.htm>

As Mr Greenspan noted, we may not understand the exact nature of the effect oil prices have on the world economy, but as recent history has shown, when oil prices spike recession is rarely far behind.

2. Strategic Petroleum Reserve rips off U.S. consumers

Prof. Steve Hanke (economics, Johns Hopkins Univ.), "Over a Barrel," 21 Oct 2004, WALL STREET JOURNAL, <http://www.cato.org/research/articles/hanke-041021.html>

On Nov. 13, 2001, President Bush ordered the government to fill the Strategic Petroleum Reserve to its capacity of 700 million barrels. Since then, the SPR fill-rate has accelerated and oil prices have gone through the roof, increasing from $21.67 to a record-setting $55.33 per barrel. At least $10 per barrel of that increase can be attributed to the president's wrongheaded "fill" command. And that "Bush premium" has taken roughly $70 billion out of American oil consumers' pockets and transferred it into OPEC's coffers since December 2001.

3. SPR is too expensive and leads to economic ruin

Jerry Taylor (Director of Natural Resource Studies at the Cato Institute), "Drain the strategic petroleum reserve," 26 Sept 2000, <http://www.cato.org/research/articles/taylor-000926.html>

But even if releasing the SPR is effective at manipulating domestic prices, using it this way sets a dangerous precedent. The idea that government should be in the business of wholesaling important commodities is the path to economic ruin. That's why we should open up the reserves, drain them as fast as possible, and shut down the reserve permanently. The SPR is a bad economic investment. It costs a tremendous amount of money to maintain a physical reserve of oil.

NEGATIVE BRIEF: STRATEGIC PETROLEUM RESERVE (SPR) SHOULD NOT BE REDUCED

HARMS

1. Benefits of filling SPR outweigh the risks

Mark Maddox (Acting Ass. Secretary, Office of Fossil Energy, Dept of Energy), testimony before House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 6

The current rate of fill is about 105,000 barrels per day, less than one percent of world demand exceeding 80 million barrels per day. While a moderate fill policy is unlikely to have a market impact, if we had heeded the calls to suspend filling the SPR, both energy and national security vulnerabilities would be markedly higher.

2. SPR has very little impact on gasoline prices

Mark Maddox (Acting Ass. Secretary, Office of Fossil Energy, Dept of Energy), testimony before House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 6

The Energy Information Administration estimates that the impact on gasoline prices of filling the reserve is at most one or two cents per gallon.

SOLVENCY

1. Selling SPR oil won't reduce US oil prices

Jerry Taylor (Director of Natural Resource Studies at the Cato Institute), "Drain the strategic petroleum reserve," 26 Sept 2000, <http://www.cato.org/research/articles/taylor-000926.html>

When governments try to manipulate currency markets by increasing or decreasing the supply of money, they often find that what looks good in theory fails to translate into higher or lower currency prices. In both currency and oil markets, government reserves are so small in relation to the size of the market that such interventions are not guaranteed to work. Moreover, crude oil prices are only one cause of high gasoline and home heating oil prices. The other factor is tight refining capacity. Even if the United States were flooded with oil tomorrow, there's nothing we could do with it for now because domestic refineries are already operating at full capacity.

DISADVANTAGES

1. Releasing SPR oil would cause more supply problems and economic dislocations

WALL STREET JOURNAL, OpinionJournal, 30 Mar 2004, "What's Up With Oil - A guide to why prices are so high." <http://www.opinionjournal.com/editorial/feature.html?id=110004888>

If every President turned to the oil reserve when prices shoot up, companies would reduce the amount of inventory they are willing to carry and exacerbate the supply problem. In the short term, there is also no economic need to draw on the reserve. The economy is humming along and panicking would only create other dislocations. The oil reserve was not designed, nor should it be used, to relieve consumers at the pump for a few weeks.

2. Releasing SPR oil makes an energy crisis worse

A.F. Alhajji, PhD (Ohio Northern Univ.) and James L. Williams (President of WTRG Economics), "Measures of Petroleum Dependence and Vulnerability in OECD Countries," MIDDLE EAST ECONOMIC SURVEY, 21 Apr 2003, <http://www.wtrg.com/oecd/OECD0304.html>

The use of the SPR or government controlled stocks to lessen the impact of an energy crisis is subject to debate. We believe that there are certain conditions that must exist to make an SPR release successful. However, the premature release of the SPR may exacerbate an energy crisis as it depletes the stocks while shortages still exist. It leads to lower prices and, therefore, increased consumption.

3. Cutting SPR hurts US national security

Mark Maddox (Acting Assistant Secretary, Office of Fossil Energy, Dept of Energy), testimony before House Committee on Government Reform: Energy Policy, Natural Resources and Regulatory Affairs Subcommittee, 7 July 2004, p. 7

Secretary Abraham recently stated the Administration position on this proposal very clearly when he said, "...imperiling the national security for the sake of a minimal reduction in price would be nothing short of irresponsible. Simply put, the Reserve is for the long-term protection of the American people, nto to cut the price of gas by two cents."

CBS News online, "Dems Blame Bush for High Oil Prices, 5 Mar 2003, (brackets added) <http://www.cbsnews.com/stories/2003/03/05/politics/main542886.shtml>

"The principal issue here is national security and we believe and continue to believe that enlarging the amount of emergency reserves we have in the strategic reserve is very important to America's energy and national security," said [Energy Secretary Spencer] Abraham when asked about the report.

NEGATIVE BRIEF: SUVs

HARMS

1. Harms of SUVs aren't significant enough to justify government intervention

Arnold Kling (Contributing Editor; PhD in economics from M.I.T.), Tech Central Station, "Oil Econ 101," 20 Jan 2003, <http://www.techcentralstation.com/012003A.html>

I personally do not care much for SUV's, but the way I express my dislike for them is the same way that I express my dislike for cable television. I don't purchase those products. (One could argue that the fact that other people buy SUV's causes me some harm. For that matter, one could make the same argument about cable television. However, those effects are small, below what I would regard as the threshold that might justify regulation.)

2. MPG differential of SUVs is not a significant problem

Alan Reynolds (economist, senior fellow at Cato Institute, former director of economic research at Hudson Institute), 24 June 2004, "Energy Disinformation," TOWNHALL.com, <http://www.townhall.com/columnists/alanreynolds/ar20040624.shtml>

Clearly, nearly all of the1975-88 improvement in average fuel economy was clearly achieved by technological advances such as fuel injection and radial tires, not by a significant shift toward smaller cars. By 2004, small cars accounted for merely 22.9 percent of the fleet, yet average mileage nonetheless declined by only 1.3 miles per gallon (to 20.8). That 1.3 mpg is what all the fuss over SUVs is all about.

3. SUVs don't use a substantial amount of imported oil

Alan Reynolds (economist, senior fellow at Cato Institute, former director of economic research at Hudson Institute), 24 June 2004, "Energy Disinformation," TOWNHALL.com, <http://www.townhall.com/columnists/alanreynolds/ar20040624.shtml>

Since light trucks account for 18 percent of oil used for transportation (which is 67 percent of all oil use), and SUVs for no more than half of that, then it follows that SUVs account for no more than 6 percent of overall U.S. petroleum consumption and 2.4 percent of total U.S. energy use. Blaming cyclical swings in energy prices on SUVs may be politically correct, but it's really quite absurd.

4. SUVs don't kill people — they actually save thousands of lives/year

Jerry Taylor (director of natural resource studies at the Cato Institute), 2 Feb 2003, Detroit News, <http://www.cato.org/research/articles/taylor-030202.html>

She [Univ. of Michigan economist Michelle White] studied the records of cars, SUVS, pickups and minivans, large trucks and buses in three types of crashes: those involving two vehicles, a single vehicle and a vehicle striking a pedestrian or bicyclist. She then analyzed the information, controlling for seat belt use, urban and rural conditions, weather, time of day, negligence, age of the drivers, road type, speed and number of vehicular occupants. The result: SUVs saved between 1,023 and 1,225 lives every year. And the study found no statistically significant evidence that you are more likely to die if your car collided with an SUV than if it collided with another car.

5. SUVs don't cause air pollution

Jerry Taylor (director of natural resources studies at the Cato Institute), 18 Dec 2002, "No Apologies: Affirming SUV driving," CATO INSTITUTE, <http://www.cato.org/research/articles/taylor-021218.html>

What goes unacknowledged, however, is that America's romance with SUVs coincided with tremendous improvements in air quality. Since 1980, ambient concentrations of carbon monoxide have dropped 61 percent, leaving only two small towns in California in violation of federal winter smog standards. Likewise in 1984, half of America's cities were in violation of federal summer smog standards, with those cities averaging 12 violations a year. By last year, however, only 14 percent of America's cities were in violation of those standards, with those cities experiencing but four violations a year. Sulfur dioxide emissions (the cause of acid rain) fell by 31 percent since 1980; lead emissions by 94 percent; and small particulate matter (perhaps the most dangerous air pollutant) by 50 percent. Clearly, SUVs and the environment can coexist nicely.

SOLVENCY

1. Reducing SUVs won't solve for fuel consumption

Alan Reynolds (economist, senior fellow at Cato Institute, former director of economic research at Hudson Institute), 24 June 2004, "Energy Disinformation," TOWNHALL.com, <http://www.townhall.com/columnists/alanreynolds/ar20040624.shtml>

The concept of conserving fuel among the small number of new passenger vehicles in order to lower prices is chimerical, since lower prices would encourage more driving among owners of the much larger fleet of older vehicles. Besides, the trendy idea that SUVs account for a huge share of energy use is wildly inaccurate.

DISADVANTAGES

1. Reducing SUVs = more highway deaths

Peter VanDoren (editor of Regulation magazine), CATO INSTITUTE, 12 Apr 2001, "Save a Life, Buy an SUV," <http://www.cato.org/dailys/04-12-01.html>

But even after controlling for all those factors, [Douglas] Coate and [James] VanderHoff [of Rutgers University] find that SUVs have helped reduce fatalities. By the numbers, they find that the 5 percent increase in light truck purchases from 1994-97 has reduced single vehicle fatalities per driver by 7.5 percent and multiple vehicle fatalities per driver by 2 percent. That translates into about 2,000 lives saved.

NEGATIVE BRIEF: TAX INCENTIVES FOR DOMESTIC OIL DRILLING

INHERENCY

1. Clinton Administration already gave tax incentives for oil on federal lands and offshore

David J. Hayes (former Deputy Secretary of the Interior), 3 Apr 2001, National Energy Policy Regarding Development of Domestic Oil and Gas Resources, Testimony before the Senate Committee on Energy and Natural Resources, <http://www.ndol.org/ndol_ci.cfm?cp=3&kaid=116&subid=155&contentid=3426>

Deep water royalty incentives, proposed by former Senator Johnston and supported by the Clinton Administration, contributed to a 65 percent increase in offshore oil production over the last eight years. This new incentive system also boosted natural gas production dramatically, with gas production in deep Gulf of Mexico waters increasing by 80 percent in the past two years alone. The previous administration also implemented royalty reductions on marginal oil wells and heavy oil on federal lands to maintain production and ensure maximum recovery.

2. Current tax code contains lots of domestic oil incentives

Joseph Mikrut (tax legislative counsel, Dept. of the Treasury), statement before the Subcommittee on Oversight, Committee on Ways and Means, 5 Mar 2001, p. 2

The importance of maintaining a strong domestic energy industry has been long recognized and the Internal Revenue Code includes a variety of measures to stimulate domestic exploration and production.

Joseph Mikrut (tax legislative counsel, Dept. of the Treasury), statement before the Subcommittee on Oversight, Committee on Ways and Means, 5 Mar 2001, p. 2

The tax incentives contained in present law address the drop in domestic expoloratory drilling that has occurred since the mid 1950s and the continuing loss of production from mature fields and marginal properties. Incentives for oil and gas production in the form of tax expenditures are estimated to total $9.8 billion for fiscal years 2002 through 2006.

3. Status Quo has tax incentives for unconventional oil recovery

Joseph Mikrut (tax legislative counsel, Dept. of the Treasury), statement before the Subcommittee on Oversight, Committee on Ways and Means, 5 Mar 2001, p. 10

Conventional oil recovery methods do not recover all of a well's oil. Some of the remaining oil can be extracted by unconventional methods, but these methods are generally more costly and uneconomic at current world oil prices. In this environment, the EOR [enhanced oil recovery] credit can increase recoverable reserves.

4. Status Quo has subsidies to domestic oil producers

Institute for the Analysis of Global Security, "How much are we paying for a gallon of gas?" 2003, <http://www.iags.org/costofoil.html>

The federal government subsidizes the oil industry with numerous tax breaks and government protection programs worth billions of dollars annually. These benefits are designed to ensure that domestic oil companies can compete with international producers and that gasoline remains cheap for American consumers.

SOLVENCY

1. Increased domestic oil can't significantly reduce import dependence

Natural Resources Defense Council, "NRDC Slams Senate Plan to Drill in the Arctic Refuge, Says GOP’s Omnibus Energy Bill Unresponsive to Nation’s Needs" 26 Feb 2001, <http://www.nrdc.org/media/pressReleases/010226.asp>

"The United States cannot produce its way out of oil dependence," said Dr. Daniel Lashof, an NRDC [Natural Resources Defense Council] senior scientist. "Oil is a global commodity whose price is determined by international markets. The United States today produces only about 12 percent of world petroleum supplies, so even a significant boost in domestic production would have a marginal effect.

DISADVANTAGES

1. Domestic production incentives are a bad policy long-term: reduces US ability to respond to global depletion

Clifford Singer, James Walsh and Dean Wilkening, Arms Control, Disarmament, and International Security program at Univ. of Illinois at Urbana-Champaign, May 2004, REINVENTING MULTILATERALISM, "Ensuring Energy Security"

As for the relationship of oil import fees to energy and security policy, it is neither necessary nor desirable to maintain further incentives to domestic production, such as depletion allowances, for a long time. Rather, domestic resources should be conserved at least as much as unperturbed market forces allow to provide more long-term resilience to the effects of global depletion of the most readily extractable resources.

2. Cheaper oil creates massive social, economic and environmental harms

A. LINK: Inherency #4 above — Oil production incentives make oil cheaper for consumers

B. IMPACT: Massive social, economic and environmental costs

Muhammad Sahimi (Chairman of the Chemical and Petroleum Engineering Department at USC), 7 Mar 2000, Los Angeles Times, "Cheap Oil Is Bad For The World"

Cheap oil induces people to overuse it and thus discourages development of alternative sources of energy that are environmentally friendly. It affects the economy negatively. It costs us huge sums in health care. It causes social and political instability abroad.

NEGATIVE BRIEF: TERRORISM

HARMS

1. Oil revenues don't link to terrorism funding

Jerry Taylor (director of natural resources studies at the Cato Institute), 18 Dec 2002, "No Apologies: Affirming SUV driving," CATO INSTITUTE, <http://www.cato.org/research/articles/taylor-021218.html>

Never mind the fact that 80 percent of the gasoline we put in our tanks is refined from oil bought from outside the Persian Gulf. Never mind the fact that al Qaeda is funded not by the oil sheiks but by bin Laden's personal fortune (derived long ago from his family's construction business), criminal schemes run by entrepreneurial terrorists, wealthy Muslims who seem to have made their fortune outside of the oil business, and charity scams that harvest money from unsuspecting Muslims who think their dollars are going to war orphans.

2. Persian Gulf nations not funding terrorism

Jerry Taylor (director of natural resources studies at the Cato Institute), 18 Dec 2002, "No Apologies: Affirming SUV driving," CATO INSTITUTE, <http://www.cato.org/research/articles/taylor-021218.html>

In fact, should al Qaeda win this war, it's the guys running the Persian Gulf oil fields today who'll be the first to hang - and they know it. The idea that Saudi Aramco or the Kuwaiti royal family is bankrolling al Qaeda on the side is half-baked nonsense.

3. Terrorism is not a significant threat to the US

Prof. John Mueller (Ohio St. Univ.), "A False Sense of Insecurity?" REGULATION, Vol 27 No. 3, Fall 2004, p. 1

Even with the September 11 attacks included in the count, the number of Americans killed by international terrorism since the late 1960s (which is when the State Department began counting) is about the same as the number of Americans killed over the same period by lightning, accident-causing deer, or severe allergic reaction to peanuts.

4. Impact of terrorism in the US is exaggerated

Brian Doherty (senior editor), REASON, "Homeland: Already Secure?" 6 Dec 2004, <http://www.reason.com/links/links120604.shtml> (brackets added)

[Prof. John] Mueller points out that, given its rarity and comparative lack of real impact in America (yes, even after factoring in 9/11), perhaps Americans are overly fearful and aiming too many resources at trying to stave off a terror menace that might not even be out there. As Bart Kosko noted in a Los Angeles Times op-ed back in September, in contradiction to the argument that diligent federal efforts have kept us safe since 9/11, "the comparative absence of terrorism could just as easily (and I believe more reasonably) support the very different conclusion that we have overestimated—grossly overestimated—the terrorist threat.

SOLVENCY

1. Solving for US intervention is the key to fighting terrorism — AFF cannot solve

Charles V. Pena, (Director of defense policy studies at Cato) "Bush's National Security Policy is a Misnomer," 30 Oct 2003, POLICY ANALYSIS, Cato Institute, p. 1

But if the United States is to take appropriate steps to minimize its exposure to future terrorism, it must correctly understand what motivates terrorists to attack America. The obvious conclusion to be drawn by American policymakers is that the United States needs to stop meddling in the internal affairs of other countries and regions, except when they directly threaten the territorial inegrity, national sovereignty, or liberty of the United States.

2. Root cause of terrorism is anti-American attitudes — AFF cannot solve

Matt Welch (columnist for Canada's NATIONAL POST), REASON, "America Unbound...or Insolvent?" 15 Nov 2004, <http://www.reason.com/links/links111504.shtml>

The [Defense Science Board Sept. 2004] report, unlike the Bush Administration, sees anti-Americanism as a pressing danger to U.S. interests deserving of immediate corrective attention. "Negative attitudes and the conditions that create them are the underlying sources of threats to America's national security and reduced ability to leverage diplomatic opportunities," it warns (italics mine). "Terrorism, thin coalitions, harmful effects on business, restrictions on travel, declines in cross border tourism and education flows, and damaging consequences for other elements of U.S. soft power are tactical manifestations of a pervasive atmosphere of hostility."

DISADVANTAGES

1. Costs of worrying about terrorism outweigh the benefits

Brian Doherty (senior editor), REASON, "Homeland: Already Secure?" 6 Dec 2004, <http://www.reason.com/links/links120604.shtml> (brackets added)

The opportunity costs of this fight, in resources, energy, and know-how—and in our civil rights—are enormous. As [Prof. John] Mueller points out, economist Roger Congleton has figured that delaying all airline passengers for only half an hour each adds up to total economic costs of $15 billion a year. Imagine what else smart fellows like the authors of that Rand study, or all the people involved in the new and burgeoning industry, both private and public, of fighting domestic terror assaults, might be able to do if they weren't expending their energy on what might be a smaller threat than we seem to think?

NEGATIVE BRIEF: THERMAL DEPOLYMERIZATION (TDP)

INHERENCY

1. Status Quo is already doing TDP

Andrew Kantor, USA TODAY, "Killing germs, reducing waste, making oil: TDP might be the next big thing," 22 Jan 2004, <http://www.usatoday.com/tech/columnist/andrewkantor/2004-01-22-kantor_x.htm>

But interest and investment are running high, so you can bet you'll see more of TDP in the next few years. And who knows? Maybe before the decade is out we'll be able to cut ourselves off from the Saudis.

2. No change in policy: EPA is already funding TDP

THE GUARDIAN (British newspaper), 22 May 2003, "Is this the ultimate recycler?" <http://www.guardian.co.uk/life/feature/story/0,13026,960689,00.html> (brackets added)

The impressive results from the Philadelphia [TDP] plant convinced the US environmental protection agency to put up $14.5m (£9m) to fund four more plants, while private investors are backing the Missouri plant to the tune of $40m (£25m).

Dan Fagin, NEWSDAY, 4 Apr 2004, "Brian Appel, Changing World Technologies - Turning Garbage into Oil-and Cash," <http://www.mindfully.org/Energy/2004/Changing-World-Technologies4apr04.htm>

Compared to other startup energy companies, Changing World has also shown a knack for landing grants from government agencies and industry institutes — more than $15 million so far. A $3.5 million grant from the industry-funded Gas Research Institute built the company's research facility in the Philadelphia Navy Yard, and the federal Environmental Protection Agency kicked in $5 million toward the cost of the Carthage plant.

SOLVENCY

1. Price of TDP will go up

THE GUARDIAN (British newspaper), 22 May 2003, "Is this the ultimate recycler?" <http://www.guardian.co.uk/life/feature/story/0,13026,960689,00.html> (brackets added)

Although trial results have been impressive, the technology has to prove itself at the new Missouri plant. There are a few sceptical voices. "Once they are producing something as valuable as they say they are," says Professor Robert Brown of the Center for Sustainable Environmental Technologies at Iowa State University, "people aren't going to give dead chickens to them any more."

2. TDP isn't cost competitive with petroleum

Bill Bergstrom, Associated Press, 16 May 2003, "Entrepreneur's plants cook wastes into oil" (brackets added)

Biological materials, like turkey byproducts, contain water that must be removed before they can be turned into fuel. [Iowa St. Univ. Prof. Robert C.] Brown said biomatter also contains oxygen, which gives it less explosive kick than fossil fuels. "I'd be surprised if they can do it at a good price," he said. [Brian S.] Appel acknowledged his process isn't competitive with crude oil. The Missouri plant will need to spend $15 a barrel to turn turkey waste into oil, compared with about $13 a barrel for small exploration and production companies and $5 for a major oil company, he said.

3. TDP is patented by Changing World Technologies (CWT) — no one knows if it really works

Dan Fagin, NEWSDAY, 4 Apr 2004, "Brian Appel, Changing World Technologies - Turning Garbage into Oil-and Cash," <http://www.mindfully.org/Energy/2004/Changing-World-Technologies4apr04.htm>

Although Discover, Money and Scientific American magazines have all written wildly enthusiastic stories about the company recently — Money called it "The Next Big Thing" — competitors and independent researchers point out that Changing World Technologies has released very little information about the details of its patented process. "You have to remember that people have been pressure-cooking different types of biomass for a long time now, and we really haven't seen these kinds of breakthroughs," said Ralph Overend, a leading authority in the bio-energy field and a research fellow at the National Renewable Energy Laboratory in Golden, Colo.

4. Subsidizing Changing World Technologies won't work: Subsidies will reduce efficiency

Prof. David King (economics, Industrial College of the Armed Forces), 2003, "SIZE MATTERS: Barriers to entry in the microelectronic industry," p. 8

Government investment can also cause even greater inefficiencies in resource allocation. If the government gives such "subsidies" to a few producers, then it is picking winners and losers — something it doesn't do well. If the government gives "subsidies" to every producer, it encourages overcapacity.

DISADVANTAGES

1. Odor

Ron Graber, Carthage Press, "Thermal Depolymerization plant closed," 8 Aug 2004, <http://www.energybulletin.net/1666.html>

Carthage Fire Chief John Cooper said Thursday's northeast wind brought numerous phone calls to his department regarding the smell which was determined to be coming from the RES plant just east of Butterball. "It's kind of like singed hair," said Cooper. He said the RES plant shut down production after complaints about the smell were raised. They later resumed production, then shut the plant down again after the smell resurfaced.

2. Patent violation impacts (link - see solvency #3 and #4 above)

For the AFF to make its plan work, they will either have to wait for Changing World Technologies to do it within their patent (Inherency — wait and let them do it in the Status Quo) or else subsidize CWT (see Solvency #4 above) or else take the technology and violate CWT's patent, triggering these disads:

A. Violates the Constitution and sabotages the US economy through stifling innovation

JAMES E. ROGAN (Under Secretary of Commerce for Intellectual Property and Director of the United States Patent and Trademark Office), prepared remarks at the Hearings on Competition and Intellectual Property Law and Policy in the Knowledge-Based Economy, 6 Feb 2002

In drafting the framework for the United States, they placed into the Constitution in Article I, Section 8, the authority for Congress "[t]o promote the Progress of Science and useful Arts, by securing for limited times to Authors and Inventors the exclusive Right to their respective Writings and Discoveries." For over two centuries our Nation has remained deeply committed to that vision. The Founders understood that a property interest granted to inventors and creators, for a limited period, would create the incentive for innovation to propel us from a small, agrarian colony into an advanced and prosperous country.

B. Arbitrary rule changes hurt economic growth through business uncertainty

Alan Greenspan (Chairman, Federal Reserve), "Intellectual property rights," Stanford Institute for Economic Policy Research Economic Summit, 27 Feb 2004

A tension has always existed between a desired continuity in the laws and regulations governing trade and business practices and the necessary updating that is required to keep pace with a growing and, hence, changing economy. Uncertainties that stem from the arbitrary enforcement of the body of prevailing rules result in higher risk and an associated elevation of the cost of capital, which in turn inhibits economic growth.

C. Link to WTO Trade Disadvantages: Breaking patents violates WTO trade agreements

JAMES E. ROGAN (Under Secretary of Commerce for Intellectual Property and Director of the United States Patent and Trademark Office), prepared remarks at the Hearings on Competition and Intellectual Property Law and Policy in the Knowledge-Based Economy, 6 Feb 2002

Further, the United States has made it a key part of its trade policy to create international frameworks for recognizing intellectual property rights. Agreements negotiated through WIPO and the WTO have enhanced the ability of American inventors and holders of intellectual property rights to obtain and enforce parallel rights abroad.

NEGATIVE BRIEF: WTO OIL TRADE DISRUPTION DISADVANTAGES

The Negative position is that US restrictions on imported oil will violate the US commitment to free trade under the rules of the World Trade Organization. While the US Congress has the ability to pass laws that violate WTO (we're not denying Affirmative fiat), such a move would be unwise because defying the WTO would trigger serious disadvantages.

BASIC LINK: Trade restrictions on oil imports will violate WTO trading rules

Ian Parry, PhD (economics) and Joel Darmstadter (M.A., econ.; Senior Fellow at RFF), RESOURCES FOR THE FUTURE, 6 Feb 2004, "How Should Policymakers Respond to Growing U.S. Oil Import Dependence?" <http://www.rff.org/rff/News/Features/HowShouldPolicymakersRespondtoGrowingUSOilImportDependence.cfm>

Most likely, a reduction in U.S. oil imports would have only a moderate effect on the world price, and it is difficult to reduce oil imports, as opposed to total U.S. oil consumption, or to favor imports from secure suppliers (such as Canada), without running afoul of WTO trading rules.

DISADVANTAGE 1: US economic harm from global trade disruptions

A. LINK: Violating WTO undermines rule-based trading system

Emad Mekay, " U.S. Defies WTO Ruling on Duties," INTER PRESS SERVICE NEWS AGENCY, 1 Sep 2004, (Brackets added) <http://www.ipsnews.net/interna.asp?idnews=25307>

"While it is well within the rights of any sovereign WTO member to ignore dispute settlement findings, such non-compliance will only invite retaliation against other U.S. interests, inspire similar disregard for WTO decisions from other members, and ultimately undermine the rules-based system of trade," he [Daniel Ikenson, trade policy analyst at the Cato Institute] added.

B. IMPACT: Damage to 1/4 of the US economy if rule-based trading is disrupted

Emad Mekay, Inter Press Service News Agency, 26 Feb 2004, "WTO Chief Reassures U.S. on Benefits of Free Trade," <http://www.independent-media.tv/item.cfm?fmedia_id=5910&fcategory_desc=World%20Trade%20/%20Globalization>

One-quarter of U.S. gross domestic product (GDP) is now tied to international trade, up from 10 percent in 1970, the largest such rise of any developed country over this period. Trade has also generated one-third of U.S. growth since 1990, according to [WTO Director] Supachai [Panitchpakdi] . U.S. trade is increasingly global in scope — 37 percent with Canada and Mexico, 23 percent with Europe and 27 percent with Asia. Last year alone, exports to China rose by almost 30 percent, he added. ”The point is this: even the U.S. cannot achieve prosperity on its own,” Supachai said. ”It is increasingly dependent on international trade and the rule-based economic order that underpins it.”

DISDADVANTAGE 2: Increased global poverty and terrorism

A. LINK: Undermining WTO blocks freer world trade

Emad Mekay, Inter Press Service News Agency, 26 Feb 2004, "WTO Chief Reassures U.S. on Benefits of Free Trade," <http://www.independent-media.tv/item.cfm?fmedia_id=5910&fcategory_desc=World%20Trade%20/%20Globalization>

Clearly trying to influence the debate here, [WTO Director] Supachai [Panitchpakdi] said that back-pedalling on free trade could derail U.S. authority in the world. ”The fiction that there is an alternative to the WTO or to U.S. leadership is both naive and dangerous,” he said. ”Naive because it fails to recognise that multilateralism has become more, not less, important to advancing U.S. interests; dangerous because it risks undermining the very objectives the U.S. seeks — freer trade, stronger rules, a more open and secure world economy.”

B. IMPACT: Blocking free trade increases global poverty and terrorism

Brink Lindsey J.D. (attorney with extensive experience in international trade regulation), "What's At Stake in Trade," 16 May 2002, <http://www.brinklindsey.com/brink.php>

Some 3 billion people — half the world's population — get by on less than $2 a day. Trade liberalization could make a huge difference in many millions of those lives — by expanding export opportunities for people in poor countries, and by opening poor countries to foreign goods and investment and thus promoting broader pro-market reforms. Meanwhile, trade liberalization here and abroad could make Americans richer — and safer as well. U.S. trade policy ought to be promoting economic growth and pro-market reforms around the world; if it did, it would serve as a vital adjunct of the war against terrorism.

DISADVANTAGE 3: Moral violation and hypocrisy

A. LINK: Violating WTO rules means breaking national promises and commitments

World Trade Organization, Information and Media Relations Division, 2003, UNDERSTANDING THE WTO, p. 55

Disputes in the WTO are essentially about broken promises. WTO members have agred that if they believe fellow-members are violating trade rules, they will use the multilateral system of settling disputes instead of taking action unilateraly. That means abiding by the agreed procedures and respecting judgments.

B. IMPACT: Moral violation and hypocrisy

Chris Pettit (historical and legal scholar, Univ. of Florida Institute for Human Rights, Peace and Development), "Does the World Court's Condemnation of Israel Matter?" 19 July 2004, History News Network, <http://hnn.us/articles/6349.html>

How can it possibly be seen as a good thing that the U.S. and developed Western nations ignore their own standards? How does this not qualify as, “one standard for the globe that we get to enforce as we see fit, but do not have to follow?” This thinking smacks of the remnants of colonialism, the desire for US global hegemony, the failure that is sovereign self interest, and legal positivist thinking that somehow places the sovereign above the law.