

# TUWaterWays

Water News and More from the Tulane Institute on Water Resources Law and Policy  
August 31, 2016

## **And A-Child Insurers and Bankers Shall Lead Them**

Your house might be livable up until the day it's got water coming through the door, but when your home, city, state, or country can't get financing or insurance, it's no longer viable or sustainable, and everything is suddenly stranded assets. Just ask Flint, Michigan ([¶217-18](#)). So, who is going to force the changes necessary to avoid the worst of global warming and flooding? It might just be the banks and insurers. In Baton Rouge, [bankers are calling](#) for better flood mapping following the flooding of thousands of homes thought to be out of the flood zone. Of course, more areas named as flood zones might restrict the number of projects put forward for the banks to finance (and profit from), but that's what the insurance is for, right? This isn't just a Louisiana problem. A new [report](#) from NWF shows sea level rise affecting coastal communities from Maine to Florida, and reports from [Germanwatch](#) and [United Nations University](#) show the risks of extreme weather events affecting countries all around the globe. So, what to do about it? Well, in an effort to stop making things worse, three of the world's biggest insurers are [calling on G20 leaders to end fossil fuel subsidies entirely](#). One wonders if, given that it's their insurers and funders calling for change, [industry will attack](#) the rules, regs, and laws needed to improve flood planning and curb climate change.

## **Water Infrastructure – Everyone Needs It, Everyone Loves (Some of) It, So Why Is It So Hard To Get?**

Climate change, sea level rise, global warming, and extreme weather events. These aren't the only things that can cost your city its future. So can infrastructure failures. Just ask Flint, Michigan ([¶217-18](#)). The National Association of Clean Water Agencies is [pleading](#) with both Sec. Clinton and Donald Trump to prioritize water infrastructure in the next term – no matter who is in the White House. Both candidates have proposed to increase infrastructure spending. Clinton published a [plan](#) to increase infrastructure spending by \$275,000,000. Trump estimates doubling that number. [Others](#) are calling for a bigger plan – one that might meet the \$3.6 trillion in investment the American Society of Civil Engineers says we need. Apparently, [all the country is missing](#) is a renewed manufacturing base, major changes in educational policy, widespread innovation, and political will.

Assuming one of the two wins the election ([likely](#)), and does push a major infrastructure investment (eh), and gets

The **Tulane Institute on Water Resources Law and Policy** is a program of the Tulane University Law School.

The Institute is dedicated to fostering a greater appreciation and understanding of the vital role that water plays in our society and of the importance of the legal and policy framework that shapes the uses and stewardship of water.

## Coming up:

[The 19<sup>th</sup> Annual Conference on Litigating Takings Challenges to Land Use and Environmental Regulations](#)

New Orleans, LA

November 4, 2016

[RAE/The Coastal Society Summit on Coastal and Estuarine Restoration](#)

New Orleans, LA

December 10-15, 2016

## Water jobs:

[CLEE Water Fellow](#)

UC Berkeley School of Law  
Berkeley, CA

[Executive Director](#)

Galveston Baykeeper  
Houston, TX

[Energy and Climate Program Director](#)

Coastal Conservation League  
Charleston or Columbia, SC

[Supervisory Attorney Advisor \(General\)](#)

US Army Corps of Engineers  
Saint Paul, MN

# Tulane Institute

on Water Resources Law & Policy

6325 Freret Street, 1<sup>st</sup> Floor  
New Orleans, LA 70118  
504-865-5982

[tulanewater.org](http://tulanewater.org)

TWITTER: [@TulaneWaterLaw](#)

Congress's support and action (yikes!), what would the future of infrastructure look like? Well, [according to the EPA](#), utilities' infrastructure needs to be better prepared for natural disasters, since it's way cheaper to mitigate than repair damage after the fact, and [according to the Federal Highway Administration](#), highways need to be planned with increased flooding in mind.

Of course, all this infrastructure talk is really an excuse to renew our calls for songs for our water infrastructure playlist. So, bring us your best songs about dams and reservoirs, canals and levees, pumps and pipes, and even bridges (should they happen to be over water, [troubled](#) or [otherwise](#)). As always, you can email your suggestions to [cdalbom@tulane.edu](mailto:cdalbom@tulane.edu) or just reply to this newsletter. We've already received some great suggestions, so keep them coming!

### **Henry Hudson Must be Rolling Over in His Luke Warm Watery Grave**

The Northwest Passage is open(ish), but it's nothing to celebrate. That is, unless you're on the luxurious [Crystal Serenity](#), currently travelling from Anchorage to New York in 32 stylish days with staterooms starting at \$20,000! For the rest of the world, it's more problematic. Inuit people fear becoming the subject of [extinction tourism](#) and having to deal with associated trash and pollution, and Maine Senator Angus King and the Coast Guard point out that increased Arctic traffic means an increased need for [icebreaker ships](#) – to save inevitable stranded vessels. Villages are moving because of coastal erosion; most recently [Shishmaref](#) on the Bering Strait, at a potential cost of \$180 million. And the situation isn't getting better any time soon – the little sea ice that remains through the summers now is considered the [new normal](#) by NASA, the [Greenland Ice Sheet is melting fast](#), and at least one scientist [thinks](#) that there won't be any Arctic sea ice left at all in the next year or two. Oh, and the Arctic has plenty of company – the loss of glaciers is creating [new flood risks](#) in South America and making [the highest military battlefield](#) in the world even more dangerous.