

We negate the resolution, resolved: the European Union should join the Belt and Road Initiative.

James McBride, May 21 2019, Council on Foreign Relations, China's Massive Belt and Road Initiative, Found at:
<https://www.cfr.org/backgrounder/chinas-massive-belt-and-road-initiative>

The Belt and Road Initiative, or the BRI, is a vast infrastructure plan organized by China that aims to stretch from East Asia to Western Europe. The completed infrastructure network would comprise of railways, energy pipelines, highways, and streamlined border crossings with the goal of facilitating trade throughout Eurasia.

Contention 1: Expanding the BRI to Europe would significantly harm the environment.

Basten states In 2018:

<https://psmag.com/environment/environmental-concerns-over-chineseinfrastructure-projects>

China has more than 1,600 plants scheduled to be built by Chinese firms in more than 62 countries.

Jonathan Watts, Oct. 2019, The Guardian, "Belt and Road summit puts spotlight on Chinese coal funding," Found at:
<https://www.theguardian.com/world/2019/apr/25/belt-and-road-summit-puts-spotlight-on-chinese-coal-funding>

In recent years, **Chinese banks have become the lenders of last resort for coal projects in South Asia, Africa and the Balkans that the World Bank and other international institutes have refused to fund because coal is the primary source of carbon emissions from electricity generation. Chinese**

companies are making up for lost business at home by expanding overseas. Most of their funding comes from the Belt and Road Initiative.

China's banks have earmarked \$36 billion for 102 gigawatts of coal-fired capacity in 23 countries, according to the Institute for Energy Economics and Financial Analysis. Last year, two-fifths of the country's overseas investment was reportedly spent on this dirty energy.

Isabel Hilton, Jan. 2019, Yale Environment, How China's Big Overseas Initiative Threatens Global Climate Progress, Found at:
<https://e360.yale.edu/features/how-chinas-big-overseas-initiative-threatens-climate-progress>

While China is making commendable efforts to clean up at home and to reduce its carbon emissions, the Belt and Road Initiative threatens to lock China's partners into the same high-emission development that China is now trying to exit.

Huaneng Group, China's national state-owned power company said in July 2015 the company was actively seeking development opportunities along the BRI. It had a particular eye on the coal resources of South Asia, Southeast Asia, Central and Eastern Europe.

The think tank Carbon Tracker estimates that the Paris Climate Accord's goal for controlling global climate change will require a complete phaseout of coal worldwide by 2040.

The average life of a coal-fired power station is around 40 years, so a phaseout by 2040 implies that any new plant built today – and most built after the turn of the century – is unlikely to operate long enough to recover its costs. As the price of renewables, already competitive with new coal and natural gas, is forecast to continue to drop, the point at which such plants become uneconomical could be very close.

Against that background, China's new coal power plants and infrastructure abroad threaten both the sustainability of its partners and global efforts to contain climate change.

The con side reduces climate change and saves human lives.

The Union of Concerned Scientists, Dec. 2017, Benefits of Renewable Energy Use, Found at:

<https://www.ucsusa.org/clean-energy/renewable-energy/public-benefits-of-renewable-power>

When coal is burned, it releases a number of airborne toxins and pollutants that are exceedingly dangerous to human health. Wind, solar, and hydroelectric systems generate electricity with no associated air pollution emissions. [Additionally,] coal is mostly carbon, which, when burned, produces carbon dioxide. When released into the atmosphere, carbon dioxide works like a blanket, warming the earth above normal limits. Consequences of global warming include drought, sea level rise, flooding, extreme weather, and species loss.

The World Health Organization explains in 2019,

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6357572/>

These exposures have a direct and strong influence on the prevalence of noncommunicable diseases. The most obvious is air pollution. **Indoor and outdoor air pollution is responsible for an estimated 7 million deaths a year** and comes second to tobacco as a risk factor for noncommunicable diseases.

Contention 2: The BRI will further aggravate the global trade war.

President Trump has repeatedly expressed ardent opposition to the Belt and Road Initiative. A European decision to join the BRI would inevitably exacerbate existing tensions between the US and EU.

Crispian Balmer, March 2019, writes: Reuters, Italy's drive to join China's Belt and Road hits potholes, Found at:
<https://www.reuters.com/article/us-italy-china-analysis/italys-drive-to-join-chinas-belt-and-road-hits-potholes-idUSKCN1QW1E2>

Italy's decision as the first G7 nation to join the BRI has angered Washington and alarmed Brussels, raising fears of a sellout of sensitive technologies and the handover of critical infrastructure.

A spokesman for the White House issued a rare public rebuke for one of Washington's staunchest allies: "No need for Italian government to lend legitimacy to China's infrastructure vanity project."

Annie Karni furthers in August 2018: Politico, Trump Rants Behind Closed Doors with CEOs, Found at:
<https://www.politico.com/story/2018/08/08/trump-executive-dinner-bedminster-china-766609>

Trump has stated that Chinese President Xi Jinping's "One Belt One Road Initiative," China's economic plan that has the potential to disrupt trade worldwide, was "insulting" and that he didn't want it, according to a person in the room. Trump said he had told Xi as much to his face.
[The Chinese technology firm Huawei creates another flashpoint between the US and BRI.]

1. Huawei is an inseparable component of the BRI.

Chris Devonshire-Ellis, May 2019, Silk Road Briefing, The US, Huawei And The Belt & Road's New 5G Supply Chains, Found at:
<https://www.silkroadbriefing.com/news/2019/05/21/us-huawei-belt-roads-new-5g-supply-chains/>

The Huawei issue is important for businesses not just in China but across emerging Asia and including the Belt & Road Initiative where Huawei are building a great deal of national telecoms networks.

2. The US has consistently taken a firm stance against Huawei and it will be further aggravated by Huawei's aggressive military and commercial practices. Specifically, fifth generation internet has become a central issue.

Berkeley Lovelace, Jan. 2019, CNBC, Trump administration reportedly pushing allies to bar China's Huawei in race for 5G networking, Found at:
<https://www.cnbc.com/2019/01/27/trump-reportedly-pushes-allies-to-bar-china-as-huawei-in-race-for-5g.html>

The U.S. has been urging diplomatic allies such as Britain, Poland and Germany to bar China-based firms from building its 5G.

The U.S. has cited national security as a reason to not use Chinese equipment, alleging the equipment could provide backdoor access for the Chinese government into U.S. networks.

David Sanger, Jan. 2019, The New York Times, In 5G Race With China, U.S. Pushes Allies to Fight Huawei, Found at:
<https://www.nytimes.com/2019/01/26/us/politics/huawei-china-us-5g-technology.html?login=email&auth=login-email>

In interviews with current and former senior American government officials, intelligence officers and top telecommunications executives, **It is clear that the potential of 5G has created a zero-sum calculus in the Trump White House — a conviction that there must be a single winner in this arms race, and the loser must be banished.**

Analysis: [If the EU were to join the BRI and thereby voice its support for Huawei, President Trump could retaliate by following through on his threats and impose tariffs on Europe.]

Doug Palmer, May 2019, Politico, Trump holds off on auto tariffs, but threat still looms, Found at:

<https://www.politico.com/story/2019/05/17/donald-trump-auto-tariffs-1330014>

President Donald Trump on Friday delayed a decision to slap duties or quota restrictions on imports of automobiles and auto parts, but said he still has the right to impose them in another six months.

Trump has been considering hitting EU auto suppliers with a 25% tariff under a law that allows him to impose trade restrictions on the basis of national security.

Ole Moehr, August 2019, The Atlantic Council, US-EU Auto Tariffs: What's at Stake?:

<https://www.atlanticcouncil.org/blogs/econographics/us-eu-auto-tariffs-what-s-at-stake-copy/>

A 25% US tariff on cars and car parts would deal a blow to the European auto industry. The result would translate into a 20% drop in EuroZone GDP growth.

The impact of European slowdown due to tariffs is a recession.

Neil Irwin, August 2019, The New York Times, How the Recession of 2020 Could Happen, Found at:

<https://www.nytimes.com/2019/08/17/upshot/how-the-recession-of-2020-could-happen.html>

How would a 2020 recession happen?

The trade wars and a breakdown in international economic diplomacy cause businesses around the world to pull back. High corporate debt loads create a wave of bankruptcies.

The IMF further quantifies that:

<https://www.imf.org/external/np/pp/eng/2013/031413.pdf>

Although we are on track to meet the Millennium Development Goal (MDG) of halving the proportion of people living in extreme poverty (on less than \$1 a day) by 2015 relative to 1990 levels, **over 900 million people are expected to remain vulnerable to being pushed back into poverty in the face of adverse shocks** (UN, World Economic Situation and Prospects, 2013).