Negative: Electric Vehicles

By “Coach Vance” Trefethen

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Negative: Electric Vehicle Tax Credit

HARMS / SIGNIFICANCE

1. A/T "Harms WTO"

No Impact: WTO is irrelevant

Thomas J. Duesterberg 2021 (*senior fellow at the Hudson Institute. He served as assistant secretary of commerce for international economic policy, 1989-93*) 29 Nov 2021 WALL STREET JOURNAL" The WTO’s Fast Track to Irrelevance" (accessed 4 Mar 2023) https://www.wsj.com/articles/world-trade-organization-fast-track-irrelevance-tpp-cptpp-china-ministerial-conference-omicron-11638201072

But over the past decade or more, the WTO system has lost its leadership role in expanding a liberal, rules-based global order. This is partly because of institutional sclerosis and poor adaptation to the economic and global landscape. The WTO doesn’t effectively cover such challenges as industrial and agricultural subsidies, forced technology transfer, and rules for newer digital and services economies, including data privacy, cross-border data flows and internet commerce. Instead of addressing these gaps, European and American political leaders have tried to burden the WTO with new missions such as climate change, human rights and labor standards. These efforts often divide economic constituencies within democracies and further widen the North-South gaps. Negotiations over rules for commercial fisheries, a seemingly simple matter, began more than 15 years ago, and the issue still isn’t resolved. The WTO conflict-settlement mechanism hasn’t adjudicated efficiently, as seen by the 17-year-plus Boeing-Airbus dispute. WTO technical experts have alienated democratic countries by effectively making new rules without adequate negotiations among members. The rise of mercantilist China, now the world’s largest economy in terms of purchasing power, is another reason for the WTO’s fading effectiveness.

2. A/T "Harms US relations with Europe"

No Impact: Europe is declining and becoming irrelevant economically compared to the United States

Mohan Guruswamy 2022 (post-graduate qualifications in Public Policy, International Affairs and Management; alumnus of the John F. Kennedy School of Government, Harvard University and the Graduate School of Business, Stanford University. Former Advisor to the Finance Minister of India) 29 Mar 2022 "Mohan Guruswamy | As world is transforming, Europe getting irrelevant" (accessed 4 Mar 2023) https://www.deccanchronicle.com/opinion/columnists/280322/mohan-guruswamy-as-world-is-transforming-europe-getting-irrelevant.html

Given its hostility to immigration, Europe has also largely showed itself incapable of reinventing itself as the United States has done to modify itself into a politically correct, more egalitarian union, where people are “judged not by the colour of their skin but by the content of their character”. Low GDP growth rates lead to slower growth in tax revenues and, along with higher social security and welfare spending, leads to increasing deficits and debt levels, causing a poisonous cocktail to induce economic stupor.  
**END QUOTE. HE GOES ON TO CONCLUDE LATER IN THE ARTICLE QUOTE:**  
It is very clear that while the United States will be the engine of world growth for the foreseeable future, mostly possible by its sheer scientific superiority and climate conducive to innovation, it will be closely followed or even overtaken by an entirely new cast of countries. In less than a hundred years after the end of the First World War, among the victors, only the US will remain in the top 10 countries.

3. A/T "Harms US trade or US economy" - Foreign trade has little or no impact on the total US economy

Increased trade won’t increase US jobs – it may even reduce employment

Dr. Paul Krugman 2010 (PhD economics; Nobel Prize in economics) “Trade Does Not Equal Jobs” 6 Dec 2010 NEW YORK TIMES <https://worldtradelaw.typepad.com/ielpblog/2010/12/krugman-a-countervailing-duty-on-chinese-exports-would-be-job-creating-a-deal-with-south-korea-not.html> (accessed 22 June 2022)

There is a case for freer trade — it may make the world economy more efficient. But it does nothing to increase demand. And there’s even an argument to the effect that increased trade reduces US employment in the current context; if the jobs we gain are higher value-added per worker, while those we lose are lower value-added, and spending stays the same, that means the same GDP but fewer jobs.

US Exports have not increased job growth since 1990, productivity outpaces export increases

Congressional Research Service, 2018. (Congressional Research Service is a public policy research institute of the United States Congress. ITA is the Dept of Commerce’s International Trade Administration.) “The Economic Effects of Trade: Overview and Policy Challenges.” 20 April, 2018 <https://crsreports.congress.gov/product/pdf/r/r44546> (Accessed 27 June 2022)

ITA projects that on average $1 billion of merchandise goods exports supported (not created) 5,223 jobs, and $1 billion of services exports supports 6,706 jobs, or an average of 5,744 jobs supported by goods and services exports combined. Expressed differently, $191,461 in merchandise goods exports, $149,120 in services exports, or an average of $174,095 in goods and services exports, supports one job in each respective sector. For the economy as a whole, the share of GDP associated with exports has increased since 1990. While the value of U.S. exports has grown, the number of jobs supported by exports is not significantly different from that estimated in 1990, suggesting that labor productivity in export sectors and export-supporting sectors has grown at a faster rate than that for the economy as a whole.

Foreign trade doesn’t have a significant impact on wages nor the total number of jobs in the US economy

Dick K. Nanto 2011 (Coordinator, Specialist in Industry and Trade, Congressional Research Service) 4 Jan 2011 “Economics and National Security: Issues and Implications for U.S. Policy” <https://books.google.fr/books?id=SJv6wqVPyOEC&pg=PA55&lpg=PA55&dq=%22foreign+trade%22+%22total+number+of+jobs%22&source=bl&ots=IXgue2QYJc&sig=J8UuPgFkRA4zSQrazSb8aRetqF4&hl=en&sa=X&ved=0CB8Q6AEwADgKahUKEwiKntzk07fIAhXDfRoKHfR_AxI#v=onepage&q=%22foreign%20trade%22%20%22total%20number%20of%20jobs%22&f=false> (accessed 22 June 2022)

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No clear benefits to more trade or less trade: Different studies show different results

Prof. Richard B. Freeman 2003. (prof. of economics, Harvard Univ.;  Senior Research Fellow in Labour Markets at the London School of Economics' [Centre for Economic Performance](http://cep.lse.ac.uk/) ) Trade Wars: The Exaggerated Impact of Trade in Economic Debate, World Economy Annual Lecture, 26 June 2003, revisions Sept 2003 <https://papers.ssrn.com/sol3/papers.cfm?abstract_id=450881> (accessed 22 June 2022)

Particular measures (the Sachs-Warner openness variable, for instance) may give the desired result that trade increases growth in some regressions, but not in others, and other equally valid measures do not show the expected positive link in almost any case. Using three separate indicators and a dynamic panel framework Greenaway, Morgan and Wright (2002) find that liberalisation has a modest positive lagged effect on growth in developing countries. By contrast, Yanikkaya (2003) finds that trade barriers are positively associated with growth, especially for developing countries.

SOLVENCY

1. [Even after the Plan] No vehicles will qualify for tax credits - #1: Domestic sourcing requirements

Batteries for EV's are made in China (not the US nor Europe), so no vehicles will qualify for tax credits

Mehul Gupta 2023 (Masters in Public Policy candidate at Harris School of Public Policy, University of *Chicago*) 26 Jan 2023 "The Inflation Reduction Act’s Big Bet on Electric Vehicles" (accessed 3 Mar 2023) https://chicagopolicyreview.org/2023/01/26/the-inflation-reduction-acts-big-bet-on-electric-vehicles/

Based on these eligibility criteria, few electric vehicles in the U.S. qualify for the tax credit. Currently, there are 72 EV models available in the nation, 70% of which are ineligible for the credit. The lithium-ion batteries commonly used in EVs are predominately manufactured in China, requiring supply chains to substantially change to meet the IRA’s conditions. If EVs currently on the market fail to meet the tax credit conditions, there will be [no eligible EVs that meet the IRA’s criteria by 2029](https://www.theverge.com/2022/8/8/23296678/ev-tax-credit-qualify-battery-supply-chain-china).

If plan doesn't include China and Congo, then no cars will qualify for the tax credits

Associated Press 2022. "Most electric vehicles won’t qualify for Inflation Reduction Act tax credit" 9 Aug 2022 (accessed 3 Mar 2023) https://nypost.com/2022/08/09/most-electric-vehicles-wont-qualify-for-federal-tax-credit/

But the auto industry is warning that the vast majority of EV purchases won’t qualify for a tax credit that large. That’s mainly because of the bill’s requirement that, to qualify for the credit, an [electric vehicle](https://nypost.com/tag/electric-cars/) must contain a battery built in North America with minerals mined or recycled on the continent. And those rules become more stringent over time — to the point where, in a few years, it’s possible that no EVs would qualify for the tax credit, says John Bozzella, CEO of the Alliance of Automotive Innovation, a key industry trade group. As of now, the alliance estimates that about 50 of the 72 electric, hydrogen or plug-in hybrid models that are sold in the United States wouldn’t meet the requirements. “The $7,500 credit might exist on paper,” Bozzella said in a statement, “but no vehicles will qualify for this purchase over the next few years.” The idea behind the requirement is to incentivize domestic manufacturing and mining, build a robust battery supply chain in North America and lessen the industry’s dependence on overseas supply chains that could be subject to disruptions. Production of lithium and other minerals that are used to produce EV batteries is now dominated by China. And the world’s leading producer of cobalt, another component of the EV batteries, is the Democratic Republic of Congo.

In-depth explanation of why no cars will qualify for the tax credit (even if Europe is included)

Joe Lancaster 2022 (assistant editor) REASON magazine 8 Aug 2022 " The Democrats' New Inflation Bill Includes Tax Credits for Electric Vehicles That Don't Exist" (accessed 4 Mar 2023) https://reason.com/2022/08/08/the-democrats-new-inflation-bill-includes-tax-credits-for-electric-vehicles-that-dont-exist/

After a marathon overnight session, the Senate [passed](https://www.npr.org/2022/08/07/1116190180/democrats-are-set-to-pass-a-major-climate-health-and-tax-bill-heres-whats-in-it) the Inflation Reduction Act on a party-line vote Sunday. The bill [apportions](https://reason.com/2022/08/08/senate-passes-740-billion-inflation-reduction-act-that-will-probably-make-inflation-worse/) $740 billion for a grab bag of Democratic spending priorities in the name of combating inflation. One item on the list: tax credits for purchasing electric vehicles (EVs). There's a problem: No cars exist that qualify for the credits. [Currently](https://www.edmunds.com/fuel-economy/the-ins-and-outs-of-electric-vehicle-tax-credits.html), new electric vehicles (either hybrid or all-electric) qualify for a rebate of up to $7,500, limited to 200,000 rebates per manufacturer; Tesla and General Motors have hit the cap and no longer qualify. The new bill [removes the cap](https://electrek.co/2022/08/07/senate-improves-ev-tax-credit-in-largest-climate-bill-ever/), and it also introduces a $4,000 credit that can be applied to used EVs. The bill also puts restrictions on which EVs can qualify. Starting in 2024, an EV that qualifies for the full rebate amount must source [at least 40 percent](https://www.democrats.senate.gov/imo/media/doc/inflation_reduction_act_of_2022.pdf) of its battery's components—including minerals such as lithium, cobalt, manganese, and graphite—from either the U.S. or a country with which the U.S. has a trade agreement. Also starting in 2024, no minerals can be sourced from a "foreign entity of concern," such as China.   
**END QUOTE. HE GOES ON LATER IN THE CONTEXT QUOTE**:  
But [60–80 percent](https://www.wsj.com/articles/ev-makers-next-headache-scarce-battery-chemicals-made-in-china-11642768194) of EV batteries' mineral ingredients are controlled by China. That country currently [produces](https://www.grid.news/story/global/2022/01/18/china-is-owning-the-global-battery-race-that-could-be-a-problem-for-the-us/) 76 percent of the world's lithium-ion batteries, while the U.S. produces only 8 percent. Despite ambitious plans to scale up, the U.S. and Europe together will likely account for only [about a quarter](https://www.voanews.com/a/europe-aims-to-reverse-dependence-on-china-for-electric-battery-mineral-/6569668.html) of total global production of EV component minerals by 2030.Not that any of this was news: Last week, Reuters [reported](https://www.reuters.com/business/autos-transportation/automakers-press-us-senator-manchin-changes-ev-tax-credit-proposal-2022-08-02/) that multiple automakers were complaining about the feasibility of meeting the bill's timeline. Sen. Debbie Stabenow (D–Mich.), whose state includes the U.S. auto capital of Detroit, called it "a very cumbersome, unworkable credit once the full restrictions set in." [Last year](https://reason.com/2021/11/24/build-back-better-includes-expensive-giveaway-to-auto-unions/), an earlier version of President Joe Biden's Build Back Better bill included a provision that would increase the EV tax credit by $5,000 if the vehicle and battery were both manufactured in a unionized U.S. factory. At the time, only the Chevrolet Bolt qualified for the extra incentive. Now, not one single vehicle qualifies for the full rebate.

2. Vehicles won't qualify for the tax credits #2: Because of their price

I.R.A. tax credit only applies to vehicles less than $55,000, but the average E.V. costs over $65,000

Joe Lancaster 2023 (assistant editor) 1 Jan 2023 REASON magazine " Good Luck Qualifying for New Tax Credits on Electric Cars" (accessed 4 Mar 2023) https://reason.com/2023/01/01/good-luck-qualifying-for-new-tax-credits-on-electric-cars/

Starting January 1, individuals earning over $150,000 per year or households earning over $300,000 will no longer qualify for the EV tax credit. Electric cars that retail for more than $55,000, and electric trucks and SUVs over $80,000, are also not eligible. According to Kelley Blue Book, the [average price](https://www.kbb.com/car-advice/electric-car-faqs/) for an EV is over $65,000.

3. No reduction in pollution

EV's emit large amounts of pollution because they depend on coal-fired electricity sources

Mehul Gupta 2023 (Masters in Public Policy candidate at Harris School of Public Policy, University of *Chicago*) 26 Jan 2023 "The Inflation Reduction Act’s Big Bet on Electric Vehicles" (accessed 3 Mar 2023) https://chicagopolicyreview.org/2023/01/26/the-inflation-reduction-acts-big-bet-on-electric-vehicles/

Contrary to popular belief, EVs still emit large amounts of pollution that are not from the tailpipe. The energy generated to charge an EV predominately comes from coal-fired power plants. These power plants account [for two billion metric tons of CO2 per year](https://www.scientificamerican.com/article/electric-cars-are-not-necessarily-clean/), a value that could grow exponentially with greater use of EVs. Brakes, tires, and dust emit air pollution that disproportionately impacts [low-income and historically underrepresented communities of color](https://doi.org/10.1016/j.trd.2021.103159).

4. No increase in Electric Vehicle adoption

Net result of the Inflation Reduction Act EV plan will be to slow down EV adoption, not increase it

Joe Lancaster 2023 (assistant editor) 1 Jan 2023 REASON magazine " Good Luck Qualifying for New Tax Credits on Electric Cars" (accessed 4 Mar 2023) https://reason.com/2023/01/01/good-luck-qualifying-for-new-tax-credits-on-electric-cars/

Subsidies drive up prices, as do rules that create scarcity further up the supply chain. If the Biden administration secretly wanted to slow down electric vehicle adoption while claiming to boost it, they could not have come up with a better plan.

DISADVANTAGES

1. Electricity blackouts

California can't charge the cars they have now due to electricity shortages. If they buy more, it will create an energy disaster

Scott Shackford 2022 (policy research editor at Reason Foundation) 1 Sept 2022 " California Wants Everybody To Buy an Electric Car, but Its Own Energy Grid Can't Support It" (accessed 4 Mar 2023) https://reason.com/2022/09/01/california-wants-everybody-to-buy-an-electric-car-but-its-own-energy-grid-cant-support-it/

A massive heatwave has come to California, so citizens of the Golden State may be [enduring triple-digit temperatures for a week](https://www.cbsnews.com/sanfrancisco/news/california-flex-alert-heat-wave-power-grid-electricity-demand-energy-shortage/). The pressure the heat will throw onto the state's power grid has prompted an emergency call for citizens to reduce electricity use during peak early evening hours. Democratic Gov. Gavin Newsom has [declared a state of emergency](https://www.gov.ca.gov/wp-content/uploads/2022/08/8.31.22-Heat-Proclamation.pdf?emrc=78e3fc) that temporarily eases some state regulations limiting operations of thermal power plants and portable generators. Part of [this call for citizens to reduce electricity consumption](https://www.caiso.com/Documents/california-iso-extends-flex-alert-to-thursday-sept-1.pdf) from 4 p.m. to 9 p.m. also includes a request that citizens "avoid charging electric vehicles while the Flex Alert is in effect." This request comes only a week after California leaders moved forward with a [plan to ban most gasoline-powered vehicle sales](https://reason.com/2022/08/25/california-advances-plan-to-ban-gas-vehicle-sales-by-2035/) in the state (with an exception for hybrid vehicles) by 2035. Though it is true that such a ban will reduce emissions, switching to electric vehicles will over time dramatically increase the strain on California's power grid. If everybody in California went out and bought electric vehicles tomorrow, it would probably be an energy disaster.

2. Increased Dependence on China

Link: AFF allows EV cars if they're manufactured in Europe

Link: Europe depends on China for Electric Vehicle battery materials

Kenneth Rapoza 2023 (analyst at Coalition for a Prosperous America) 15 Feb 2023 FORBES " Europe’s Latest ‘Green New Deal’ Is Counterpunch To U.S. Inflation Law" (accessed 4 Mar 2023) https://www.forbes.com/sites/kenrapoza/2023/02/15/europes-latest-green-new-deal-is-counterpunch-to-us-inflation-law/?sh=4517d89733c2

The IRA and the EU Green Deal strategy were created to address energy security and supply chain risks. Both packages are attempts to diversify supply chains away from Russia and China. Sounding like a member of Capitol Hill, European Commission president Ursula von der Leyen said last month at the World Economic Forum that the EU desired to “[derisk rather than decouple](https://www.rte.ie/news/business/2023/0117/1349168-ursula-von-der-leyen-at-davos/" \l ":~:text=EU%20must%20seek%20to%20de,from%20China%20%2D%20von%20der%20Leyen&text=The%20European%20Union%20needs%20to,von%20der%20Leyen%20said%20today." \t "_blank" \o "https://www.rte.ie/news/business/2023/0117/1349168-ursula-von-der-leyen-at-davos/#:~:text=EU%20must%20seek%20to%20de,from%20China%20%2D%20von%20der%20Leyen&text=The%20European%20Union%20needs%20to,von%20der%20Leyen%20said%20today.)” from China. Europe’s dependence on China for energy has increased. EV battery materials and solar are closely linked to China supply chains.

Link: Increased economic dependence = Increased Chinese global influence

Bonnie S. Glaser 2021 (Director, Asia Program German Marshall Fund of the United States) 7 Dec 2021 “How China Uses Economic Coercion to Silence Critics and Achieve its Political Aims Globally” (accessed 4 Mar 2023) https://www.cecc.gov/sites/chinacommission.house.gov/files/documents/CECC%20Hearing%20Testimony%20-%20Bonnie%20Glaser.pdf

Economic coercion – defined here as a threatened or actual imposition of economic costs by a state on a target with the objective of extracting a policy concession – is an increasingly prominent instrument of Chinese foreign policy. A vast array of economic coercion measures combines with a set of positive inducements comprise China’s economic statecraft toolkit. As the world’s top trading nation, the second largest market, and one of the largest providers of development finance, Beijing has the potential to wield significant influence by using these sticks and carrots. Although China’s employment of economic coercion has had only limited success in changing the behavior of targets, it has been more successful in deterring countries and companies from undertaking actions harmful to Chinese interests.

Link: Wrong direction. We should be seeking trade relationships that REDUCE China's influence

Bonnie S. Glaser 2021 (Director, Asia Program German Marshall Fund of the United States) 7 Dec 2021 “How China Uses Economic Coercion to Silence Critics and Achieve its Political Aims Globally” (accessed 4 Mar 2023) https://www.cecc.gov/sites/chinacommission.house.gov/files/documents/CECC%20Hearing%20Testimony%20-%20Bonnie%20Glaser.pdf

The United States should consider undertaking unilateral steps as well as work with like-minded partners to counter and deter potential Chinese economic coercion, and to prepare measures to limit potential damage to companies and industries. To Do List: • Diversify trade relationships: The United States should identify sectors which are overly dependent on the Chinese market and therefore vulnerable to coercive trade practices. National and local governments should actively promote trade diversification.

Impact: China's influence promotes corruption and undermines democracy

David O. Shullman 2019 (Senior Advisor - International Republican Institute; Adjunct Senior Fellow - Center for a New American Security ) 22 Jan 2019 " Protect the Party: China’s growing influence in the developing world" (accessed 4 Mar 2023) https://www.brookings.edu/articles/protect-the-party-chinas-growing-influence-in-the-developing-world/

While China’s approach in most developing countries is less aggressive, it is still frequently corrosive of democratic institutions, increasing corruption and undermining financial and political independence.  China, in part to defend its economic interests, also interferes in the political systems of developing countries around the world, tipping the scales towards China-friendly politicians and policies.

3. CO2 and world hunger

Link: AFF claims to reduce atmospheric CO2

We don’t think they will, but they keep insisting, so they’ll have to accept this disadvantage.

Link: Increased CO2 could grow more crops to feed the growing world population

Alex Nicolson and Dr. Lars Schernikau 2017. (Alex Nicolson M.Sc. Mech Eng., MBA, P.E Technical Writer, Burbank, CA. Dr. Lars Shernikau, MBA, BSc Finance Entrepreneur, Commodities Trader, Switzerland) CO2 Beneficial to Earth, Impact on Global Warming Vastly Exaggerated, Apr 2017 (accessed 11 July 2022) <http://www.dialogi.su/storage/b/2017/06/05/2017-05-Nicolson-Schernikau-Benefits-of-CO2-Coal-Asia-mail.pdf>

The rising stars of tomorrow’s industrial world are now being forced to comply with unrealistic targets and spend their money on CO2 mitigation – while in fact it would be urgently needed to develop their country’s infrastructure, improve the health system and reduce environmental pollution of the air, water and soil. At the same time, higher CO2 level will increase crop output and help feeding growing human and animal population.

Link/Brink: Hundreds of millions are on the brink of starving globally if we don’t dramatically increase food production

Dr Tammy Beckham 2015 (DVM, Ph.D., Dean of the Kansas State University College of Veterinary Medicine) testimony before the House Committee on Agriculture 4 Nov 2015 <https://www.govinfo.gov/content/pkg/CHRG-114hhrg97543/html/CHRG-114hhrg97543.htm> (accessed 11 July 2022)

In addition to understanding the importance of the agricultural industry in the U.S. and its role in supporting national security, it is also important and critical that we understand the role of global food security in securing the homeland. Currently, 870 million people around the world do not have access to safe and nutritious food in a sufficient supply. By the year 2050, the global population is expected to exceed 9 billion people. Nearly all of the growth is expected to occur in developing countries. Feeding 9 billion people will demand that food production is increased by 70% and more specifically, that food production in the developing world double.

Impact: Food shortages, political instability, social unrest, extremism, conflict.

Dr Tammy Beckham 2015 (DVM, Ph.D., Dean of the Kansas State Univ College of Veterinary Medicine) testimony before the House Committee on Agriculture 4 Nov 2015 <https://www.govinfo.gov/content/pkg/CHRG-114hhrg97543/html/CHRG-114hhrg97543.htm> (accessed 11 July 2022)

Meeting these growing demands will be critical if we hope to maintain political stability in increasingly volatile regions across the globe. Food insecurity and scarcity is well known to be one of the most potent drivers of political instability and social unrest. In fact, according to the Lugar Center, “global food security has both foreign policy and national security implications for the U.S. Diplomatic efforts to maintain peace and stability are much more difficult whenever there are food shortages contributing to extremism and conflict”. Perfect examples of this have been seen throughout the Middle East and North Africa, where countries import over half of their food.