# Sept/Oct 2021 NC v1

#### I negate the resolution resolved a just government ought to recognize an unconditional right of workers to strike

**I offer the following definitions to clarify the round:**

## Definitions

Unconditional: as defined by oxford, not subject to any conditions

## FW

#### V: Morality

**The word ought in the resolution insinuates a moral obligation.**

#### Criterion: Maximizing Expected Well Being

### Justifications

#### FIRST, Maximizing expected well being is a lexical pre-req to any other framework. Threats to life and bodily security come first before anything else.

#### SECOND, ASPEC every policy benefits some and harms others so governments must aggregate in every policy situation

#### THIRD, No intent-foresight distinction the consequence of an action is part of the deliberation, thus said consequence is intended

# Moving on to Case Proper

## Contention 1: Essential Services

#### Sub. A Supply Chain

**Supply chain Workers are the essential to society**

#### Hart 20 Charlie Hart, reporter at Supply managemanet, “Essential workers in supply chains ‘keep society afloat’”, Supply Management, July 24, 2020, <https://www.cips.org/supply-management/news/2020/july/essential-workers-in-supply-chains-keep-society-afloat///SD>

The **Covid-19** pandemic has highlighted the importance of **protecting the rights of** essential workers throughout the supply chain**, according to the sustainability boss at the Consumer Goods Forum (CGF).** Didier Bergeret, director social sustainability at the CGF, who also heads up the industry body’s Sustainable Supply Chain Initiative (SSCI), told *SM* many firms were having to redefine what an “essential worker” is following supply chain disruptions. “The reality is that Covid has shown that the most vulnerable people were effectively helping society to stay afloat, and that has generated new questions on what is an essential job,” he said. “When you have the luxury of working remotely, you still rely on workers in shops, manufacturing and delivering your goods. The pandemic has made the invisible populations that help society to survive more visible.” As the pandemic has unfolded, multiple instances of exploitation in supply chains have come to light. Retailers were [*criticised for cancelling orders worth millions of pounds*](https://www.cips.org/supply-management/news/2020/april/primark-to-pay-370m-for-garment-orders/) with garment suppliers in Bangladesh, putting workers' livelihoods at risk. Most recently, online retailer [*Boohoo was urged to take action*](https://www.cips.org/supply-management/news/2020/july/mps-attack-boohoos-response-to-exploitation-claims/) on claims workers at supplier factories in Leicester were being paid well below minimum wage and did not have access to adequate personal protective equipment (PPE). Some of these issues would have appeared regardless of Covid, Bergeret added, but the pandemic highlighted the need for firms to be engaged with social sustainability at all times. “Being engaged in social sustainability makes sure labour issues are the focus and not just a reaction to Covid. You should have a different mindset and a different approach to these essential workers throughout the value chains that help your industry to strive and respond to needs during times of crisis.” Thomas Van Haaren, senior manager at SSCI, told *SM* a lot of firms used third-party audits and programmes to check on working conditions, including ensuring workers have PPE, the minimum wage is being met and facilities are free from slavery, but work must be carried out to make these programmes more credible. “You can’t just bury your head in the sand. Everybody knew these issues were going on in places like Leicester, so if you're getting somebody else in to check, you have to make sure that that person is credible in giving that information.” Critics have argued that [*auditing suppliers is not effective enough*](https://www.cips.org/supply-management/analysis/2020/july/what-can-buyers-learn-from-the-boohoo-scandal/) to prevent exploitation in supply chains. “Social and sustainability audits are just a tool in the toolkit. Some people rely on them as the be-all and end-all assessment of supplier sustainability. There are certainly criticisms and there are shortfalls because they're a snapshot in time but they are the tool that the industry has,” said Van Haaren. Complementary tools such as worker voice surveys and programmes can work alongside audits to flag any potential issues, while in high-risk countries, governments need to step up in terms of enforcement of existing labour laws, he added. “Social audits remain the most scalable tool to make sure that somebody has reviewed these issues. They're not going to solve 100% of the problems and a lot more work can be done. Firms get the information from the social audit, but then it's up to the company or the industry to do something with that information and that's where a lot of the work needs to be done.”

**Unconditional right to strike leads to societal collapse due to supply chain strikes,**

#### Ehrenreich 20 Ben Ehernreich, Ehrenreich began working as a journalist in the alternative press in the late 1990s. In 2011, he was awarded a National Magazine Award in feature writing for an article published in *Los Angeles* magazine. Ehrenreich also teaches in the graduate writing program at [Otis College of Art and Design](https://en.wikipedia.org/wiki/Otis_College_of_Art_and_Design). “How Do You Know When Society Is About to Fall Apart?” New York Times, November 20, 2020, <https://www.nytimes.com/2020/11/04/magazine/societal-collapse.html> //SD

The coronavirus pandemic, Tainter says, “raises the overall cost, clearly, of being the society that we are.” When factories in China closed, just-in-time delivery faltered. As Tainter puts it, products “were not manufactured just in time, they were not shipped just in time and they were not available where needed just in time.” Countries — and even states — were shoving to get at limited supplies of masks and medical equipment. Meat production is now so highly centralized — so complex — that the closure of a few plants in states like Iowa, Pennsylvania and South Dakota emptied out pork aisles in supermarkets thousands of miles away. A more comprehensive failure of fragile supply chains could mean that fuel, food and other essentials would no longer flow to cities. “There would be billions of deaths within a very short period,” Tainter says. Even a short-term failure of the financial system, Tainter worries, might be enough to trip supply chains to a halt. The International Monetary Fund’s most recent “World Economic Outlook” warns of “wide negative output gaps and elevated unemployment rates” in the short term, “scarring” in the medium term, “deep wounds” and a level of uncertainty that remains “unusually large.” If we sink “into a severe recession or a depression,” Tainter says, “then it will probably cascade. It will simply reinforce itself.” Recently, Tainter tells me, he has seen “a definite uptick” in calls from journalists: The study of societal collapse suddenly no longer seems like a purely academic pursuit. Earlier this year, Logan, Utah, where Tainter lives, briefly became the nation’s No. 1 Covid hot spot. An outbreak in June at a nearby beef plant owned by the multinational meat giant JBS USA Food, which [kept operating even after more than a quarter of its workers tested positive](https://www.vox.com/future-perfect/2020/6/11/21286840/meat-plant-covid-19-utah-coronavirus), had spread throughout the county. In two and a half weeks, cases there leapt from 72 to more than 700. They have since more than quadrupled again. At the same time protests sparked by George Floyd’s death were breaking out in thousands of U.S. cities and towns — even in Logan. The only precedent Tainter could think of, in which pandemic coincided with mass social unrest, was the Black Death of the 14th century. That crisis reduced the population of Europe by as much as 60 percent.

**There is Societal collapse precedent in Brazil,**

#### Lemos 18 Gabriel Lemos, Writers for world socialist website, “Truckers strike brings Brazil to brink of collapse”, World Socialist Website, May 28, 2018, <https://www.wsws.org/en/articles/2018/05/28/braz-m28.html//SD>

A week-old truckers’ strike has brought Brazilian economic and social life to the brink of collapse as fuel and basic supplies run out in major cities, shutting down transportation and leaving supermarket shelves empty. The right-wing government of President Michel Temer has responded to the walkout by calling out the army to clear highways of truckers’ blockades and suppress the strike. The action marks the first time that the military has been mobilized on such a nationwide basis since the end of Brazil’s two-decade-long dictatorship that began with the US-backed coup of 1964. Truck drivers began the strike last Monday, May 21, leading to more than 1,000 highway blockades in 25 of the 26 Brazilian states. The main reason for the strike is the soaring price of diesel fuel, which increased 19 percent in the past year, rising seven times faster than the overall rate of inflation in the same period, 2.7 percent. In the week prior to the beginning of the strike, diesel prices were readjusted four times, with a 5.6 percent increase in the price of diesel at the state-run oil giant Petrobrás’ refineries. The continuous price rise of diesel and fuel in general in Brazil has been caused by the new fuel price policy adopted by Petrobrás President Pedro Parente since he took office after the impeachment of former Workers Party (PT) President Dilma Rousseff. Under the Rousseff government, the price of fuel was controlled by Petrobrás, being sold below the market price as an anti-inflationary strategy. As part of a series of neoliberal policies that have been adopted by Brazilian President Michel Temer (MDB), in October 2016 fuel prices started to be adjusted according to changes in the value of the national currency, the real, against the dollar and global oil prices. In July 2017, Parente announced that Petrobrás would begin to readjust fuel prices “at any moment, including daily.” This new fuel price policy was introduced at the same time that oil prices were starting to rise, which, combined with the 12 percent devaluation of the real over the last two months, has led the price of diesel to increase exponentially. A truck driver told the daily *Folha de S. Paulo* that his monthly salary has decreased by 40 percent since the implementation of Petrobras’ new pricing policy, from 5,000 reais (US$ 1,366) to 3,000 reais (US$ 820). “Then, you could pay the bills, but now it’s impossible,” he said. Along with Petrobrás’ new pricing policy, Parente has been carrying out a huge disinvestment plan in the company with the aim of privatizing it. One of the sectors affected by Petrobrás’ disinvestment plan is oil refining. In the first four months of this year, investments in oil refining fell by 47 percent compared with the same period last year, leading to increased refinery shutdowns. This, in turn, was accompanied by the announcement of the privatization in April of 60 percent of four oil refineries, which represent 33 percent of oil refining in Brazil. Today, these refineries are operating at less than 60 percent capacity, while the national average is 71 percent. This disinvestment plan focused mainly on diesel, the product most imported by Brazil. In the first four months of this year, diesel imports increased by 58 percent over the same period last year, and 235 percent in relation to the same period in 2016. The US is the country that has increased its diesel exports to Brazil the most. From 2016 to 2017, US diesel exports to Brazil rose 177 percent. In 2013, 33 percent of diesel imported by Brazil came from the US, while in 2017 that figure increased to 83 percent. President Temer’s response to the truck drivers’ strike came only four days after it began. Last Thursday, May 24, eight unions representing truckers and transportation companies, such as the National Confederation of Autonomous Workers (CNTA) and the National Transportation Confederation (CNT), reached an agreement with the government to suspend the strike for 15 days. Among other measures, the agreement included a 10 percent reduction in the price of diesel at the refineries for 30 days, monthly—rather than daily—readjustments of the price of diesel until the end of the year, the end on one of the taxes on diesel and a reduction of highway tolls for unloaded trucks. However, even after the agreement, on Friday, May 25, the truck drivers continued the strike with 419 blockades on the Brazilian highways. According to a truck driver quoted by *Folha*, “the supposed unions that are negotiating do not represent the truckers that are in the street.” He went on to say, “In the more than 30 WhatsApp groups that I participate, no one has accepted this agreement.” According to a report published by *BBC Brasil*, the strike began spontaneously with autonomous truckers organizing themselves through social media and WhatsApp groups. On May 16, the union that represents the autonomous truckers, CNTA, requested the price freeze on diesel and the opening of negotiations with the federal government, but it received no response. After the blockades began, other unions representing truckers hired by transportation companies came to support the movement of autonomous truckers. Of the approximately 2 million truck drivers in Brazil, 27 percent are autonomous (owner-operated) and 58 percent are hired by transport companies. In addition to long working days, which often exceed 12 hours, and low wages, with 85 percent of the drivers earning the equivalent of between 1 and 3 minimum wages, truckers face a lack of safety and poor conditions on Brazilian highways. Employers’ support for the truckers’ strike, such as that of the CNT, which represents transport companies and participated in the negotiations with Temer government, led public security minister Raul Jungman to denounce the truckers’ movement as a lockout. According to him, “there is evidence that there is an alliance, an agreement between autonomous truck drivers, distributors and carriers. I say this because they have adopted a common position,” the *G1* website reported. After the truck drivers refused to stop the blockades, on Friday, May 25, Temer turned to the military. Under the guidance of right-wing General Sérgio Etchegoyen, minister of institutional security, he signed a “guarantee of law and order” (GLO) decree until June 4, which gives domestic police power to the armed forces and allows them to clear the Brazilian highways. As opposed to other GLOs, such as last year’s decrees authorizing a crackdown on demonstrators against the privatization of the water and sewage company (CEDAE) in Rio de Janeiro and against protests over Temer’s labor and pension reforms in Brasilia, this is first time that such a decree has been applied throughout the country. On Saturday night, May 26, there were still 586 blockades on Brazilian highways. The truckers’ determination to continue their strike, in defiance of both the government and their own unions, led the Temer government on the same day to authorize the military to seize trucks in order to clear the highway blockades. This measure has been justified with reference to Article 5 of the Federal Constitution, which says that “in case of imminent public danger” the authorities may seize private property. On Sunday afternoon, May 27, *Folha* reported that there were still 33 highway blockades in the state of São Paulo. Given Brazil’s enormous dependence on trucks, which account for 61 percent of the transportation of goods, the truckers’ blockades have caused a huge supply crisis throughout the country. São Paulo, the largest city in both Brazil and Latin America, has been under a state of emergency since Friday. Fuel has run out at the city’s gasoline stations, after previous days in which drivers spent hours in long lines to fuel their tanks. Over the weekend, only 40 percent of the city’s buses left garages because of lack of fuel. Supermarkets have run out of perishable products, such as fruits and vegetables, and CEAGESP, the largest food supply center in Latin America, has been left empty. Over the past week, food prices have risen 300 percent, with the price of a kilogram of potatoes increasing 11-fold. Even with an end to the truckers’ blockades, it is expected to take a week for supplies of food and fuel to return to normal. Highways blockades are also affecting the distribution of medicines and vaccines, such as for the flu, and hospitals fear they may lack oxygen in the coming days. Fourteen Brazilian airports were without fuel, and 8 percent of flights were canceled. The losses inflicted by the truck drivers’ strike have been enormous for all economic sectors, with a total loss of more than 10 billion reais (US$2.7 billion). The lack of auto parts has led 40 car, truck and bus plants to stop production throughout Brazil. According to G1, 152 cold storage plants have shut down, and 220,000 workers have been sent home, with a loss to the chicken industry of 1.2 billion reais (US$738 million). Meanwhile, 40,000 tons of meats for export could not leave the country, and 800 million reais (US$219 million) were lost in terms of fruit and milk that could not reach consumers. In the announcement of the GLO decree, General Etchegoyen said, “the trigger of the decision to employ the most energetic resources was the risk to supplies.” With the most unpopular government in history, registering just a 6 percent popular approval rating, and rising unemployment, reaching 13 percent—a figure that increases to 24 percent when those who have given up looking for work are included—there is no doubt that the Temer government fears that a supply crisis can unleash social upheavals that would threaten the toppling of his government. Despite the growing hardships caused by the truckers’ strike, there is broad popular support for their action, which reflects the increasing impossibility of the Brazilian working class meeting its basic needs under the present system.

**The Impact is societal collapse. Our society depends on supply chain workers and due to the interconnectedness of the global economy, the impact is magnified. I outweigh on scope due to how big the impact is.**

#### Sub B. Healthcare Workers

**Healthcare workers striking leads to more deaths**

#### Gruber & Kleiner 10 [Jonathan Gruber, research associate at MIT & Samuel A. Kleiner, economist with the Federal Trade Commission, 2010, “Do strikes kill? Evidence from new york state (Working Paper No. 15855),” National Bureau of Economic Research. [https://doi.org/10.3386/w15855]/](https://doi.org/10.3386/w15855%5d/) /SD

A long standing concern with strikes as a means of resolving labor disputes is that they may be unproductive, and **recent research in some production sectors has demonstrated reduced productivity during strikes. But a sector where strikes may be particularly pernicious is hospitals, where the consequences are not just lower quality products but life and death.** To address this question, this study utilizes a **unique dataset collected on every nurses’ strike over the 1984 to 2004 period in New York State**. Our restricted-use dataset allows us to match our strike data with exact dates of patient admission, discharge and treatment, and allows for a rich set of demographic and illness severity controls. **Each striking hospital over this period is then matched with the set of hospitals in their geographic area, and the evolution of outcomes is examined before, during, and after the strike in the striking versus non-striking hospitals. We find a substantial worsening of patient outcomes for hospitals struck by their nurses. Our mortality results show a 19.4% increase during strikes relative to their baseline values, and our estimates imply a 6.5% increase in readmission rates for patients admitted during a strike. Our results show no difference in the characteristics of patients admitted during strikes, and little difference in observable aspects of hospital utilization during these strikes**. **We find that patients with particularly nursing intensive conditions are more susceptible to these strike effects, and that hospitals hiring replacement workers perform no better during these strikes than those that do not hire substitute employees.** Our results imply that strikes were costly to hospital patients in New York. **In our sample, there were 38,228 patients admitted during strikes, and we estimate that 138 more individuals died because of strikes than would have died had there been no strike. By a similar calculation, 344 more patients were readmitted to the hospital than if there had been no strike.** Moreover, these poor outcomes do not reflect less intensity of care. So this is very clear evidence of a reduction in productivity; hospitals functioning during nurses’ strikes do so at a lower quality of patient care. The effects of these strikes must, however, be considered in the context of a total union effect on hospital output and patient outcomes. Our results reveal a short-run adverse consequence of hospital strikes. These strikes may, however, contribute to long-run improvements in hospital productivity and quality driven by union-related workplace improvement initiatives. Such improvements have been implied by both Register (1988) and Ash and Seago (2004) who respectively document both a hospital union output effect and lower heart-attack mortality rates in unionized hospitals. Future work could usefully incorporate these short term costs and longer-term benefits in a full evaluation of hospital unionization.

**Strikes by medical professionals have be linked to large scale absence of treatment and preventable mortalities.**

#### Irimu et al., 2018 [Grace Irimu is a senior lecture in paediatrics and child health at the University of Nairobi, Morris Ogero, George Mbevi, David Gathara, Samuel Akech, Edwine Barasa, Benjmain Tsofa and Mike English are all researchers at the Kenya Medical research Instititute, Celia Kariuki is from the Department of Paediatrics at Mama Lucy Kibaki Hospital, Published: 11/28/18, “Tackling health professionals’ strikes: an essential part of health system strengthening in Kenya”, BMJ Global Health, doi:10.1136/bmjgh-2018-001136 ] //SD

**We present a 2-year data pooled from all hospitals on the number of admissions per month in the four major inpatient wards from January 2016 to December 2017**. We use the data from January 2014 to December 2015 for the paediatrics and maternity wards to demonstrate annual patterns of admissions and any seasonality that might exist. **During both the doctors’ and nurses’ 2017 strikes, there were marked reductions in admissions in all the four major disciplines—obstetrics, paediatrics, surgical and adult medicine** (figure 1). Exploration of hospital-specific data (available on request) demonstrates varied responses to the strikes across hospitals and wards. There was limited continuing admissions in different hospitals in specific wards (maternity (n=1/13), adult medical (n=1/13) and surgical (n=1/13)); resumption of services before the strikes officially ended (in two maternity wards and across all wards in two hospitals) and use of locum nurses to keep all the wards open (one hospital). **During the entire 250 days of the strike, four hospitals had almost no admissions at all. Considering the admissions in the prestrike year (December 2015 to November 2016), we speculate that a total of 183,170 individuals (including that each maternity admission produced one new-born) did not receive admission care in these 13 hospitals during strike year (December 2016 to November 2017). This included 59,965 maternity patients (and the same number of newborns), 24,762 medical patients, 20,309 paediatrics and 18,169 surgical patients. There are 65 similar level referral hospitals in Kenya (Kenya Master Facility List), and we tracked data from 13 of these that were part of CIN, suggesting that preventable deaths likely occurred on a massive scale. Private and faith-based hospitals reported increased admissions and mortality over this period**. 7 **Typically, county hospitals see many more outpatients than inpatients and so the total number of lost episodes of care in the public sector would be considerably higher.**

**Healthcare workers going on strike leads to the death of patients and cripples the healthcare industry. The Impact is death and this doesn’t maximize expected well being. This outweighs on magnitude death is the biggest impact in the round.**

Striking creates loss of moral agency

Supply is less than what is demand,

Ask them about their p-value, their metric, for studies

Striking forces people to work against themselves

National security, no NSA striking, Russia will take over,

Military workers can not strike

US