Negative Brief: Jones Act

By “Coach Vance” Trefethen

*Resolved: The**United States federal government should substantially reform its transportation policy.*

AFF Plan repeals the Jones Act. Jones Act requires all ships that move cargo or person between US ports to be constructed and registered in the USA. Key issues for the Negative are Affirmative misunderstanding of the statistics on shipping, lost jobs in US shipbuilding, and essential national security of having US-owned ships that can meet shipping needs in war time.

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COUNTER-CRITERION: National Security

National Security should be the standard for judging the Jones Act

Dr. Daniel Goure 2011. (PhD; Vice President of the Lexington Institute; spent two years as the director of the Office of Strategic Competitiveness in the Office of the Secretary of Defense; served as a senior analyst on national security and defense issues with the Center for Naval Analyses, Science Applications International Corporation, SRS Technologies, R&D Associates and System Planning Corporation) 2011 THE CONTRIBUTION OF THE JONES ACT TO U.S. SECURITY <http://www.offshoreinjuries.com/media/pdfs/Contribution-of-the-JonesAct-to-National-Security.pdf>

The relevance of the Jones Act to U.S. national security now and in the future must be judged in light of the continuing threats America faces overseas and this nation’s requirements for naval power and sealift. Also, the relevance of the Jones Act has to be evaluated in the context of the new threat posed by international terrorism.

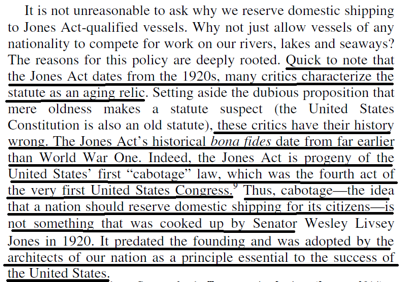
Reasons to Prefer Our Counter-Criterion

1) It’s supported by evidence from a PhD specifically referring in context to the Jones Act  
2) National security outweighs. If we lose a war or lose our country or lose American lives to terrorism, that outweighs any benefits offered in today’s round by the Affirmative. Even if they manage to uphold their criterion and win every advantage, they will still lose today’s debate round.  
3) We don’t claim this is the only reason to vote Negative - there are lots more reasons besides National Security. It’s just the biggest one and by itself it’s enough to justify a Negative ballot.

NEGATIVE PHILOSOPHY

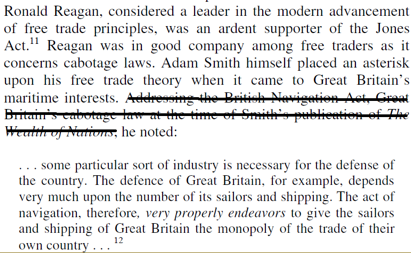
Founding Fathers originated the principles of the Jones Act because it’s essential to the nation

Samuel Giberga and John Henry Tab Thompson 2015. (Giberga is Executive VP and General Counsel of Hornbeck Offshore Services Inc., owner & operator of one of the largest fleet of Jones Act qualified offshore service vessels supporting offshore energy development. Thompson is a first year law student at Univ. of Chicago Law School) JOURNAL OF MARITIME LAW & COMMERCE, Oct 2015 “We and Mr. Jones: How the Misunderstood Jones Act Enhances Our Security and Economy” <http://hornbeckoffshore.com/company/news/sam-giberga-explains-the-jones-act>

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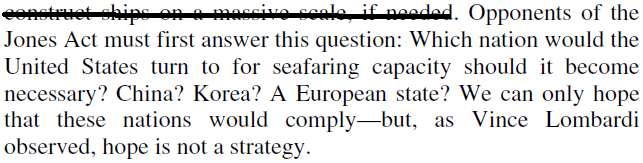
Jones Act doesn’t conflict with “free trade” principles

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HARMS / SIGNIFICANCE

1. A/T “Declining fleet”

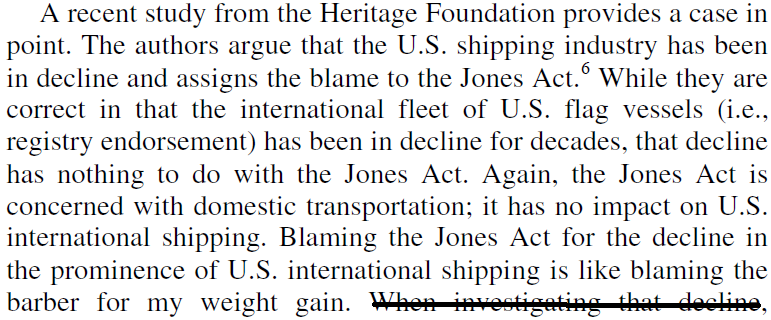
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There are approximately 200 U.S. flag vessels with registry endorsements. On the other hand, there are currently nearly 40,000 Jones Act qualified vessels. Critics of the Jones Act often misunderstand the distinction between these two fleets and cite the declining size of the registry fleet to illustrate the “historic decline” of U.S. shipping as a whole. While the U.S. registry fleet has faced decline for reasons that will not be discussed in this paper, that decline does not characterize the 40,000 vessel strong Jones Act Fleet, which has consistently grown in size and capacity.

Heritage study uses wrong numbers: “Declining Fleet” argument has nothing to do with Jones Act

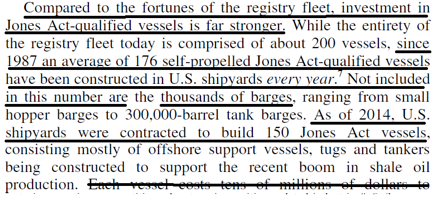
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1. A/T “Not enough Jones Act ships – tight capacity”

Jones Act shipping capacity is growing rapidly

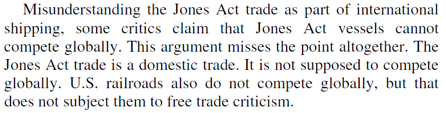
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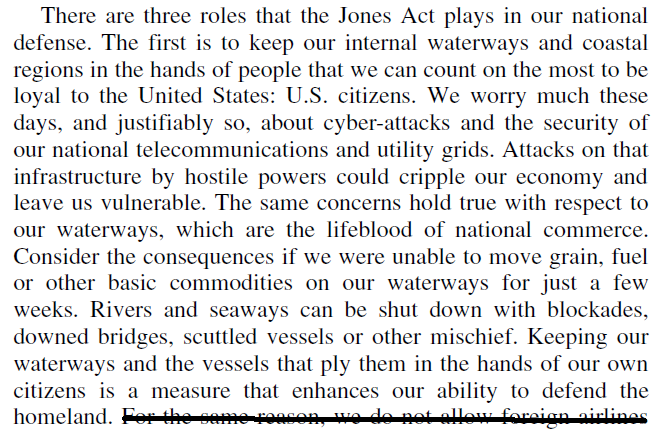


DISADVANTAGES

1. Homeland Security / Terrorism

Jones Act protects homeland security by reducing opportunities for terrorism

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Jones Act improves anti-terrorism efforts against threats to ports and waterways

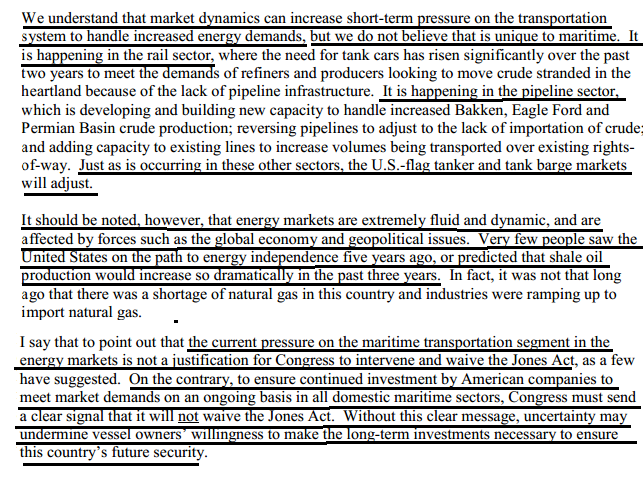
Dr. Daniel Goure 2011. (PhD; Vice President of the Lexington Institute; spent two years as the director of the Office of Strategic Competitiveness in the Office of the Secretary of Defense; served as a senior analyst on national security and defense issues with the Center for Naval Analyses, Science Applications International Corporation, SRS Technologies, R&D Associates and System Planning Corporation) 2011 THE CONTRIBUTION OF THE JONES ACT TO U.S. SECURITY <http://www.offshoreinjuries.com/media/pdfs/Contribution-of-the-JonesAct-to-National-Security.pdf>

Critical land lines of communications and oil and gas pipelines traverse a number of these waterways. Guarding every potential target along the inland waterways against terrorist attack is an impossible task. Although the Jones Act was not written with today’s threats to homeland security in mind, its provisions provide an important base on which to build the systems, processes and procedures needed to secure America. The provisions in the Jones Act regarding vessel ownership and manning simplify efforts to ensure that rogue regimes and international terrorists cannot strike at this country via its ports and waterways. One could readily assert that were there no Jones Act, Congress would have to invent one.

2. Reduced energy security

Link: Weakening the Jones Act would weaken energy transportation infrastructure and weaken US national security

Joe Pyne 2013. (Chairman and Chief Executive Officer of Kirby Corporation, the nation’s largest inland and coastal tank barge operator) testimony before the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation & Infrastructure Committee 21 May 2013 <http://transportation.house.gov/uploadedfiles/documents/2013-05-21-pyne.pdf>



Impact: Energy delivery infrastructure is key to: Economy, environment, public health and safety

Kristy Hartman 2013 (Program Principal for the National Council of State Legislatures) **PROTECTING THE NATION’S ENERGY INFRASTRUCTURE: STATES ADDRESS ENERGY SECURITY, Oct 2013** <http://www.ncsl.org/research/energy/protecting-the-nations-energy-infrastructure.aspx>

Securing the nation’s energy supply and protecting energy infrastructure is a major concern given the nation’s dependence on reliable and uninterrupted energy delivery. The nation’s energy system faces many risks, including natural disasters, energy supply disruptions, cyber attacks and deliberate acts of terrorism. The U.S. relies on coal, oil, natural gas, nuclear power and renewable sources to generate electricity, provide transportation, heat and cool buildings and keep industries operating. A disruption in one part of this complex and interconnected network can easily impact other parts of the system, resulting in serious human and economic consequences. State policymakers are concerned about the impact these disruptions could have on the economy, public health and safety and the environment.

3. Weaker National Defense.

Link: Gen. Silva says: Direct threat to national defense without the Jones Act (plus it’s good for the economy)

General Paul Selva 2015 (4-star US Air Force general; commander of US Transportation Command) 11 March 2015 “[USTRANSCOM Head Stands Firm with Maritime Industry and Jones Act](https://www.americanmaritimepartnership.com/2015/03/11/ustranscom-head-stands-firm-with-industry-jones-act/)” quoted in American Maritime Partnership Press Release <https://www.americanmaritimepartnership.com/2015/03/11/ustranscom-head-stands-firm-with-industry-jones-act/> (ellipses in original)

And that’s why I am committed to supporting the Jones Act. The Jones Act isn’t about a political statement, and to be honest, while it is an incredibly patriotic piece of legislation, my interest in it has nothing to do with patriotism. It has to do with coldhearted math.” He continued, “The Jones Act trades – all of that trade that happens on our interior and coastal waterways – supports the industry that allows this nation to be successful. If I run the numbers, it’s an easy call. There are … merchant sailors who operate on ships that participate in Jones Act trade that have crewed and will crew Ready Reserve ships and surge sealift ships…. It’s easy for me to say the economics favor the Jones Act; national security favors the Jones Act; and my operational requirements demand access to the labor pool that is supported by the jobs that are provided by the Jones Act. “Without the contribution that the Jones Act brings to support of our industry, there is a direct threat to national defense,” he concluded.

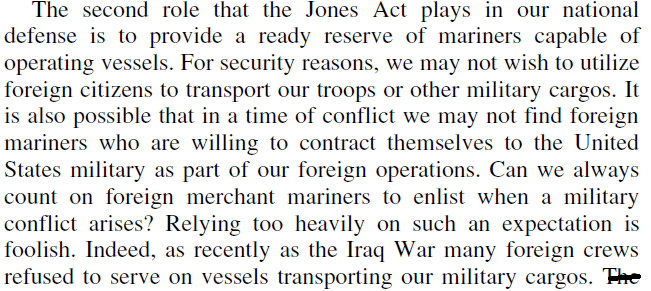
Link: Admiral Buzby says: No brainer - Jones Act is vital to US national security

Joe Pyne 2013. (Chairman and Chief Executive Officer of Kirby Corporation, the nation’s largest inland and coastal tank barge operator) testimony before the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation & Infrastructure Committee 21 May 2013 (ellipses in original) <http://transportation.house.gov/uploadedfiles/documents/2013-05-21-pyne.pdf>

The domestic U.S.-flag fleet supports U.S. national and homeland security. Rear Admiral Mark Buzby, Commander of Military Sealift Command, put it best last year when he said: When it comes to backing the Jones Act, from my standpoint, it’s a no-brainer. We need a strong maritime industry, and part of a strong industry is highly trained merchant mariners, so many of whom are employed on Jones Act ships. We need a strong shipbuilding industry . . . . We need the current shipping capacity to move the lifeblood of this country where it needs to go, when it needs to go. The Jones Act supports all these things. It’s vital to our national security.

Can’t count on foreign shipping to accomplish missions during war time

Samuel Giberga and John Henry Tab Thompson 2015. (Giberga is Executive VP and General Counsel of Hornbeck Offshore Services Inc., owner & operator of one of the largest fleet of Jones Act qualified offshore service vessels supporting offshore energy development. Thompson is a first year law student at Univ. of Chicago Law School) JOURNAL OF MARITIME LAW & COMMERCE, Oct 2015 “We and Mr. Jones: How the Misunderstood Jones Act Enhances Our Security and Economy” <http://hornbeckoffshore.com/company/news/sam-giberga-explains-the-jones-act>



Link & Brink: Jones Act key to US naval power

Joe Pyne 2013. (Chairman and Chief Executive Officer of Kirby Corporation, the nation’s largest inland and coastal tank barge operator) testimony before the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation & Infrastructure Committee 21 May 2013 <http://transportation.house.gov/uploadedfiles/documents/2013-05-21-pyne.pdf>

In a study on The Contribution of the Jones Act to National Security, Dr. Daniel Goure of the Lexington Institute said “the relevance of the Jones Act to national security now and in the future must be judged in light of continuing threats America faces overseas and this nation’s requirements for naval power and sealift.” Dr. Goure concluded that “the greatest danger to the role and function of the United States as a seafaring nation is the decline of its maritime industry and merchant marine.”

Voting Impact: National security outweighs any possible benefits of repealing Jones Act

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The domestic maritime industry has long been recognized as an important element to the nation’s military strategy, by Republicans and Democrats alike, all of whom recognize that defense of a nation is far more important than any perceived benefits of allowing foreign ships to operate in domestic waters.

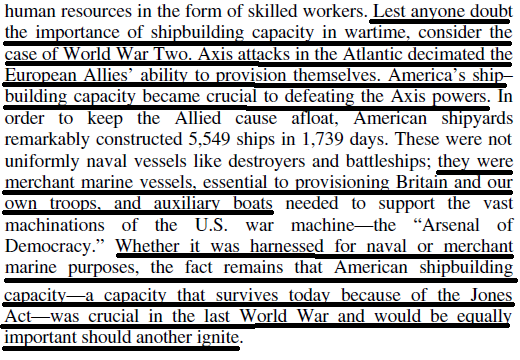
Impact: Navy is key to preventing war and vital to national security

Attorneys for Donald C. Winter, Secretary of the Navy 2008. Brief filed by the petitioners in Supreme Court case of Donald C. Winter, Secretary of the Navy v. Natural Resources Defense Council <https://www.justice.gov/osg/brief/winter-v-nrdc-brief-merits>

The existence of a well-equipped and well-trained Navy has long been regarded as vital to the Nation’s security. See 2 State of the Union Messages of the Presidents 1790-1966, at 2038 (Fred L. Israel ed. 1966) (Theodore Roosevelt) (“an adequate and highly trained navy is the best guaranty against war”); The Federalist No. 24 at 160-162 (Alexander Hamilton) (Clinton Rossiter ed. 1961). Congress accordingly has directed that the Navy “shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations at sea,” and it “is responsible for the preparation of naval forces necessary for the effective prosecution of war.”

US shipbuilding capacity is key to winning a major war, and makes Jones Act essential

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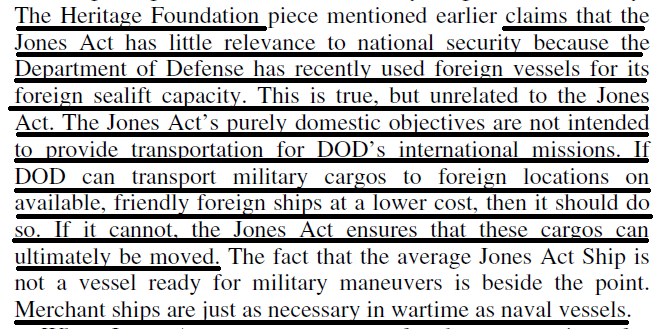
Examples and in-depth analysis of sea power critical to US national security

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The ability of the U.S. military to operate in, from and through the global commons will be of increasing importance in the decades to come. This is particularly the case with respect to the oceans. The seas and oceans provide a sovereign base for military operations. As demonstrated in recent military operations from Iraq and Afghanistan to Libya and Somalia, the ability to project power from the seas is vital to U.S. national security. Sea lines of communications (SLOCs) will be the most critical means of providing for the resupply of U.S. forward deployed forces and sustainment of allies overseas.

A/T “Dept of Defense uses foreign ships for international transport” – Doesn’t matter, we still need the Jones Act.

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4. Economic losses and lost jobs.

Building ships in the US under the Jones Act is key to preserving 500,000 US jobs and $100 billion in the economy

Joe Pyne 2013. (Chairman and Chief Executive Officer of Kirby Corporation, the nation’s largest inland and coastal tank barge operator) testimony before the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation & Infrastructure Committee 21 May 2013 <http://transportation.house.gov/uploadedfiles/documents/2013-05-21-pyne.pdf>

I am here today to tell you that because of U.S. coastwise laws—commonly referred to as the Jones Act—the domestic U.S.-flag fleet is alive and well, and with the continued support of Congress, it has a bright future. More than 40,000 American vessels built in American shipyards and crewed by American mariners currently ply the coastwise trades. That industry sustains nearly 500,000 jobs, generates some $29 billion in labor compensation, and creates more than $100 billion in annual economic output, according to a study by PricewaterhouseCoopers for the Transportation Institute.

Job preservation happens ONLY with the status quo Jones Act

Joe Pyne 2013. (Chairman and Chief Executive Officer of Kirby Corporation, the nation’s largest inland and coastal tank barge operator) testimony before the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation & Infrastructure Committee 21 May 2013 <http://transportation.house.gov/uploadedfiles/documents/2013-05-21-pyne.pdf>

The domestic U.S.-flag maritime industry is one of the most robust, dynamic, and productive in the world today, numbering more than 40,000 vessels, employing more than 500,000 workers, and contributing more than $100 billion to the U.S. economy. AMP member companies are continuing to invest in this country, creating jobs in virtually every sector of the economy. That is only possible because of the Jones Act.

Half a million good paying jobs depend on the Jones Act

Joe Pyne 2013. (Chairman and Chief Executive Officer of Kirby Corporation, the nation’s largest inland and coastal tank barge operator) testimony before the Subcommittee on Coast Guard and Maritime Transportation of the House Transportation & Infrastructure Committee 21 May 2013 <http://transportation.house.gov/uploadedfiles/documents/2013-05-21-pyne.pdf>

A few minutes ago, I touched on the issue of jobs created and sustained by the Jones Act. The PricewaterhouseCoopers study referenced above finds a half-million U.S. jobs attributable to the Jones Act. I can speak from my company’s direct experience about those jobs and the employment opportunities our industry represents. These are good paying, career jobs, with attractive benefit packages.

5. Higher oil prices

Link: Jones Act is key to Navy capabilities

Dr. Daniel Goure 2011. (PhD; Vice President of the Lexington Institute; spent two years as the director of the Office of Strategic Competitiveness in the Office of the Secretary of Defense; served as a senior analyst on national security and defense issues with the Center for Naval Analyses, Science Applications International Corporation, SRS Technologies, R&D Associates and System Planning Corporation) 2011 THE CONTRIBUTION OF THE JONES ACT TO U.S. SECURITY <http://www.offshoreinjuries.com/media/pdfs/Contribution-of-the-JonesAct-to-National-Security.pdf>

Today, hundreds of seagoing vessels from larger container ships to tankers and barges and worldclass deep-ocean drilling platforms are built every year. The projects keep American shipyards in operation, employing approximately 100,000 skilled workers. Moreover, tens of thousands of merchant mariners are at work every day as a consequence of the Jones Act. As a result, the nation retains the means to build and repair Navy vessels, and provide critical sea lift for the military.

Link: Iran threatens to block the Strait of Hormuz, which carries 17 million barrels/day of oil

David Blair 2012. (journalist) 23 Jan 2012 “Iran threatens to close Strait of Hormuz over EU oil sanctions” THE TELEGRAPH (British newspaper) <http://www.telegraph.co.uk/news/worldnews/middleeast/iran/9032948/Iran-threatens-to-close-Strait-of-Hormuz-over-EU-oil-sanctions.html>

Britain, America and France delivered a pointed signal to Iran, sending six warships led by a 100,000 ton aircraft carrier through the highly sensitive waters of the Strait of Hormuz. The naval deployment, led by an aircraft carrier, defied explicit Iranian threats to close the waterway. It coincided with an escalation in the West's confrontation with Iran over the country's nuclear ambitions. The EU embargo on Iranian oil exports, amounts to the most significant package of sanctions yet agreed. They are also likely to impose a partial freeze on assets held by the Iranian Central Bank in the EU. Tehran has threatened to block the Strait of Hormuz in retaliation. Tankers carrying 17 million barrels of oil pass through this waterway every day, accounting for 35 per cent of the world's seaborne crude shipments.

Link: US military action would be needed to clear the Strait of Hormuz and stabilize oil prices.

**Analysis: We wouldn’t be able to do that if the AFF weakens or eliminates our Navy’s capabilities**

Dr. Ariel Cohen, Dr. David W. Kreutzer, James Phillips, and Michaela Bendikova 2012. (Cohen - PhD; Senior Research Fellow in Russian & Eurasian Studies and International Energy Policy in the Allison Center for Foreign Policy Studies, Heritage Foundation. Kreutzer - Ph.D., is Research Fellow in Energy Economics and Climate Change in the Center for Data Analysis at The Heritage Foundation. Phillips - Senior Research Fellow for Middle Eastern Affairs. Bendikova - Research Assistant for Missile Defense & Foreign Policy in the Allison Center at Heritage Foundation.) Thinking the Unthinkable: Modeling a Collapse of Saudi Oil Production 9 Apr 2012 <http://thf_media.s3.amazonaws.com/2012/pdf/bg2671.pdf>

Iranian threats to block oil shipping in the Strait of Hormuz, if acted upon, could disrupt the global energy supply and cause oil prices to spike. However, as this report suggests, this scenario is relatively short term. It leaves the oil-producing infrastructure intact, and prices would stabilize if military action, led by the United States, and a coordinated international response successfully restore security to the sea-lanes.

Impact: Oil price shocks hurt the US and world economy

Dr. Shiu-Sheng Chen & Kai-Wei Hsu 2012. (Chen - PhD economics; professor of economics at National Taiwan University; Hsu - economics department, National Taiwan University) Reverse Globalization: Does High Oil Price Volatility Discourage International Trade? Jan 2012, <http://mpra.ub.uni-muenchen.de/36182/1/MPRA_paper_36182.pdf>

It has been shown that the dramatic rise in oil prices during the 1970s was associated with subsequent economic downturns. Although there is some debate as to whether oil price shocks are the main cause of recessions, Hamilton (2009b) asserts that the latest surge in oil prices between June 2007 and June 2008 was an important factor that contributed to the economic recession that began in the US in 2007:Q4. Moreover, a number of recent studies show that oil price shocks have significant effects on a variety of domestic economic activities. An increase in oil prices has a significant negative impact on GDP growth and contributes to a higher inflation rate for most countries (see Hamilton (2009a), Cologni and Manera (2008), and Lardic and Mignon (2008)). Finally, Ordonez et al. (2011) show that the oil price shock is an important driving force of the cyclical labor adjustments in the US labor market, and the job-finding probability is the main transmission mechanism of such a shock.

A/T “Markets solve for oil prices” - Response: If supply problems become severe, oil markets could fail altogether

The Economist 2011 (respected British news magazine) March 3, 2011 “The price of fear” THE ECONOMIST <http://www.economist.com/node/18285768>

If the supply situation worsens, opportunities for this type of substitution will be fewer, creating supply bottlenecks, shortages of petrol and spikes within price spikes for different crudes and products, even when spare capacity remains. The price differential of about $15 a barrel that has built up between Brent crude, which more closely reflects global trade, and West Texas Intermediate, the benchmark for oil prices in America, is a good example of how oil markets can become distorted by local patterns of supply and demand. If supply gets even more stretched, oil could fetch a far higher price in some parts of the world than others. If supply problems become really grave, oil companies may even declare *force majeure*, raising the prospect that, as in 1978, oil markets fail altogether.

6. Destitute sailors and families.

**Sailors injured on the job today recover compensation for their injuries through the Jones Act. Since the Affirmative repeals this with no replacement, it means injured or deceased sailors and their surviving families will be left with nothing.**

Link & Brink: Prior to the Jones Act, there were few options for compensation of injured sailors

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The Jones Act was officially titled the Merchant Marine Act of 1920; however, it became known and recognized as the Jones Act after the man who sponsored it, Senator Wesley Jones. The act was passed in response to concerns about the health of the Merchant Marine, and to establish protections for sailors. Prior to passage of the Jones Act, sailors injured on the job had few options for recovering damages available to them. Recognizing the danger of working at sea, and the value of trained seamen, the Jones Act established a system of benefits for sailors.

Impact: No compensation for injuries and death. Suffering families

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The second significant part of the Jones Act created benefits for sailors which are very far reaching. Any sailor who is injured at sea is entitled to maintenance and cure. This means that the sailor’s employer is required to pay him or her a daily stipend and provided medical care to treat the injury. In addition, sailors also have the ability to sue for damages in the event that their injuries were caused by negligence on behalf of the ship’s owners or crewmembers. These damages include death benefits whenever there is a case where a sailor is killed on the job. Any maritime worker who spends at least 30% of their time in active service on a vessel in navigation qualifies as a Jones Act seaman. This includes everyone from the Captain on down. The benefits and legal protections afforded by the Jones Act are significant and it is important to hire an attorney that understands this aspect of maritime law and how it applies to those individuals working offshore.

Impact: Jones Act ensures needed compensation for maritime injuries and deaths

Seattle Maritime Attorneys, John Merriam & Gordon Webb 2014. (attorneys specializing in maritime law) Tug Crewman Medevaced from Elliot Bay, Washington 4 Feb 2014 <http://www.maritimelawyer-blog.com/jones-act-claims/>

Damages under the Jones Act allow recovery for not only injury and illness, but also for the death of a family member who dies at sea. These expenses include loss of companionship, burial or cremation costs, and future earnings. Punitive damages may also be available if there was willful and wanton conduct by the owner that led to the death of the employee. The variety of damages is necessary, as tug and barge workers experience great risks every day. Repetitive motions, overly-long hours, and heavy equipment all contribute to the wear and tear on a crew member, but additional negligence can turn what would have been a minor to moderate injury into a catastrophic injury or death. As a tug or barge crew member, you are entitled to a safe place to work, and should have access to all the monies necessary to make you "whole", or return you to the condition you were prior to the accident, when others failed in the duties required by law.

7. Higher federal deficits

Link: Increased federal spending. Repeal of the Jones Act would lead to massive federal shipping industry subsidies

Dr. Daniel Goure 2011. (PhD; Vice President of the Lexington Institute; spent two years as the director of the Office of Strategic Competitiveness in the Office of the Secretary of Defense; served as a senior analyst on national security and defense issues with the Center for Naval Analyses, Science Applications International Corporation, SRS Technologies, R&D Associates and System Planning Corporation) 2011 THE CONTRIBUTION OF THE JONES ACT TO U.S. SECURITY <http://www.offshoreinjuries.com/media/pdfs/Contribution-of-the-JonesAct-to-National-Security.pdf>

Ninety years after it became law, the Jones Act continues to be vital to national security needs. In the face of continuing low-cost subsidized foreign competition, real world economics would dictate that the U.S. shipbuilding industry would decline. Without the Jones Act, the United States would face the danger of a rapid decline in its merchant marine fleet. It would then be required to provide massive subsidies to that industry, pay exorbitant prices for naval vessels and rely on foreign-owned or flagged vessels to carry critical military cargoes or to build and maintain at great expense a unique, government owned fleet of cargo vessels.

Impact: Every increase in the deficit hurts the economy

Dr William Gale and Benjamin Harris 2011. (Gale - PhD in economics, Stanford Univ.; senior fellow at the Brookings Institution and co-director of the Urban-Brookings Tax Policy Center; former assistant professor in the Department of Economics at UCLA, and a senior economist for the Council of Economic Advisers under President George H.W. Bush; Harris - master’s degree in economics from Cornell University and a master’s degree in quantitative methods from Columbia University; senior research associate with the Economics Studies Program at the Brookings Institution) “A VAT for the United States: Part of the Solution” <http://www.taxanalysts.com/www/freefiles.nsf/Files/GALE-HARRIS-5.pdf/$file/GALE-HARRIS-5.pdf>

But even in the absence of a crisis, sustained deficits have deleterious effects, as they translate into lower national savings, higher interest rates, and increased indebtedness to foreign investors, all of which serve to reduce future national income. Gale and Orszag (2004a) estimate that a 1 percent of GDP increase in the deficit will raise interest rates by 25 to 35 basis points and reduce national saving by 0.5 to 0.8 percentage points of GDP.

8. Global economic instability

Link: Jones Act is key to Navy capabilities. Cross apply DA4 first link card.

Link: US Navy maintains openness of the seas for trade

Brink: US naval power is central to maintaining freedom of the seas

Impact: Global economic order depends on stability of the seas

All of these come from this card:

Dr. Daniel Goure 2011. (PhD; Vice President of the Lexington Institute; spent two years as the director of the Office of Strategic Competitiveness in the Office of the Secretary of Defense; served as a senior analyst on national security and defense issues with the Center for Naval Analyses, Science Applications International Corporation, SRS Technologies, R&D Associates and System Planning Corporation) 2011 THE CONTRIBUTION OF THE JONES ACT TO U.S. SECURITY <http://www.offshoreinjuries.com/media/pdfs/Contribution-of-the-JonesAct-to-National-Security.pdf>

The United States has been centrally responsible for creating and maintaining the global commons. “Since the end of World War II, and especially since the end of the Cold War, the openness and stability of the global commons have been protected and sustained by U.S. military dominance and political leadership. The U.S. Navy and Coast Guard have dissuaded naval aggression and fought piracy around the world, ensuring unprecedented freedom of the seas.” The significance of the global commons has increased as a globalized economic order has emerged. Consequently, it is increasingly important that the global commons be rendered secure against a wide range of threats.

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