## 1- DA

#### Mining is now – multiple companies are competing in mineral exploitation to obtain rare earth metals.

Gilbert 4-26 [Alex Gilbert is a complex systems researcher and a PhD student in space resources at the Colorado School of Mines. Milken Institute, “Mining in Space Is Coming”; <https://www.milkenreview.org/articles/mining-in-space-is-coming>] kelvin

Space exploration is back. after decades of disappointment, a combination of better technology, falling costs and a rush of competitive energy from the private sector has put space travel front and center. indeed, many analysts (even some with their feet on the ground) believe that commercial developments in the space industry may be on the cusp of starting the largest resource rush in history: mining on the Moon, Mars and asteroids.

While this may sound fantastical, some baby steps toward the goal have already been taken. Last year, NASA awarded contracts to four companies to extract small amounts of lunar regolith by 2024, effectively beginning the era of commercial space mining. Whether this proves to be the dawn of a gigantic adjunct to mining on earth — and more immediately, a key to unlocking cost-effective space travel — will turn on the answers to a host of questions ranging from what resources can be efficiently.

As every fan of science fiction knows, the resources of the solar system appear virtually unlimited compared to those on Earth. There are whole other planets, dozens of moons, thousands of massive asteroids and millions of small ones that doubtless contain humungous quantities of materials that are scarce and very valuable (back on Earth). Visionaries including Jeff Bezos imagine heavy industry moving to space and Earth becoming a residential area. However, as entrepreneurs look to harness the riches beyond the atmosphere, access to space resources remains tangled in the realities of economics and governance.

Start with the fact that space belongs to no country, complicating traditional methods of resource allocation, property rights and trade. With limited demand for materials in space itself and the need for huge amounts of energy to return materials to Earth, creating a viable industry will turn on major advances in technology, finance and business models.

That said, there’s no grass growing under potential pioneers’ feet. Potential economic, scientific and even security benefits underlie an emerging geopolitical competition to pursue space mining. The United States is rapidly emerging as a front-runner, in part due to its ambitious Artemis Program to lead a multinational consortium back to the Moon. But it is also a leader in creating a legal infrastructure for mineral exploitation. The United States has adopted the world’s first space resources law, recognizing the property rights of private companies and individuals to materials gathered in space.

However, the United States is hardly alone. Luxembourg and the United Arab Emirates (you read those right) are racing to codify space-resources laws of their own, hoping to attract investment to their entrepot nations with business-friendly legal frameworks. China reportedly views space-resource development as a national priority, part of a strategy to challenge U.S. economic and security primacy in space. Meanwhile, Russia, Japan, India and the European Space Agency all harbor space-mining ambitions of their own. Governing these emerging interests is an outdated treaty framework from the Cold War. Sooner rather than later, we’ll need new agreements to facilitate private investment and ensure international cooperation.

What’s Out There

Back up for a moment. For the record, space is already being heavily exploited, because space resources include non-material assets such as orbital locations and abundant sunlight that enable satellites to provide services to Earth. Indeed, satellite-based telecommunications and global positioning systems have become indispensable infrastructure underpinning the modern economy. Mining space for materials, of course, is another matter.

In the past several decades, planetary science has confirmed what has long been suspected: celestial bodies are potential sources for dozens of natural materials that, in the right time and place, are incredibly valuable. Of these, water may be the most attractive in the near-term, because — with assistance from solar energy or nuclear fission — H2O can be split into hydrogen and oxygen to make rocket propellant, facilitating in-space refueling. So-called “rare earth” metals are also potential targets of asteroid miners intending to service Earth markets. Consisting of 17 elements, including lanthanum, neodymium, and yttrium, these critical materials (most of which are today mined in China at great environmental cost) are required for electronics. And they loom as bottlenecks in making the transition from fossil fuels to renewables backed up by battery storage.

The Moon is a prime space mining target. Boosted by NASA’s mining solicitation, it is likely the first location for commercial mining. The Moon has several advantages. It is relatively close, requiring a journey of only several days by rocket and creating communication lags of only a couple seconds — a delay small enough to allow remote operation of robots from Earth. Its low gravity implies that relatively little energy expenditure will be needed to deliver mined resources to Earth orbit.

The Moon may look parched — and by comparison to Earth, it is. But recent probes have confirmed substantial amounts of water ice lurking in permanently shadowed craters at the lunar poles. Further, it seems that solar winds have implanted significant deposits of helium-3 (a light stable isotope of helium) across the equatorial regions of the Moon. Helium-3 is a potential fuel source for second and third-generation fusion reactors that one hopes will be in service later in the century. The isotope is packed with energy (admittedly hard to unleash in a controlled manner) that might augment sunlight as a source of clean, safe energy on Earth or to power fast spaceships in this century. Between its water and helium-3 deposits, the Moon could be the resource stepping-stone for further solar system exploration.

Asteroids are another near-term mining target. There are all sorts of space rocks hurtling through the solar system, with varying amounts of water, rare earth metals and other materials on board. The asteroid belt between the orbits of Mars and Jupiter contains most of them, many of which are greater than a kilometer in diameter. Although the potential water and mineral wealth of the asteroid belt is vast, the long distance from Earth and requisite travel times and energy consumption rule them out as targets in the near term.

Even the surface of celestial bodies pose a challenge to mining machinery since they consist of unconsolidated rocky materials called regolith instead of more familiar soil.

Wannabe asteroid miners will thus be looking at smaller near-Earth asteroids. While they are much further away than the Moon, many of them could be reached using less energy — and some are even small enough to make it technically possible to tow them to Earth orbit for mining.

Space mining may be essential to crewed exploration missions to Mars. Given the distance and relatively high gravity of Mars (twice that of the Moon), extraction and export of minerals to Earth seems highly unlikely. Rather, most resource extraction on Mars will focus on providing materials to supply exploration missions, refuel spacecraft and enable settlement.

Technology Is the Difference

The prospects for space mining are being driven by technological advances across the space industry. The rise of reusable rocket components and the now-widespread use of off-the-shelf parts are lowering both launch and operations costs. Once limited to government contract missions and the delivery of telecom satellites to orbit, private firms are now emerging as leaders in developing “NewSpace” activities — a catch-all term for endeavors including orbital tourism, orbital manufacturing and mini-satellites providing specialized services. The space sector, with a market capitalization of $400 billion, could grow to as much as $1 trillion by 2040 as private investment soars.

But despite the high-profile commercial advances, governments still call the shots on the leading edge of space resource technologies. The United States extracted the first extraterrestrial materials in space from the Moon during the Apollo missions, followed by the Soviet Union’s recoveries from crewless Luna missions. President Biden recently borrowed one of the Apollo lunar rocks for display in the Oval Office, highlighting the awe that deep space can still summon.

For the time being, scientific samples remain the goal of mining. Last October, NASA’s OSIRIS-REx mission — due to return to Earth in 2023 — collected a small amount of material from the asteroid Bennu. In December, Japan returned a sample of the asteroid Ryugu with the Hayabusa2 spacecraft. And several weeks later, China’s Chang’e 5 mission returned the first lunar samples since the 1970s.

Sample collection is accelerating, with recent missions targeting Mars. Japan is planning to visit the two moons of Mars and extract a sample from one. NASA’s robotic Perseverance rover will collect and cache drilled samples on Mars that could later be returned to Earth. Perseverance also carries gear for the unique MOXIE experiment on Mars — an attempt to produce oxygen on the planet with technologies that could eventually extract oxygen for astronauts to breath and refuel spacecraft.It’s about as wide as the Eiffel Tower is tall and it could be where we obtain the elements needed to power bases on the moon, Mars or in orbit one day.

#### Private companies are key to a growing space mining sector – investors, profitability, and market demand.

Krishnan 20 [C A Krishnan, 8-6-2020, "Space mining: Just around the corner?," Week, <https://www.theweek.in/news/sci-tech/2020/08/06/Space-mining-Just-around-the-corner.html> [accessed 12-6-21] lydia

A Mars mission carrying 100 metric tons cargo in 2022 followed by a manned mission by 2024 are the immediate milestones of Elon Musk’s SpaceX plan which aims to create a self sustaining Mars city by 2050. Just a few decades back this would have sounded as fantasy, but today it looks as if this time frame may actually be bettered. Space missions are set to undergo revolutionary changes and Elon Musk’s vision and timelines are indicators of this. Space is increasingly being seen as a treasure trove of precious minerals and also a place for future human habitation beyond the earth. Global private space industry investors believe that space mining has the potential to shape and define the 21st Century. NASA estimates that the 'Asteroid belt’ holds minerals worth quintillion of dollars. American astrophysicist Neil Degrasse Tyson believes, “The first trillioners will be those who mine asteroids”. The “Main Asteroid Belt” is located between the orbits of Mars and Jupiter, about 450 to 650 million Kilometers from earth, with million asteroids in it. Over the decades, apart from Moon and Mars, governments and private agencies have been carrying out extensive research and studying asteroids for their composition, possibility of mining them and their mining value —Asteriod ‘Bennu’ has been assessed at $670 million and asteroid ‘2011 UW158’ at $ 5.7 trillion. Transportation of the mined resources for utilisation, however, poses major hurdles. A ‘BBC Future’ report by Sarah Cruddas puts the cost of shipping a ton of water into space at about $ 50 million. As per Chris Lewicki, president of Planetary Resources, an asteroid mining company, it takes more energy to escape the first 300 kilometers from the Earth than the next 300 million kilometers. Similarly, bringing back anything more than a few kilograms of samples from space to the Earth would be even more complex in terms of logistics. To start with, therefore, global space industry investors are focusing on keeping mined space resources in space itself for ‘in situ resource utilisation’. Availability of water on the Moon, Mars and asteroids offer very attractive prospects; apart from being crucial for supporting life and growing food, it also opens the possibility of using its constituents, hydrogen and oxygen, for making rocket fuel. Today, the possibility of manufacturing tools and even building habitats on Moon or Mars with the help of 3D printers using iron, nickel, cobalt, gold, platinum, and iridium etc which are available on the Moon, Mars and asteroids seem within reach. Researchers are working on using regolith, the weathered rock particles found on lunar surface for making moon bricks using 3D printers. These bricks will form the basic construction material for the first moon station and even the first moon hotel. Space industry players believe that an investment of $ 4 billion in water mining in space can generate annual revenue worth about $2.4 billion. Similarly, there is a new community of customers who are already looking for buying propellant in space. American space launch provider, United Launch Alliance (ULA), a Lockheed Martin and Boeing joint venture that provides launch rockets, has made it known that, ULA is willing to pay about $ 3000 a Kg for propellant in low earth orbit. Fast paced developments are taking place in the field of space mining technology with private players in the lead. Optical mining using concentrated sunlight, robotics, automated mining applications, advanced drilling machines etc are just a few examples. Participation of private players has reduced the investment burden and greatly enhanced the width and pace of innovation. It is believed that launch of the first asteroid mining vehicle as well as setting up of the first fuelling stations on the Moon and in low earth orbit could become a reality within a decade. Japanese mission ‘Hayabusa’ was the first to bring samples from an asteroid to earth in 2010. ‘Hayabusa - 2’ made its rendezvous with the near earth asteroid ‘162173 RYUGU’ in June 2018, left the asteroid after collecting samples in November 2019 and will be back on earth on December 6, 2020. Similarly the NASA mission OSIRIS-REx, costing about $ 1 billion, launched in 2016 is due to return to earth with samples of asteroid ‘101955 Bennu’ on September 24, 2023. The latest US space mission, ‘Perseverance’ launched on July 30, 2020 will land on Mars on February 18, 2021. It will be using a helicopter on Mars, set to be the first use of a helicopter outside the earth. Apart from collecting samples from Mars and search for signs of habitable conditions on Mars, it will also test the possibility of manufacturing molecular oxygen from the carbon dioxide-rich Mars atmosphere. Beyond the technological capability, there are, however, complex legal issues. While making fuel and water in space and its ‘in situ resource utilisation’ may pass the scrutiny, commercial exploitation of space through minerals mining, tourism, real estate etc may prove hugely contentious in terms of international legal framework for space. The current legal frameworks were adopted when space activities were entirely within the domain of national governments and were confined to research alone. But with the nature of space activities moving from purely research activities to military applications to commercial activities and with the entry of private players and a new community of consumers in space, the vintage outer space treaty has been rendered grossly inadequate; vagueness of the treaty does not cater for the ‘new types of uses’ or the ‘new users’ of space. Louis de Gouyon Matignon, in a thesis on the subject observed that “some states have already taken the absence of express prohibition as a sign that the utilisation of space resources is permissible, and both the USA and Luxembourg recently adopted national legislations expressly allowing it”. This has, however, triggered a response from the international community denouncing such unilateral initiatives and recommending a collective approach on the lines of the laws for high seas and deep sea bed. Whether a widely acceptable new space treaty comes through or not, Space mining is a reality and the early entrants are likely to retain monopoly and huge economic advantages for a very long time.

#### Space mining is key to sustain global resources -- otherwise, resource wars.

MacWhorter 16 [Kevin; J.D. Candidate, William & Mary Law School, "Sustainable Mining: Incentivizing Asteroid Mining in the Name of Environmentalism", William & Mary Environmental Law and Policy Review, Vol 40, Issue 2, Article 11, <https://scholarship.law.wm.edu/cgi/viewcontent.cgi?referer=https://www.google.com/&httpsredir=1&article=1653&context=wmelpr>] brett

A. Rare Element Mining on Earth

In the next sixty years, scientists predict that certain elements crucial to modern industry such as platinum, zinc, copper, phosphorous, lead, gold, and indium could be exhausted on Earth. 12 Many of these have no synthetic alternative, unlike chemical elements such as oil or diamonds.13 Liquid-crystal display (LCD) televisions, cellphones, and laptops are among the various consumer technologies that use precious metals.14Further, green technologies including wind turbines, solar panels, and catalytic converters require these rare elements. 15 As demand rises for both types of technologies, and as reserves of rare metals fall, prices skyrocket.16 Demand for nonrenewable resources creates conflict, and consumerism in rich countries results in harsh labor treatment for poorer countries.17

In general, the mining industry is extremely destructive to Earth’s environment.18 In fact, depending on the method employed, mining can destroy entire ecosystems by polluting water sources and contributing to deforestation.19 It is by its nature an unsustainable practice, because it involves the extraction of a finite and non-renewable resource.20 Moreover, by extracting tiny amounts of metals from relatively large quantities of ore, the mining industry contributes the largest portion of solid wastes in the world.21 The Environmental Protection Agency (EPA) describes the industry as the source of more toxic and hazardous waste than any other industrial sector [in the United States], costing billions of dollars to address the public health and environmental threats to communities. 22 Poor regulations and oxymoronic corporate definitions of sustainability, however, make it unclear as to just how much waste the industry actually produces.23

Platinum provides an excellent case study of the issue, because it is an extremely rare and expensive metal—an ore expected to exist in vast quantities in asteroids.24 Further, production of platinum has increased sharply in the past sixty years in order to keep up with growing demand for use in new technologies.25 In fact, despite their high costs, platinum group metals are so useful that [one] of [four] industrial goods on Earth require them in production. 26 Scholars do not expect demand to slow any time soon.27 Among other technologies, industries use platinum in products such as catalytic converters, jewelry production, various catalysts for chemical processing, and hydrogen fuel cells.28 While there is no consensus on how far the Earth’s reserves of platinum will take humanity, many scientists agree that platinum ore reserves will deplete in a relatively short amount of time.29

With the rate of mining at an all-time high,30 it is increasingly clear that historical patterns of mineral resources and development cannot simply be assumed to continue unaltered into the future. 31 The platinum mining industry, however, has a strong incentive to increase its rate of extraction as profits grow with the rate of demand. Without any alternative, this destructive practice will continue into the future.32

So-called platinum-group metal (PGM) ores are mined through underground or open cut techniques.33 Due to these practices, all but a very small fraction of the mined platinum ore is disposed of as solid waste.34 The environmental consequences of platinum production are thus quite significant, but like the mining industry in general, the amount of waste is typically under-reported.35

While this is due to high production levels at the moment, those levels will only increase given the estimated future demand of platinum.36 In spite of the negative consequences, mining continues unabated because it is economically important to many areas.37 The future environmental costs provide a major challenge in creating a sustainable system. Relegating at least some mining companies to near-Earth asteroids would reduce the negative effects of future mining levels on Earth. The economic benefits of mining need not be sacrificed for the sake of the environment.38

#### Terrestrial resource scarcity goes nuclear---we outweigh on timeframe, just the prospect of shortages triggers escalation.

Klare 13 [Michael T., The Nation’s defense correspondent, is professor emeritus of peace and world-security studies at Hampshire College and senior visiting fellow at the Arms Control Association in Washington, D.C. His newest book, All Hell Breaking Loose: The Pentagon’s Perspective on Climate Change, will be published this fall. 2013. “How Resource Scarcity and Climate Change Could Produce a Global Explosion,” <https://www.thenation.com/article/archive/how-resource-scarcity-and-climate-change-could-produce-global-explosion/>] brett

Brace yourself. You may not be able to tell yet, but according to global experts and the US intelligence community, the earth is already shifting under you. Whether you know it or not, you’re on a new planet, a resource-shock world of a sort humanity has never before experienced.

Two nightmare scenarios—a global scarcity of vital resources and the onset of extreme climate change—are already beginning to converge and in the coming decades are likely to produce a tidal wave of unrest, rebellion, competition and conflict. Just what this tsunami of disaster will look like may, as yet, be hard to discern, but experts warn of “water wars” over contested river systems, global food riots sparked by soaring prices for life’s basics, mass migrations of climate refugees (with resulting anti-migrant violence) and the breakdown of social order or the collapse of states. At first, such mayhem is likely to arise largely in Africa, Central Asia and other areas of the underdeveloped South, but in time, all regions of the planet will be affected.

To appreciate the power of this encroaching catastrophe, it’s necessary to examine each of the forces that are combining to produce this future cataclysm.

Resource Shortages and Resource Wars

Start with one simple given: the prospect of future scarcities of vital natural resources, including energy, water, land, food and critical minerals. This in itself would guarantee social unrest, geopolitical friction and war.

It is important to note that absolute scarcity doesn’t have to be on the horizon in any given resource category for this scenario to kick in. A lack of adequate supplies to meet the needs of a growing, ever more urbanized and industrialized global population is enough. Given the wave of extinctions that scientists are recording, some resources—particular species of fish, animals and trees, for example—will become less abundant in the decades to come, and may even disappear altogether. But key materials for modern civilization like oil, uranium and copper will simply prove harder and more costly to acquire, leading to supply bottlenecks and periodic shortages.

Oil—the single most important commodity in the international economy—provides an apt example. Although global oil supplies may actually grow in the coming decades, many experts doubt that they can be expanded sufficiently to meet the needs of a rising global middle class that is, for instance, expected to buy millions of new cars in the near future. In its 2011 World Energy Outlook, the International Energy Agency claimed that an anticipated global oil demand of 104 million barrels per day in 2035 will be satisfied. This, the report suggested, would be thanks in large part to additional supplies of “unconventional oil” (Canadian tar sands, shale oil and so on), as well as 55 million barrels of new oil from fields “yet to be found” and “yet to be developed.”

However, many analysts scoff at this optimistic assessment, arguing that rising production costs (for energy that will be ever more difficult and costly to extract), environmental opposition, warfare, corruption and other impediments will make it extremely difficult to achieve increases of this magnitude. In other words, even if production manages for a time to top the 2010 level of 87 million barrels per day, the goal of 104 million barrels will never be reached and the world’s major consumers will face virtual, if not absolute, scarcity.

Water provides another potent example. On an annual basis, the supply of drinking water provided by natural precipitation remains more or less constant: about 40,000 cubic kilometers. But much of this precipitation lands on Greenland, Antarctica, Siberia and inner Amazonia where there are very few people, so the supply available to major concentrations of humanity is often surprisingly limited. In many regions with high population levels, water supplies are already relatively sparse. This is especially true of North Africa, Central Asia and the Middle East, where the demand for water continues to grow as a result of rising populations, urbanization and the emergence of new water-intensive industries. The result, even when the supply remains constant, is an environment of increasing scarcity.

Wherever you look, the picture is roughly the same: supplies of critical resources may be rising or falling, but rarely do they appear to be outpacing demand, producing a sense of widespread and systemic scarcity. However generated, a perception of scarcity—or imminent scarcity—regularly leads to anxiety, resentment, hostility and contentiousness. This pattern is very well understood, and has been evident throughout human history.

In his book Constant Battles, for example, Steven LeBlanc, director of collections for Harvard’s Peabody Museum of Archaeology and Ethnology, notes that many ancient civilizations experienced higher levels of warfare when faced with resource shortages brought about by population growth, crop failures or persistent drought. Jared Diamond, author of the bestseller Collapse, has detected a similar pattern in Mayan civilization and the Anasazi culture of New Mexico’s Chaco Canyon. More recently, concern over adequate food for the home population was a significant factor in Japan’s invasion of Manchuria in 1931 and Germany’s invasions of Poland in 1939 and the Soviet Union in 1941, according to Lizzie Collingham, author of The Taste of War.

Although the global supply of most basic commodities has grown enormously since the end of World War II, analysts see the persistence of resource-related conflict in areas where materials remain scarce or there is anxiety about the future reliability of supplies. Many experts believe, for example, that the fighting in Darfur and other war-ravaged areas of North Africa has been driven, at least in part, by competition among desert tribes for access to scarce water supplies, exacerbated in some cases by rising population levels.

“In Darfur,” says a 2009 report from the UN Environment Programme on the role of natural resources in the conflict, “recurrent drought, increasing demographic pressures, and political marginalization are among the forces that have pushed the region into a spiral of lawlessness and violence that has led to 300,000 deaths and the displacement of more than two million people since 2003.”

Anxiety over future supplies is often also a factor in conflicts that break out over access to oil or control of contested undersea reserves of oil and natural gas. In 1979, for instance, when the Islamic revolution in Iran overthrew the Shah and the Soviets invaded Afghanistan, Washington began to fear that someday it might be denied access to Persian Gulf oil. At that point, President Jimmy Carter promptly announced what came to be called the Carter Doctrine. In his 1980 State of the Union Address, Carter affirmed that any move to impede the flow of oil from the Gulf would be viewed as a threat to America’s “vital interests” and would be repelled by “any means necessary, including military force.”

In 1990, this principle was invoked by President George H.W. Bush to justify intervention in the first Persian Gulf War, just as his son would use it, in part, to justify the 2003 invasion of Iraq. Today, it remains the basis for US plans to employ force to stop the Iranians from closing the Strait of Hormuz, the strategic waterway connecting the Persian Gulf to the Indian Ocean through which about 35 percent of the world’s seaborne oil commerce passes.

Recently, a set of resource conflicts have been rising toward the boiling point between China and its neighbors in Southeast Asia when it comes to control of offshore oil and gas reserves in the South China Sea. Although the resulting naval clashes have yet to result in a loss of life, a strong possibility of military escalation exists. A similar situation has also arisen in the East China Sea, where China and Japan are jousting for control over similarly valuable undersea reserves. Meanwhile, in the South Atlantic Ocean, Argentina and Britain are once again squabbling over the Falkland Islands (called Las Malvinas by the Argentinians) because oil has been discovered in surrounding waters.

By all accounts, resource-driven potential conflicts like these will only multiply in the years ahead as demand rises, supplies dwindle and more of what remains will be found in disputed areas. In a 2012 study titled Resources Futures, the respected British think-tank Chatham House expressed particular concern about possible resource wars over water, especially in areas like the Nile and Jordan River basins where several groups or countries must share the same river for the majority of their water supplies and few possess the wherewithal to develop alternatives. “Against this backdrop of tight supplies and competition, issues related to water rights, prices, and pollution are becoming contentious,” the report noted. “In areas with limited capacity to govern shared resources, balance competing demands, and mobilize new investments, tensions over water may erupt into more open confrontations.”

#### Commercial mining solves warming.

Pelton 17—(Director Emeritus of the Space and Advanced Communications Research Institute at George Washington University, PHD in IR from Georgetown). Pelton, Joseph N. 2017. The New Gold Rush: The Riches of Space Beckon! Springer. Accessed 8/30/19.

Are We Humans Doomed to Extinction? What will we do when Earth’s resources are used up by humanity? The world is now hugely over populated, with billions and billions crammed into our overcrowded cities. By 2050, we may be 9 billion strong, and by 2100 well over 11 billion people on Planet Earth. Some at the United Nations say we might even be an amazing 12 billion crawling around this small globe. And over 80 % of us will be living in congested cities. These cities will be ever more vulnerable to terrorist attack, natural disaster, and other plights that come with overcrowding and a dearth of jobs that will be fueled by rapid automation and the rise of artifi cial intelligence across the global economy. We are already rapidly running out of water and minerals. Climate change is threatening our very existence. Political leaders and even the Pope have cautioned us against inaction. Perhaps the naysayers are right. All humanity is at tremendous risk. Is there no hope for the future? This book is about hope. We think that there is literally heavenly hope for humanity. But we are not talking here about divine intervention. We are envisioning a new space economy that recognizes that there is more water in the skies that all our oceans. Th ere is a new wealth of natural resources and clean energy in the reaches of outer space—more than most of us could ever dream possible. There are those that say why waste money on outer space when we have severe problems here at home? Going into space is not a waste of money. It is our future. It is our hope for new jobs and resources. The great challenge of our times is to reverse public thinking to see space not as a resource drain but as the doorway to opportunity. The new space frontier can literally open up a “gold rush in the skies.” In brief, we think there is new hope for humanity. We see a new a pathway to the future via new ventures in space. For too long, space programs have been seen as a money pit. In the process, we have overlooked the great abundance available to us in the skies above. It is important to recognize there is already the beginning of a new gold rush in space—a pathway to astral abundance. “New Space” is a term increasingly used to describe radical new commercial space initiatives—many of which have come from Silicon Valley and often with backing from the group of entrepreneurs known popularly as the “space billionaires.” New space is revolutionizing the space industry with lower cost space transportation and space systems that represent significant cost savings and new technological breakthroughs. “New Commercial Space” and the “New Space Economy” represent more than a new way of looking at outer space. These new pathways to the stars could prove vital to human survival. If one does not believe in spending money to probe the mysteries of the universe then perhaps we can try what might be called “calibrated greed” on for size. One only needs to go to a cubesat workshop, or to Silicon Valley or one of many conferences like the “Disrupt Space” event in Bremen, Germany, held in April 2016 to recognize that entrepreneurial New Space initiatives are changing everything [ 1 ]. In fact, the very nature and dimensions of what outer space activities are today have changed forever. It is no longer your grandfather’s concept of outer space that was once dominated by the big national space agencies. The entrepreneurs are taking over. The hopeful statements in this book and the hard economic and technical data that backs them up are more than a minority opinion. It is a topic of growing interest at the World Economic Forum, where business and political heavyweights meet in Davos, Switzerland, to discuss how to stimulate new patterns of global economic growth. It is even the growing view of a group that call themselves “space ethicists.” Here is how Christopher J. Newman, at the University of Sunderland in the United Kingdom has put it: Space ethicists have offered the view that space exploration is not only desirable; it is a duty that we, as a species, must undertake in order to secure the survival of humanity over the longer term. Expanding both the resource base and, eventually, the habitats available for humanity means that any expenditure on space exploration, far from being viewed as frivolous, can legitimately be rationalized as an ethical investment choice. (Newman) On the other hand there are space ethicists and space exobiologists who argue that humans have created ecological ruin on the planet—and now space debris is starting to pollute space. Th ese countervailing thoughts by the “no growth” camp of space ethicists say we have no right to colonize other planets or to mine the Moon and asteroids—or at least no right to do so until we can prove we can sustain life here on Earth for the longer term. However, for most who are planning for the new space economy the opinion of space philosophers doesn’t really fl oat their boat. Legislators, bankers, and aspiring space entrepreneurs are far more interested in the views of the super-rich capitalists called the space billionaires. A number of these billionaires and space executives have already put some very serious money into enterprises intent on creating a new pathway to the stars. No less than five billionaires with established space ventures—Elon Musk, Paul Allen, Jeff Bezos, Sir Richard Branson, and Robert Bigelow—have invested millions if not billions of dollars into commercializing space. They are developing new technologies and establishing space enterprises that can bring the wealth of outer space down to Earth. This is not a pipe dream, but will increasingly be the economic reality of the 2020s. These wealthy space entrepreneurs see major new economic opportunities. To them space represents the last great frontier for enterprising pioneers. Th us they see an ever-expanding space frontier that offers opportunities in low-cost space transportation, satellite solar power satellites to produce clean energy 24h a day, space mining, space manufacturing and production, and eventually space habitats and colonies as a trajectory to a better human future. Some even more visionary thinkers envision the possibility of terraforming Mars, or creating new structures in space to protect our planet from cosmic hazards and even raising Earth’s orbit to escape the rising heat levels of the Sun in millennia to come. Some, of course, will say this is sci-fi hogwash. It can’t be done. We say that this is what people would have said in 1900 about airplanes, rocket ships, cell phones and nuclear devices. The skeptics laughed at Columbus and his plan to sail across the oceans to discover new worlds. When Thomas Jefferson bought the Louisiana Purchase from France or Seward bought Alaska, there were plenty of naysayers that said such investment in the unknown was an extravagant waste of money. A healthy skepticism is useful and can play a role in economic and business success. Before one dismisses the idea of an impending major new space economy and a new gold rush, it might useful to see what has already transpired in space development in just the past five decades. The world’s first geosynchronous communications satellite had a throughput capability of about 500 kb / s. In contrast, today’s state of the art Viasat 2 —a half century later— has an impressive throughput of some 140 Gb/s. Th is means that the relative throughput is nearly 300,000 greater, while its lifetime is some ten times longer (Figs. 1.1 and 1.2 ). Each new generation of communications satellite has had more power, better antenna systems, improved pointing and stabilization, and an extended lifetime. And the capabilities represented by remote sensing satellites , meteorological satellites , and navigation and timing satellites have also expanded their capabilities and performance in an impressive manner. When satellite applications first started, the market was measured in millions of dollars. Today commercial satellite services exceed a quarter of a billion dollars. Vital services such as the Internet, aircraft traffi c control and management, international banking, search and rescue and much, much more depend on application satellites. Th ose that would doubt the importance of satellites to the global economy might wish to view on You Tube the video “If Th ere Were a Day Without Satellites?” [ 2 ]. Let’s check in on what some of those very rich and smart guys think about the new space economy and its potential. (We are sorry to say that so far there are no female space billionaires, but surely this, too, will come someday soon.) Of course this twenty-fi rst century breakthrough that we call the New Space economy will not come just from new space commerce. It will also come from the amazing new technologies here on Earth. Vital new terrestrial technologies will accompany this cosmic journey into tomorrow. Information technology, robotics, artificial intelligence and commercial space travel systems have now set us on a course to allow us humans to harvest the amazing riches in the skies—new natural resources, new energy, and even totally new ways of looking at the purpose of human existence. If we pursue this course steadfastly, it can be the beginning of a New Space renaissance. But if we don’t seek to realize our ultimate destiny in space, Homo sapiens can end up in the dustbin of history—just like literally millions of already failed species. In each and every one of the five mass extinction events that have occurred over the last 1.5 billion years on Earth, some 50–80 % of all species have gone the way of the T. Rex, the woolly mammoth, and the Dodo bird along with extinct ferns, grasses and cacti. On the other hand, the best days of the human race could be just beginning. If we are smart about how we go about discovering and using these riches in the skies and applying the best of our new technologies, it could be the start of a new beginning for humanity. Konstantin Tsiokovsky, the Russian astronautics pioneer, who fi rst conceived of practical designs for spaceships, famously said: “A planet is the cradle of mankind, but one cannot live in a cradle forever.” Well before Tsiokovsky another genius, Leonardo da Vinci, said, quite poetically: “Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.” The founder of the X-Prize and of Planetary Resources, Inc., Dr. Peter Diamandis, has much more brashly said much the same thing in quite diff erent words when he said: “The meek shall inherit the Earth. The rest of us will go to Mars.” The New Space Billionaires Peter Diamandis is not alone in his thinking. From the list of “visionaries” quoted earlier, Elon Musk, the founder of SpaceX; Sir Richard Branson, the founder of Virgin Galactic; and Paul Allen, the co-founder of Microsoft and the man who financed SpaceShipOne, the world’s first successful spaceplane have all said the future will include a vibrant new space economy. Th ey, and others, have said that we can, we should and we soon shall go into space and realize the bounty that it can offer to us. Th e New Space enterprise is today indeed being led by those so-called space billionaires , who have an exciting vision of the future. They and others in the commercial space economy believe that the exploitation of outer space may open up a new golden age of astral abundance. They see outer space as a new frontier that can be a great source of new materials, energy and various forms of new wealth that might even save us from excesses of the past. Th is gold rush in the skies represents a new beginning. We are not talking about expensive new space ventures funded by NASA or other space agencies in Europe, Japan, China or India. No, these eff orts which we and others call New Space are today being forged by imaginative and resourceful commercial entrepreneurs. Th ese twenty-fi rst century visionaries have the fortitude and zeal to look to the abundance above. New breakthroughs in technology and New Space enterprises may be able to create an “astral life raft” for humanity. Just as Columbus and the Vikings had the imaginative drive that led them to discover the riches of a new world, we now have a cadre of space billionaires that are now leading us into this New Space era of tomorrow. These bold leaders, such as Paul Allen and Sir Richard Branson, plus other space entrepreneurs including Jeff Bezos of Amazon and Blue Origin, and Robert Bigelow, Chairman of Budget Suites and Bigelow Aerospace, not only dream of their future in the space industry but also have billions of dollars in assets. These are the bright stars of an entirely new industry that are leading us into the age of New Space commerce. These space billionaires, each in their own way, are proponents of a new age of astral abundance. Each of them is launching new commercial space industries. They are literally transforming our vision of tomorrow. These new types of entrepreneurial aerospace companies—the New Space enterprises—give new hope and new promise of transforming our world as we know it today. The New Space Frontier What happens in space in the next few decades, plus corresponding new information technologies and advanced robotics, will change our world forever. These changes will redefi ne wealth, change our views of work and employment and upend almost everything we think we know about economics, wealth, jobs, and politics. Th ese changes are about truly disruptive technologies of the most fundamental kinds. If you thought the Internet, smart phones, and spandex were disruptive technologies, just hang on. You have not seen anything yet. In short, if you want to understand a transition more fundamental than the changes brought to the twentieth century world by computers, communications and the Internet, then read this book. There are truly riches in the skies. Near-Earth asteroids largely composed of platinum and rare earth metals have an incredible value. Helium-3 isotopes accessible in outer space could provide clean and abundant energy. There is far more water in outer space than is in our oceans. In the pages that follow we will explain the potential for a cosmic shift in our global economy, our ecology, and our commercial and legal systems. These can take place by the end of this century. And if these changes do not take place we will be in trouble. Our conventional petro-chemical energy systems will fail us economically and eventually blanket us with a hydrocarbon haze of smog that will threaten our health and our very survival. Our rare precious metals that we need for modern electronic appliances will skyrocket in price, and the struggle between “haves” and “have nots” will grow increasingly ugly. A lack of affordable and readily available water, natural resources, food, health care and medical supplies, plus systematic threats to urban security and systemic warfare are the alternatives to astral abundance. The choices between astral abundance and a downward spiral in global standards of living are stark. Within the next few decades these problems will be increasingly real. By then the world may almost be begging for new, out of- the-box thinking. International peace and security will be an indispensable prerequisite for exploitation of astral abundance, as will good government for all. No one nation can be rich and secure when everyone else is poor and insecure. In short, global space security and strategic space defense, mediated by global space agreements, are part of this new pathway to the future.

## 2- DA

#### **The private sector is leading a boom in space economic innovation – the plan decimates the predicted growth.**

Weinzierl and Sarang 21 [Matt Weinzierl and Mehak Sarang; Matt Weinzierl is the Joseph and Jacqueline Elbling Professor of Business Administration in the Business, Government, and the International Economy Unit at Harvard Business School and a Research Associate at the National Bureau of Economic Research. Mehak Sarang works with the Space Exploration Initiative and a Research Associate at the National Bureau of Economic Research, 2-12-21, “The Commercial Space Age Is Here”, Harvard Business Review, <https://hbr.org/2021/02/the-commercial-space-age-is-here>] kelvin

Today, however, there is reason to think that we may finally be reaching the first stages of a true space-for-space economy. SpaceX’s recent achievements (in cooperation with NASA), as well as upcoming efforts by Boeing, Blue Origin, and Virgin Galactic to put people in space sustainably and at scale, mark the opening of a new chapter of spaceflight led by private firms. These firms have both the intention and capability to bring private citizens to space as passengers, tourists, and — eventually — settlers, opening the door for businesses to start meeting the demand those people create over the next several decades with an array of space-for-space goods and services.

Welcome to the (Commercial) Space Age

In our recent research, we examined how the model of centralized, government-directed human space activity born in the 1960s has, over the last two decades, made way for a new model, in which public initiatives in space increasingly share the stage with private priorities. Centralized, government-led space programs will inevitably focus on space-for-earth activities that are in the public interest, such as national security, basic science, and national pride. This is only natural, as expenditures for these programs must be justified by demonstrating benefits for citizens — and the citizens these governments represent are (nearly) all on earth.

In contrast to governments, the private sector is eager to put people in space to pursue their own personal interests, not the state’s — and then supply the demand they create. This is the vision driving SpaceX, which in its first twenty years has entirely upended the rocket launch industry, securing 60% of the global commercial launch market and building ever-larger spacecraft designed to ferry passengers not just to the International Space Station (ISS), but also to its own promised settlement on Mars.

Today, the space-for-space market is limited to supplying the people who are already in space: that is, the handful of astronauts employed by NASA and other government programs. While SpaceX has grand visions of supporting large numbers of private space travelers, their current space-for-space activities have all been in response to demand from government customers (i.e., NASA). But as decreasing launch costs enable companies like SpaceX to leverage economies of scale and put more people into space, growing private sector demand (that is, tourists and settlers, rather than government employees) could turn these proof-of-concept initiatives into a sustainable, large-scale industry.

This model — of selling to NASA with the hopes of eventually creating and expanding into a larger private market — is exemplified by SpaceX, but the company is by no means the only player taking this approach. For instance, while SpaceX is focused on space-for-space transportation, another key component of this burgeoning industry will be manufacturing.

Made In Space, Inc. has been at the forefront of manufacturing “in space, for space” since 2014, when it 3D-printed a wrench onboard the ISS. Today, the company is exploring other products, such as high-quality fiber-optic cable, that terrestrial customers may be willing to pay to have manufactured in zero-gravity. But the company also recently received a $74 million contract to 3D-print large metal beams in space for use on NASA spacecraft, and future private sector spacecraft will certainly have similar manufacturing needs which Made In Space hopes to be well-positioned to fulfill. Just as SpaceX has begun by supplying NASA but hopes to eventually serve a much larger, private-sector market, Made In Space’s current work with NASA could be the first step along a path towards supporting a variety of private-sector manufacturing applications for which the costs of manufacturing on earth and transporting into space would be prohibitive.

Another major area of space-for-space investment is in building and operating space infrastructure such as habitats, laboratories, and factories. Axiom Space, a current leader in this field, recently announced that it would be flying the “first fully private commercial mission to space” in 2022 onboard SpaceX’s Crew Dragon Capsule. Axiom was also awarded a contract for exclusive access to a module of the ISS, facilitating its plans to develop modules for commercial activity on the station (and eventually, beyond it).

This infrastructure is likely to spur investment in a wide array of complementary services to supply the demand of the people living and working within it. For example, in February 2020, Maxar Technologies was awarded a $142 million contract from NASA to develop a robotic construction tool that would be assembled in space for use on low-Earth orbit spacecraft. Private sector spacecraft or settlements will no doubt have need for a variety of similar construction and repair tools.

#### The plan upends a foundation for US economic competitiveness---the space-value chain touches all sectors of the economy.

---includes satellites.

George 19 [Kelly, Professor, Embry-Riddle Aeronautical University. “The Economic Impacts of the Commercial Space Industry.” Space Policy 47: 181-186.] brett

As the 1960s was known as the height of the space race propelled by government funding, the 21st century may be known as the commercial space race propelled by private investors that will lend to stimulus to the U.S. and Florida's economy's future structure. Continued domination by government investment in the space industry is a topic of debate as new commercial companies began working in and acting as disruptors to the commercial space sector [3], [21], [24]. Those that may have thought there would not be a stand-alone commercial space industry were surely dealt a blow with the visual of Elon Musk's red sports car driven by Spaceman past the earth that had been launched into orbit by SpaceX on February 6, 2018 [23]. However, in recent years, more evidence of advancements in the commercial space industry have been fulfilled by other private commercial space companies, most notably Blue Origin, Virgin Galactic, Moon Express, and Orbital ATK [8]. The U.S. government policy intentionally embarked on a direction intended to speed innovation and drive costs down by expanding the role of commercial space companies in manufacturing and launch activities [2]; hence, the orbiting sports car. Yet more importantly, reusable rockets, satellites, and associated services have developed as a result of the deliberate shift in federal policy initiated by the Commercial Space Launch Act of 1984 and follow-on public private partnerships that supported launch efforts and satellites [4], [24]. This analysis chose the United States and then more narrowly, the state of Florida as the region to study because of the importance of the industry to the U.S. and the state's specific geographical characteristics and its economy: specifically, the launch/landing facilities and support resources. Also, Florida's governor appointed a commission on space and aeronautics whose goals include advancing the state's economic development across the global aerospace enterprise further emphasizing the role of commercial space in the economy.

Various bodies forecast significant future growth in commercialization of the space industry and its importance for the U.S. economic competitiveness within the global market. The space sector is not solely comprised of launches and satellites but now includes direct consumer applications and personal entertainment. As the commercial space industry has some history of growth and its growth is expected to accelerate, input-output (IO) analysis is useful to help predict what industries will benefit from its growth and inform the government that may want to use this information in their policy or public investment decisions [27], [28], [29]. Discussions regarding expansion of industries often led to polarizing aspects of the debate. This analysis can be useful for researchers, practitioners, and policy-makers in mitigating debate or enhancing discussions by contributing unbiased, accurate quantitative data about the economic impacts of the expansion of an industry.

The Space Project Team of the Organization for Economic Cooperation and Development International Futures Program (IFP) determined that the future demand for commercial space applications is likely to be substantial. They presented 3 likely scenarios that have different geopolitical, socio-economic, and energy and environment characteristics. Using the 3 IFP scenarios for Space 2030 and the presented cost of access to space, this research determines a potential impact from the change in final demand of the space value chain to the U.S. economy. The IFP's estimates spanned a range of 18–40% growth in the industry from 2004 to 2030 [17]. These projections appear to be on track with a $339 billion in economic activity according to a June 2017 Satellite Industry Association report showing growth of 7% from 2013 to 2016. This estimate is a conservative one as Morgan Stanley estimates the industry to be over $1 trillion by 2040 [24]. Because of the interrelations of applications, the space-value chain is made up of 4 broad categories: ground equipment, launch industry and satellite manufacturing which make up the core of the space industrial base, and satellite services [22].

#### US competitiveness underwrites global stability and non-prolif---great power war.

Daniel Bessner 17 [\*\*Assistant Professor in American Foreign Policy, University of Washington. \*\*Jim McDermott, Representative for Washington’s 7th District. \*\*Francis Wilson, BA, International Studies, University of Washington. “Redefining American Leadership for an Internationalized Era.” The Henry M. Jackson School of International Studies, University of Washington. Task Force Report. <https://digital.lib.washington.edu/researchworks/bitstream/handle/1773/38693/TaskForceC-Bessner.pdf?sequence=1&isAllowed=y>] brett

America’s status as the world’s most vital nation is as dependent on its prosperity as it is on its military might and ability to project power worldwide. The federal government’s capacity to allocate resources to our armed forces, the private sector’s ability to develop beneficial products and technologies, and the satisfaction of the domestic public are all closely tied to the continued growth of American wealth at home and abroad. This has been proven repeatedly during periods where the United States has faced its greatest existential threats: Nazi Germany and Imperial Japan were unable to keep up with the sheer industrial output of the American heartland, while the Soviet Empire lost control of its satellites in great part due to their desire to benefit from the Western free market system.

Therefore, the formulation of a long-term strategy that anticipates the potential disruptions and opportunities of the new global economy is as important as questions of diplomacy and military strategy. As the United States evaluates how it will face the rapidly changing and increasingly interconnected world of the 21st century, it must take into account its economic interests as well as the potential economic costs associated with achieving its political objectives.

Since the beginning of the Cold War, America’s unparalleled ability to influence countries through nonviolent means has been critical to the preservation of global stability. The most relevant example of this in our history is the Marshall Plan, which leveraged American capital to provide a devastated post-War Europe with almost 120 billion dollars (adjusted for inflation) in aid. This aid was critical to preventing the spread of Soviet influence into Western Europe, and laid the foundation for an economically strong region stretching from Portugal to Austria that has been free from inter-state conflict since 1945. Because of the pragmatic exercise of economic influence, the European Union is now our strongest ally as well as our largest trading partner.

Worldwide, the liberal economic system that the United States has promoted through international trade organizations like the WTO has contributed to unprecedented economic cohesion between states. When countries are tied together in the mutually beneficial exchange of goods, the opportunity cost of war goes up significantly, making political leaders much more likely to de-escalate and rely on nonviolent means to resolve conflicts.

Our economy also plays a key role in helping the United States deal with states that threaten stability. The American ability to impose sanctions has been a formidable tool for discouraging nuclear proliferation and punishing violators of international norms. When more direct means of coercion are required, a powerful industrial and technological base enables the maintenance of a well-funded and technologically advanced military.

America’s advanced 17 trillion-dollar economy has allowed it to exert the influence that it does in the world today. However, our economic strength and the skill of our workforce, which have always underwritten our international influence, should not be taken for granted. Rapid growth in the developing world means that American companies and workers must now contend in an increasingly crowded global marketplace. In the new “knowledge economy,” educating America’s workers and ensuring that the United States retains its role as an innovation capital must take the highest priority. On the business side, reforming America’s institutions and removing barriers to expansion and innovation will encourage the companies of the future to make their start here.

## 3- CP

#### Text – States should

#### Ban megaconstellations. All other appropriation of outerspace is allowed.

#### adopt a system of market share liability in regard to the creation of debris in outer space by private entities in accordance with Munoz-Patchen 18

#### implement Decommissioning Devices on all future objects launched into space

#### implement Ion Beams to deorbit Debris

#### implement Electro-Dynamic Propulsion Systems for Space Debris Removal

#### Second plank incentivizes sustainable use of space

**Munoz-Patchen 18** [Chelsea Munoz-Patchen, Chelsea Muñoz-Patchen is an associate in the Houston office of Latham & Watkins. While attending University of Chicago Law School, Ms. Muñoz-Patchen was an articles editor for The Chicago Journal of International Law. Her research on regulating space debris was published in 2018. Ms. Muñoz-Patchen served as a research assistant for Professors Daniel Abebe and Jonathan Masur, focusing on intellectual property and constitutional law in the US and Ethiopia. Prior to law school, Ms. Muñoz-Patchen earned her BA and BS in Geography from Arizona State University. As a graduate student, she studied political ecology and people’s relationship to urban nature, and taught Introduction to Physical Geography labs. 7-1-2018, Semanticscholar, "Regulating the Space Commons: Treating Space Debris as Abandoned Property in Violation of the Outer Space Treaty | Semantic Scholar", <https://www.semanticscholar.org/paper/Regulating-the-Space-Commons%3A-Treating-Space-Debris-Munoz-Patchen/607eff0141f48332a69ae8c5a3301d871057a4fa> accessed 12/21/21] Adam

* solves global commons

Market-share liability has been suggested as a way to deal with the difficulty of identifying the individual ownership of objects and it could be put to use in the obligation to clean up debris.154 Market-share liability would allow for the apportionment of responsibility based on the respective contribution to the risk, and would not require the identification of individual pieces of space debris.155 Market-share liability has already been successfully applied where multiple parties contribute to a dangerous situation, but where it is virtually impossible to tie a particular party to the harm caused.156 Market-share liability was created in 1980 in the case Sindell v. Abbott Labororatories. 157 In Sindell, the Supreme Court of California devised the concept in response to a case in which pharmaceuticals that were marketed to pregnant women caused cancer in their children at least a decade later.158 Since the latent period was so long, the women naturally could not remember the specific pill manufacturer out of two hundred such manufacturers.159 The court found that each defendant’s market share could be determined fairly accurately, and therefore used market share as a basis for the apportionment of liability.160 While market-share liability has not been broadly adopted, this is likely because cases with fungible products and a serious causation problem are rare.161 Academics have taken this idea and sought to apply it to space debris, which has similar fungibility and causation issues, but their applications have been limited to a tort-like context.162 One author suggested that whenever a collision occurs due to an unidentifiable piece of debris and a functional space object, liability and compensation should be apportioned “among spacefaring nations equal to the percentages of the total debris population for which the particular nation is responsible.” 163 This mechanism frees the victim from having to prove causation by a specific nation, when that would be virtually impossible.164 There will be difficulties calculating the percentage with precision in such a system, but there is fairly accurate information from the U.N. including registry, sampling, mathematical models, and other records of known collisions and the resultant debris.165 Without strong buy-in, it may be challenging to get this rarely used domestic tort theory to apply in international space law, especially with the potential for disputes over the proper apportionment of market share.166 The states primarily responsible for existing debris are the U.S., Russia, and China – powerful countries unlikely to be pleased with this newfound expense. That said, though these nations would be paying the highest cost, this would be proportional to their respective contributions to the problem. Indeed, these nations may welcome this remedy, because their space activity is threatened by the proliferation of space debris and they likely value continuing their extensive and advanced use of space. This solution solves the free rider problem and would compensate any nation or company that cleans up space such that any nation (like the U.S., Russia, or China) fearing the collapse of its space program and unwilling to bear all the cleanup costs itself would see this as an attractive solution. It is even possible that liable states like the U.S. and Russia will be eager to aid in debris identification, so as to add to other states’ liability.167 This regulatory remedy would resolve the current tragedy of the commons. By assigning responsibility for the cost of cleanup, nations or companies would be incentivized to begin cleanup operations, because they would know that others will not freeride on their costly efforts. Instead, they will have guaranteed compensation from those responsible. Obtaining the funds is crucial, particularly since the high cost of deploying existing technology to destroy space debris has been a hindrance thus far.168 Using market-share liability is also a useful way to compensate victims of debris collisions and to incentivize spacefaring nations to avoid creating new debris in the future.169 However, this does not do enough to remedy the persistent existence of space debris, which is threatening the very continuation of space activity. The Outer Space Treaty creates an obligation on states to carry out space activities “for the ‘benefit and interests of all countries,’ and that outer space shall never be subject to national appropriation.” 170 To uphold their obligations under this treaty, nations should not be creating debris, because it interferes with the ability of others to conduct their space activities, or perhaps keeps them from space altogether. Due to this legal violation, and the negative externality created by property abandonment, states should be required to pay for the disposal of debris in proportion to the amount they create. While the creation of debris may be unavoidable, there are existing practices that can greatly minimize the proliferation of debris, and any debris that is nonetheless created can be dealt with through market-share liability payments. This collection of market-share disposal payments would not simply be a tax on operations or tort compensation for harmful acts. Instead, once liability is apportioned, (and this could be done on an ongoing or periodic basis to reflect new developments), nations or companies undertaking actions to clean up space would be compensated for their costs by the nations responsible according to their percentage of responsibility. The U.N. Office for Outer Space Affairs (UNOOSA) could allocate the percentage of liability, drawing on its role in promoting international cooperation and the peaceful use of outer space, as well as preparing reports and studies.171 If any disputes were to arise from nonpayment, familiar procedures could be employed—perhaps by drawing from other notable space treaties that provide “established procedures for the peaceful settlement of disputes, in accordance with the Charter of the United Nations.” 172 In many of the space treaties and conventions, including the Liability Convention, disputes and claims can be brought to the SecretaryGeneral of the U.N.173 These bodies could be utilized here to assure fairness in allocating liability and handling routine compensation disputes. This new regulatory regime can thus be grounded in the existing space treaty regime and administered by existing authorities. It would resolve the incentive problems that exist in the international commons of space through regulation that allocates the cost of debris cleanup to those who have created and continue to create it. The regime can also adapt as the outer space marketplace and the actors who comprise it shift over time, and as the registry of space objects, incidents, and tracking capabilities improves. This regulatory regime also ultimately would allocate cleanup funds to parties who would like to continue to operate in space, removing the disincentive to carry the cost in the face of potential freeriding.

#### 3rd 4th and 5th planks Solves debris

**Pelton 15** Pelton, Joseph N. (2015). *[SpringerBriefs in Space Development] New Solutions for the Space Debris Problem || . , 10.1007/978-3-319-17151-7(), –.*doi:10.1007/978-3-319-17151-7 (Joseph N. Pelton received his Ph. D. from Georgetown University, his Masters from New York University and his BA from the University of Tulsa. Pelton is the award winning author or editor of over 40 books and over 300 articles in the field of space systems. These include the five book series: MegaCrunch, e-Sphere, Future Talk, Future View, and Global Talk, the latter of which he was nominated for a Pulitzer Prize. He served as Chairman of the Board (1992-95) and Vice President of Academic Programs and Dean (1995-96) of the International Space University of Strasbourg, France. He is currently a member of the ISU faculty and editor of the ISU book series.) // Aadit

Another new concept that has been suggested to address the orbital debris removal issue is not so much a new technology, but a new approach to end-of-life processes. This is the proposal that there should be a de-orbit thrusters system that is separate from a spacecraft’s regular orientation and station-keeping systems that could also be separately commanded. This capability would, in effect, provide a fail-safe deorbit system. This idea is not likely to be greeted with enthusiasm by spacecraft owners and operators in that it could involve a separate telemetry and command system, an additional fuel tank, and additional fuel. Conceivably this de-orbit capability could be an ion thrusters system that would make the system lighter in mass. 5 New Technological Approaches to Orbital Debris Remediation 57 Nevertheless this sort of fail-safe deorbit system might add 5 % or more to the mass budget for a spacecraft. This would initially be for low earth orbit satellites, but the additional capabilities related to MEO and GEO satellites and there redeployment to graveyard parking orbits might presumably come into play at a future date. To accomplish this “guaranteed de-orbit” D -Orbit of Italy has developed and is now promoting the future use of a new product which they have designated as a Decommissioning Device (DD). This is a unit which as now designed includes a solid propellant motor and a control/command unit. The advantages of this product would be that it is completely autonomous even if the satellite is defunct, and that it is fully compliant with ESA and NASA safety standards. D-Orbit claims that there would no single point of failure except for the solid fuel motor and that it would be guaranteed to be reliable for more than the lifetime of the satellite and that it would be scalable to adapt to different types of missions. This guaranteed de-orbit system could be designed with a timer set for a period of time well passed the planned operational life to provide additional margin against failure. It could also use a chemical thruster or even an ion thruster either to make this system “cleaner” or to reduce the mass of the fail-safe system. [Antonetti et al.] As interesting as this proposal is from the perspective of likely limiting the buildup of space debris there are a number of factors to consider. These factors include: (1) this would be a partial solution and as now designed would only be for the de-orbit of low earth orbit satellites. There could, of course, be similar systems designed to raise the orbit of geosynchronous satellites; (2) this type of program would not assist with upper stage rocket motors and other debris elements unless this program was expanded in scope; (3) it would be too large of a system to assist with nanosatellites; (4) it would be a very “expensive” program for commercial satellite operators in terms of a major lost operational capacity and the associated opportunity costs— even if this were just an orbit raising system to deploy to graveyard orbit and used a separate ion thruster; and (5) solid fuel rocket motors although they are quite reliable, are also environmentally more polluting than liquid fuelled rockets. Further the potential future use of electric ion systems, although slower and with less thrust, could be more effi cient in terms of reduced overall mass penalties that would be added to the mission and certainly would be less polluting. In short the design of failsafe systems to raise geosynchronous satellites to super GEO might well fi nd ionthrusters optimum in terms of imposing the minimum mass penalty.

## Case

### 1NC – Debris

#### No collisions.

**Mosher** **’19** [Dave; September 3rd; Journalist with more than a decade of experience reporting and writing stories about space, science, and technology; Business Insider, “Satellite collisions may trigger a space-junk disaster that could end human access to orbit. Here’s How,” <https://www.usafa.edu/app/uploads/Space_and_Defense_2_3.pdf>; GR]

The Kessler syndrome plays center-stage in the movie "Gravity," in which an accidental space collision endangers a crew aboard a large space station. But Gossner said that type of a runaway space-junk catastrophe is unlikely. "Right now I don't think we're close to that," he said. "I'm not saying we couldn't get there, and I'm not saying we don't need to be smart and manage the problem. But I don't see it ever becoming, anytime soon, an unmanageable problem." There is no current system to remove old satellites or sweep up bits of debris in order to prevent a Kessler event. Instead, space debris is monitored from Earth, and new rules require satellites in low-Earth orbit be deorbited after 25 years so they don't wind up adding more space junk. "Our current plan is to manage the problem and not let it get that far," Gossner said. "I don't think that we're even close to needing to actively remove stuff. There's lots of research being done on that, and maybe some day that will happen, but I think that — at this point, and in my humble opinion — an unnecessary expense." A major part of the effort to prevent a Kessler event is the Space Surveillance Network (SSN). The project, led by the US military, uses 30 different systems around the world to identify, track, and share information about objects in space. Many objects are tracked day and night via a networkof radar observatories around the globe. Optical telescopes on the ground also keep an eye out, but they aren't always run by the government. "The commercial sector is actually putting up lots and lots of telescopes," Gossner said. The government pays for their debris-tracking services. Gossner said one major debris-tracking company is called Exoanalytic. It uses about 150 small telescopes set up around the globe to detect, track, and report space debris to the SSN. Telescopes in space track debris, too. Far less is known about them because they're likely top-secret military satellites. Objects detected by the government and companies get added to a catalog of space debris and checked against the orbits of other known bits of space junk. New orbits are calculated with supercomputers to see if there's a chance of any collisions. Diana McKissock, a flight lead with the US Air Force's 18th Space Control Squadron, helps track space debris for the SSN. She said the surveillance network issues warnings to NASA, satellite companies, and other groups with spacecraft, based on two levels of emergency: basic and advanced. The SSN issues a basic emergency report to the public three days ahead of a 1-in-10,000 chance of a collision. It then provides multiple updates per day until the risk of a collision passes. To qualify for such reporting, a rogue object must come within a certain distance of another object. In low-Earth orbit, that distance must be less than 1 kilometer (0.62 mile); farther out in deep space, where the precision of orbits is less reliable, the distance is less than 5 kilometers (3.1 miles). Advanced emergency reports help satellite providers see possible collisions much more than three days ahead. "In 2017, we provided data for 308,984 events, of which only 655 were emergency-reportable," McKissock told Business Insider in an email. Of those, 579 events were in low-Earth orbit (where it's relatively crowded with satellites).

#### Long time frame.

Burns Interviewing Kessler **’**13 Corrinne Burns, interviewing Donald Kessler, who made up the concept. [Space junk apocalypse: just like Gravity? 11-15-2013, https://www.theguardian.com/science/blog/2013/nov/15/space-junk-apocalypse-gravity]//BPS

Now? Are we in trouble? Not yet. Kessler syndrome isn't an acute phenomenon, as depicted in the movie – it's a slow, decades-long process. "It'll happen throughout the next 100 years – we have time to deal with it," Kessler says. "The time between collisions will become shorter – it's around 10 years at the moment. In 20 years' time, the time between collisions could be reduced to five years." Fortunately, communications satellites are, in the main, situated high up in geosynchronous orbit (GEO), whereas the risk of collisions lies mainly in the much lower, and more crowded, low Earth orbit (LEO). But that doesn't mean we can relax. "We've got to get a handle on it – we need to prevent the cascade process from speeding up." And the only way to do that is, he says, to begin actively removing junk from space. Charlotte Bewick agrees. She's a mission concepts engineer with the German space technology company OHB System, with special expertise in space junk – specifically, how we can capture it and bring it back to Earth. While agreeing with Kessler that the movie scenario is exaggerated, she remains concerned. "Fragments of junk can naturally re-enter the atmosphere [and so be removed from orbit]. But we're at the stage where the rate of creation of new debris fragments is higher than the rate of natural removal. The orbits most at risk harbour important space assets – satellites for weather forecasting, oil spill and bush fire detection, and polar ice monitoring." Bewick highlights the case of Envisat, a defunct 8,000kg spacecraft circling Earth in an orbit that is very popular with space agencies and, hence, pretty crowded. "If Envisat collides with a piece of debris or a micrometeorite, the fragments could render the whole orbital region unusable." So can we get the junk down, I asked Massimiliano Vasile, part of the Mechanical & Aerospace Department at the University of Strathclyde and co-ordinator of the Stardust network. He told me defunct satellites in the high GEO region have, for some time, been shifted to higher "graveyard orbits" to keep them out of the way. But that's not an option for items in low Earth orbit. For this, he tells me, researchers are looking seriously into active debris removal – in-orbit capture techniques like harpooning, netting and tethering, the use of contactless systems like ion-beams or lasers, and even onboard robotics to position the junk away from high-risk orbital regions. As for middle Earth orbit – well, ideas are welcome, he says. We're in no immediate danger from Kessler syndrome – but it's not a problem that's going away. Despite Gravity's artistic license, Donald Kessler is pleased to see the phenomenon represented on the big screen. "It is very improbable that events would play out as they did in the film," he says. "But if it raises awareness, then that's great."

#### Solar storms are an alt cause

Wild 15 (Jim Wild, Professor of Space Physics at Lancaster University, “With So Much Vested In Satellites, Solar Storms Could Bring Life To A Standstill,” July 30, 2015, https://theconversation.com/with-so-much-vested-in-satellites-solar-storms-could-bring-life-to-a-standstill-45204)

These can disrupt satellite operations by depositing electrical charge within the on-board electronics, triggering phantom commands or overloading and damaging sensitive components. The effects of space weather on the Earth’s upper atmosphere disrupts radio signals transmitted by navigation satellites, potentially introducing positioning errors or, in more severe cases, rendering them unusable.

These are not theoretical hazards: in recent decades, solar storms have caused outages for a number of satellites services – and a handful of satellites have been lost altogether. These were costly events – satellite operator losses have run into hundreds of millions of dollars. The wider social and economic impact was relatively limited, but even so it’s unclear how our growing amount of space infrastructure would fare against the more extreme space weather that we might face.

When Space Weather Becomes A Hurricane

The largest solar storm on record was the Carrington event in September 1859, named after the British astronomer who observed it. Of course there were no Victorian satellites to suffer the consequences, but the telegraph systems of the time were crippled as electrical currents induced in the copper wires interfered with signals, electrocuted operators and set telegraph paper alight. The geomagnetic storm it triggered was so intense that the northern lights, usually a polar phenomenon, were observed as far south as the Bahamas.

Statistical analysis of this and other severe solar storms suggests that we can expect an event of this magnitude once every few hundred years – it’s a question of “when” rather than “if”. A 2007 study estimated a Carrington event today would cause US$30 billion in losses for satellite operators and threaten vital infrastructure in space and here on the ground. It’s a risk taken sufficiently seriously that it appears on the UK National Risk Register and has led the government to draw up its preparedness programme.

#### Turn – debris good

#### Loss of satellites shuts down drones

Daniel Ventre 11, Engineer for CNRS and Researcher for CESDIP, Cyberwar and Information Warfare, p. 198-199

The introduction of cyberspace operations is part of a specific context; a major evolution in the operation environment and the nature of the conflicts, which make irregular wars the rule, and make regular actors the exception to the rule. But the battle against unconventional, non-state governed, irregular actors raises specific problems: there are multiple actors, unpredictable at that, who do not abide by the same rules. New orders in conflicts are imposing the implementation of an ever more important need for information, and information collection and processing. Networks now have an incredible importance. The document refers to the growing threats against American heritage: the USA is a target and the increasing amount of attacks against their networks is indeed the proof of this. There are many obstacles which need to be removed before they can achieve real superiority and freedom to act, especially as vulnerable points may originate within the very operations of the armed forces. An example of this is the vulnerability of using products (software and hardware), commercial products (off-the-shelf), and sometimes even foreign products123. This brings to mind the fact that the US Air Force uses commercial, even foreign, applications for its cyberspace operations.

Information space extends to space124, particularly via communication and observation satellites125. Satellites are the keystone to the cyberspace and communication systems, but also the security system: monitoring (Echelon network is the symbol), observation, communication. These are at the heart of the C4ISR systems, without which a concept such as network-centric warfare could not exist. There would be no drones without satellites. It is even a question of extending the Internet to extra-atmospheric space. Projects in this vein (Interplanetary Networks) were being formed in the 1990s, but ran into several technical difficulties (delays in important transmissions due to high distances and costs) [GEL 06]. NASA dedicates a few pages on its website to this project126. The development of communication systems based on the infrastructures in extra-atmospheric space will also raise questions for legal, geopolitical and geostrategic domains: questions of seizing this space, questions of regulation of human activity in this space, of sovereignty, new territoriality and independence.

#### Drone prolif is inevitable and causes global nuclear war

Dr. Michael C. Horowitz 19, Professor of Political Science at University of Pennsylvania, NDT Champion from Emory University, PhD in Government from Harvard University, Adjunct Senior Fellow at the Center for a New American Security, “When Speed Kills: Autonomous Weapon Systems, Deterrence, and Stability”, 5/2/2019, https://papers.ssrn.com/sol3/papers.cfm?abstract\_id=3348356

Thus, the reason to deploy autonomous systems would have to be their reliability and effectiveness rather than signaling. And giving up human control to algorithms in a crisis that could end with global nuclear war would require an extremely high level of perceived reliability and effectiveness. Few things are more important to militaries in crisis situations than informational awareness and control over decisions, and there might be fear that autonomous systems are prone to accidents.

This counterfactual illustrates that the development and deployment of lethal autonomous weapon systems by national militaries, if it occurs, is unlikely to have simple, easy, and linear consequences. Instead, human factors, including the psychological desire for control and organizational politics, will strongly shape how militaries think about developing and using LAWS. This will not just influence the potential for arms races in peacetime, but deterrence and wartime stability due to the organizational processes militaries implement for the deployment and use of autonomous systems on the battlefield.

This paper draws on research in strategic studies and examples from military history to assess how LAWS could influence the development and deployment of military systems, including arms races, crisis stability, and wartime stability, especially the risk of escalation. It also discusses the potential for arms control. It focuses on these questions through the lens of key characteristics of LAWS, especially the potential for increased operational speed and, simultaneously, less human control over battlefield choices. One of the primary attractions of autonomous systems, even compared to remotely piloted systems, is the potential to operate at machine speed. Another potential benefit is the possibility of machine-like accuracy in following programming, but that comes with a potential downside: the loss of control and the accompanying risk of accidents, adversarial spoofing, and miscalculation. Even if LAWS malfunction at the same rate as humans in a given scenario, the ability of operators to control the impact of those malfunctions may be lower, which could make LAWS less predictable on the battlefield. The paper then examines how these issues interact with the large uncertainty parameter associated with AI-based military capabilities at present, both in terms of the range of the possible and the opacity of their programming.

The results highlight several critical issues surrounding the development and deployment of LAWS.1 First, the desire to fight at machine speed with autonomous systems, while making a military more effective in a conflict, could increase crisis instability. As countries fear losing conflicts faster, it will generate escalation pressure, including an increased incentive for first strikes. Second, in addition to the actual risk of accidents and miscalculation from LAWS, the fear of accidents and losing control of autonomous systems could limit the willingness of militaries to deploy them, particularly since many militaries are conservative when it comes to emerging technologies and have high standards for system reliability. Third, the dual-use, or even general purpose, character of the basic science underlying many autonomous systems will make the technology hard to control, giving many countries and actors access to basic algorithms, though whether this is described as diffusion, proliferation, or an arms race will depend on political dynamics as much as anything.

Finally, multiple uncertainty parameters concerning lethal autonomous weapon systems could exacerbate security dilemmas. Uncertainty over the range of the possible concerning the programming of lethal autonomous weapon systems will increase fear of those systems in the near term, making restraint less likely for competitive reasons. Moreover, the inherent differences between remotely piloted systems and LAWS at the platform level come from software, not hardware. There is arguably an inherent opacity to lethal autonomous weapon systems. If an arms race over lethal autonomous weapon systems occurs, it will likely be because of worse-case assumptions about capability development by potential adversaries.

What is Autonomy or Artificial Intelligence?

Artificial intelligence is the use of computing power, in the form of algorithms, to conduct tasks that previously required human intelligence.2 Artificial intelligence in this context is best thought of as an umbrella technology or enabler, like the combustion engine or electricity. Military applications of artificial intelligence are potentially broad – from image recognition for surveillance to more efficient logistics to battle management.3 These include both non-kinetic applications, including in the cyber realm, as well as kinetic applications.4 One potential application of artificial intelligence is through armed autonomous systems that could be deployed on the battlefield, or what are most popularly called lethal autonomous weapon systems or lethal autonomous weapon systems. This differs from remotely-piloted systems where a human, though at a distance, still operates a given vehicle or system.

What is a lethal autonomous weapon system? While simple to describe on first glance, and easy to understand in the extreme – an armed humanoid robot with extremely broad programming making decisions about engaging in warfare – drawing the line between a lethal autonomous weapon system and other weapon systems is complex. In Directive 3000.09, published in 2012, the US Department of Defense defines an autonomous weapon as “A weapon system that, once activated, can select and engage targets without further intervention by a human operator.”5 What it means to select and engage a target is not entirely clear, however. For example, homing munitions, which have existed since World War II, select and engage targets, according to a common sense understanding of the terms.6

Exactly what functions are autonomous also matters. A system could have automatic piloting, for example, that flies or drives a platform to a target, but still have complete human control over the use of the weapon. That would be a system with a high level of automation, though not a lethal autonomous weapon system according to most perspectives. Heather Roff measures the level of autonomy in a weapon system based on three subcomponents: self-mobility, self-direction, and self-determination. This helps distinguish systems where there might be autonomy concerning the best way a missile should get to a target, but the target itself is designated by a person fromsystems where an algorithm might be making higher-level engagement decisions.7 There are already some applications of limited machine autonomy in military systems, with the most prominent example being the automatic mode present on many Close-In Weapon Systems (CIWS), such as the Phalanx, used to defend ships and incoming missiles from attack.8

This article will not resolve the definitional debate surrounding lethal autonomous weapon systems, which is still ongoing in meetings of the Group of Governmental Experts focused on lethal autonomous weapon systems in the United Nations Convention on Certain Conventional Weapons. Provisionally, this article adopts the Scharre and Horowitz definition that a lethal autonomous weapon system is “[A] weapon system that, once activated, is intended to select and engage targets where a human has not decided those specific targets are to be engaged.”9 However, moving beyond the close cases (e.g. particular types of missile guidance systems) and considering those weapon systems that clearly use machine intelligence to search for, select, and/or engage targets can help clarify what is at stake in this debate in the first place.10 After all, if most militaries most of the time would not have any need for lethal autonomous weapon systems, or those systems have significant disadvantages relative to remotely-piloted military robotics or soldiers on the battlefield, the stakes are lower. In contrast, if the integration of machine intelligence with military systems could give countries or violent non-state actors a significant advantage in how they employ force, it becomes even more crucial to engage the topic.

It is important to note that this article does not address concerns about existential risk related to artificial general intelligence – the fear that a superintelligence could decide to destroy the human race, either because it decides humans are malign or because humans program it to achieve a goal it can only accomplish by destroying humans.11 The existential risk issue associated with artificial intelligence is not necessarily closely coupled to military applications of artificial intelligence. If a super-intelligent machine learning system has the ability to take over human society in the interest of a goal – any goal – whether autonomous systems at much smaller orders of magnitude already exist in military systems will likely be unimportant. The super-intelligent system would simply create what it needed.

Why Invest in Autonomous Systems?

Militaries are already increasing their investments in remotely-piloted robotic systems. From UAVs such as the MQ-9 Reaper (United States) to uninhabited surface vehicles (USVs) such as the Guardium (Israel) to uninhabited ground vehicles (UGV) such as Platform-M (Russia), militaries around the world are investing in remotely piloted platforms, some of which can carry weapons. In these systems, human control over the use of force is not fundamentally different from the use of force with inhabited systems. In some cases, such as the MQ-9 Reaper, the sensor system a drone pilot uses to launch a weapon might even be the same sensor system a pilot in the cockpit of an inhabited fighter uses. Using remotely piloted systems gives militaries the ability to reduce the risk to their own soldiers while still projecting power in similar ways to how they used force previously.12 The first places militaries are likely to use kinetic lethal autonomous weapon systems include relatively “clear” environments such as air-to-air combat or naval combat, especially in geographic arenas where civilians are extremely unlikely to be present.13

### 1NC – Rocket launches

#### NU – public actors launch rockets all the time

#### Alt causes thump – rockets aren’t the sole cause to warming or black carbon – which means they can’t solve

### 1NC – ozone

#### CH2Cl2 emissions thump

#### Perkins 17 Perkins, S. (2017, June 27). *New threat to ozone layer found*. Science | AAAS. https://www.science.org/content/article/new-threat-ozone-layer-found

The ozone layer—a high-altitude expanse of oxygen molecules that protects us from the sun's ultraviolet rays—has been on the mend for the past decade or so. But a newly discovered threat could delay its recovery. Industrial emissions of a chemical commonly used in solvents, paint removers, and the production of pharmaceuticals have doubled in the past few years, researchers have found, which could slow the healing of the ozone layer over Antarctica anywhere between 5 and 30 years—or even longer if levels continue to rise.

The findings are "frightening" and "a big deal," says Robyn Schofield, an environmental scientist at the University of Melbourne in Australia who was not involved with the work.

The chemical in question is called dichloromethane (CH2Cl2). Natural sources of this substance are small, says Ryan Hossaini, an atmospheric chemist at Lancaster University in the United Kingdom. Thus, he notes, the increase in emissions seen in recent years likely stems from human sources. Between 2000 and 2012, low-altitude concentrations of CH2Cl2 vapor rose, on average, about 8% per year, he adds. Globally, concentrations of CH2Cl2 approximately doubled between 2004 and 2014. Current CH2Cl2 emissions are about 1 million metric tons per year, Hossaini and his team estimate.

Like chlorofluorocarbons (CFCs) and several other ozone-destroying chemicals you may have heard of, CH2Cl2 breaks apart when struck by sunlight. The chlorine atoms that are released then dismantle any ozone molecules they interact with. In 1987, an international agreement known as the Montreal Protocol led to a ban on the production and use of CFCs and many related compounds in industrial nations, but it ignored CH2Cl2 because researchers thought it didn't stay intact in the atmosphere long enough to rise into the stratosphere. Recent evidence now suggests, however, that the molecules can reach the lower edge of the stratosphere, which includes the ozone layer, despite its height 8 kilometers above the poles.

To gauge the current and future threat to high-altitude ozone from CH2Cl2, Hossaini and his colleagues used computer simulations. In 2016, their analyses suggest, about 3% of the summer ozone loss in the Antarctic could be traced to CH2Cl2. That seems small, but in 2010 the substance was responsible for only 1.5% of the region's summer ozone loss, Hossaini says. If CH2Cl2 emissions continue to rise at the rate seen in the last decade, recovery of the ozone hole would be delayed about 30 years, the researchers estimate in *Nature Communications*.

But if emissions of CH2Cl2 are held to current levels, healing of the ozone hole would be delayed only 5 years or so, the team finds. Simulations that don't include the effect of CH2Cl2 suggest that high-altitude ozone in the Antarctic will return to pre-1980 levels, the concentration measured before CFCs and other ozone-destroying chemicals were recognized as a problem, in 2065.

The team's analyses "are quite important," says Björn-Martin Sinnhuber, an atmospheric scientist at Karlsruhe Institute of Technology in Germany. "It's clear that concentrations [of CH2Cl2] have increased quite a lot," he notes. But one critical question, he contends, is what will happen to emissions over the long term: "They've been quite variable in recent years, and it's difficult to say how they might evolve."

Although the rapid rise in CH2Cl2 emissions may one day level off, it's also possible that emissions of this multipurpose chemical may accelerate even further. Hossaini and his team also assessed what would happen to high-altitude ozone if CH2Cl2 emissions rose at twice the rate seen in the past decade. The answer? Not good. Antarctic ozone wouldn't recover to pre-1980 levels until well after the year 2100, the analyses suggest.

All this means that scientists now reviewing the Montreal Protocol should consider expanding the agreement to also regulate substances like CH2Cl2 that have atmospheric lifetimes of less than 6 months, Schofield says.

Possibly as important, however, the team's results might also help other researchers identify which sources of CH2Cl2 are contributing most to the recent rise in emissions. That sort of information, Hossaini admits, is sadly lacking as of now.

#### No extinction from Ozone – bounces back, in the meantime wear glasses and sunscreen!

Brian **Martin 82** [Brian Martin (Professor of Social Sciences @ the University of Wollongong) December 1982 “The global health effects of nuclear war” Current Affairs Bulletin, Vol. 59, No. 7, pp. 14-26, online @ http://www.uow.edu.au/arts/sts/bmartin/pubs/82cab/index.html, loghry]/recut TK

Another major threat to ozone comes from nuclear explosions. Nitric oxide is produced essentially by the 'burning' of nitrogen in the atmosphere, and this occurs whenever air temperatures are sufficiently hot: in automobile engines, in aircraft engines and in nuclear explosions. Studies of the creation of oxides of nitrogen by nuclear explosions were first undertaken as part of the SST debate, to determine whether the nuclear weapons tests in the 1950s and 1960s had reduced observed ozone levels.[28] It was only in 1974 that John Hampson made a point which had been overlooked, namely that large-scale nuclear war could cause a major and disastrous reduction in ozone levels.[29] Calculations made in the mid-1970s assuming large nuclear arsenals with many high-yield explosions concluded that reductions of ozone could reach 50 per cent or more in the northern hemisphere, with smaller reductions in the southern hemisphere.[30] But since the number of high-yield weapons in present nuclear arsenals is now smaller, much less oxides of nitrogen would be deposited in the stratosphere by nuclear war than assumed in earlier calculations, and so significant ozone reductions are unlikely.[31] This conclusion remains tentative. The actual behaviour of stratospheric ozone is quite complicated, involving many chemical compounds and numerous chemical reactions, the changing effects of temperature, the angle and intensity of sunlight, and the effect of air motions. Computer models of the effects of nuclear war on ozone are able to take into account only a part of this complexity, and new information about chemical reaction rates in particular have led in the past to periodic revisions in the calculated effects of added oxides of nitrogen. If significant ozone reduction did occur, the most important direct effect on humans would be an increase in skin cancer. However, this is seldom lethal, and could be avoided by reducing exposure to sunlight. Potentially more serious would be effects on crops.[32] Some of the important grains, for example, are sensitive to uv. Whether the net effects on crop yields would be significant is hard to estimate. But whatever the reduction in ozone, ozone levels would return pretty much to normal after a few years.[9] It seems unlikely that in the context of a major nuclear war the changes in uv alone would be of serious concern. In particular, the threat of human extinction raised by Jonathan Schell in The Fate of the Earth,[33] based mostly on effects of increased uv from ozone reduction, seems very small indeed. It is sometimes claimed that nuclear war could destroy ozone to such an extent that humans and animals would be blinded by excess uv. Even if large numbers of high-yield weapons were exploded, this possibility seems very unlikely except for a contribution to snow blindness in the far north. Stratospheric ozone can never be completely removed, but at most reduced greatly. Even if a 50 per cent or more reduction in ozone occurred - and as noted this seems improbable with present nuclear arsenals - protection from uv for humans could be obtained from sunglasses or just ordinary glasses, which absorb uv. For animals, the following considerations are relevant. Ozone levels vary considerably from place to place and from time to time, both seasonally and daily (sometimes by up to 50 per cent). Sunlight at the equator typically passes through only half as much ozone as at the mid-latitudes, yet animals at the equator are not known to go blind more often than elsewhere. Furthermore, most ozone reductions from a nuclear war would be in the mid and high latitudes, where ozone levels are higher to start with and where the 'path length' of sunlight through ozone is increased due to its oblique angle of incidence. But this does not mean complacency is warranted, as the concerns of John Hampson illustrate.