# 1NC vs Space Exploration

### 1NC – CP

**Appropriation is defined by Oxford Languages as “The making of a thing private property,”**

#### CP: The United States federal government ought to fund a public-private partnership for deep space exploration.

Galeon 17 [(Dom, writer for Futurism), “SpaceX Asks the U.S. To Fund a Public-Private Partnership for Deep Space Exploration,” July 14, 2017, <https://futurism.com/spacex-asks-the-u-s-to-fund-a-public-private-partnership-for-deep-space-exploration>] TDI

SpaceX Asks the U.S. To Fund a Public-Private Partnership for Deep Space Exploration The best chance of success could come from pooling our resources. / Off World/ Deep Space Exploration/ NASA/ Public Private Partnerships SpaceX/Flickr Image by SpaceX/Flickr WORKING TOGETHER Some 10 years back now, the National Aeronautics and Space Administration (NASA) decided to work with private space companies to ferry people and cargo to the International Space Station (ISS). At the time, the space agency perhaps didn’t expect that it was heralding in a new era in space exploration. Both NASA and private agencies like SpaceX and Blue Origin have benefited from the collaboration. The former is able to save on costs, while the latter get to pursue their own individual programs, such as perfecting their reusable rocket technologies for commercial use. Without this partnership, these companies would not have been able to grow and develop at the same rate. Thus far, the joint missions have been limited to just orbital and near-orbit launches, like the Commercial Orbital Transportation Services (COTS) program, but SpaceX wants that to change. At a hearing of the U.S. Senate’s Subcommittee on Space, Science, and Competitiveness on Thursday, SpaceX’s senior vice president for global business and government affairs Tim Hughes asked the U.S. government to open up deep space exploration for similar public-private partnerships. “The principles applied in past programs for low Earth orbit capability can and should be applied to deep space exploration,” he said, referencing the COTS program. ADVERTISEMENT A DEEP SPACE FUTURE In order for the U.S. and for humankind to establish a more permanent presence in space, Hughes asserts that the government should fund a COTS-like program for deep space. It won’t really be a matter of funding the competition, he argued, because the program could run parallel to NASA’s existing deep space exploration plans, such as the Space Launch System (SLS) and the Orion spacecraft. Living Off The Land: A Guide To Settling Mars [Infographic] Click to View Full Infographic “I think [these] can be readily supplemented with public-private partnerships to allow us to sustain a permanent presence in space,” said Hughes. NASA could impose “high level requirements” for this deep space partnership, just like it does with COTS, Hughes added. The partnership could prove particularly beneficial for NASA right now given the recent reports saying it doesn’t have the funding needed for its Mars mission. Of course, as with any change, push back is to be expected. For one, more established aerospace firms that already work with NASA — Lockheed Martin and Boeing, among others — might not be in favor of this idea. The important thing, however, is to realize that deep space exploration is an entirely different ballgame than missions in near-Earth orbit, and the best chance of success may come from pooling our resources.

#### The CP turns the aff and prevents stifling of innovation – solves debris, climate and US space dominance

Van Burken 20 [(Rebecca, technology policy analyst at Reason Foundation) “Biden Can Utilize Space Companies and Public-Private Partnerships,” December 14, 2020 https://reason.org/commentary/biden-can-utilize-space-companies-and-public-private-partnerships/] TDI

Biden Can Utilize Space Companies and Public-Private Partnerships The commercial space industry is making NASA's operations more cost-effective and encouraging innovation. By Rebecca van Burken December 14, 2020 President-elect Joe Biden will predictably distance himself from many of the Trump administration’s policies and positions, but its openness to commercial space partnerships should not be among them. The expansion of public-private space partnerships that began during the Obama administration has continued during the Trump administration. These public-private partnerships have helped lead to many major space successes, including crewed-launches returning to American soil through SpaceX and the first-ever civilian passenger on a private suborbital spaceflight as part of Virgin Galactic’s 2019 VSS Unity SpaceShipTwo launch. These successes, and others, reflect positively on the U.S. space sector. However, they would not have happened without the entrepreneurial nature of commercial space. Unlike government engineers and scientists, commercial space operations are not constrained by government bureaucracy nor reliant on taxpayer funding. This allows commercial space companies to explore some seemingly far-fetched ideas, like 3D printing of small rockets, a concept being pioneered by the small start-up Relativity. Commercial space companies must also develop and maintain a competitive edge to survive in the market. Significant competition ultimately creates less-costly services that give NASA more bang for its buck when developing new technology. Competitive market pressures have created inspiring innovation exemplified by SpaceX’s reusable rocket technology and proposals for recycling and turning discarded orbiting tanks into space stations. Without the federal government’s continued openness to commercial space, innovation, and invention in the U.S. space industry could be stifled. Commercial space continues to show up when the government needs new services. Over the last few years, we have seen amazing new technologies developed to track environmental and climate concerns. This is, in part, because NASA has entered into deals with private companies like Planet that are able to analyze data collected by satellite imagery. Planet has stakes in defense satellite imagery but has expanded its portfolio to collect data for climate scientists and researchers to use. Its constellation of 120 satellites is at work photographing every portion of the world at least once a day, which provides constant and up-to-date environmental information. By maintaining deals like that with commercial satellite companies, NASA can avoid the costs of creating its own satellite constellation and other remote sensing technology. Additionally, NASA does not need to focus its energies on updating technologies to keep up with new software and technological capabilities. Companies that worry about competition in the market naturally reassess their services and the burden of doing this should be put on private industry, not on the government. Biden’s team should seek out the most effective private partners, hiring new talent in civil programs to use these systems. This would also free up funding for crewed space exploration. In addition to looking to develop new partnerships for space-related efforts, a Biden administration should reassess the government’s old partnerships. Prior to the election, Reuters reported that some Biden associates believe he may try to continue funding the International Space Station (ISS) beyond its planned termination in 2025. Reuters reported: …Biden, on the other hand, would likely call for a delayed moonshot and propose a funding extension for the International Space Station if he wins the White House, according to people familiar with the fledging Biden space agenda.Pushing back the moon mission could cast more doubt on the long-term fate of Boeing Co’s Space Launch System (SLS) rocket, just as Elon Musk’s SpaceX and Jeff Bezos’ Blue Origin scramble to bring rival rockets to market as soon as next year. Extending support for the space station for a decade would also be a major boost for Boeing, whose $225 million annual ISS operations contract is set to expire in 2024 and is at the depths of a financial crisis caused by the COVID-19 pandemic and the 737 MAX grounding after fatal crashes. This directly contradicts the Trump administration’s efforts to cease funding for the archaic space station by 2025. If Biden were to continue funding this aging facility via NASA it would drain funds that could be used for more important space activities, including manned missions. Commercial companies are primed and ready to take over the space station’s functions, and NASA should allow them to do so. If Biden has taxpayers and NASA continue to fund the ISS, it would most likely continue to contract with a company that famous for draining government money—Boeing. The partnerships with Boeing are the types of space policies the incoming Biden administration should be reviewing. It should ask Congress for a Government Accountability Office audit of Boeing’s work on the Space Launch System (SLS). The contract is for the development of a rocket with heavy-lift capacities that is designed to bring humans and cargo to the moon and back. Unfortunately, it has had numerous delays and cost overruns and is still not ready for a test flight, as Bloomberg reported in August: Boeing Co.’s Space Launch System, the largest rocket in NASA’s history, will carry a price tag of at least $9.1 billion — or 30% more than the previous estimate for a key element in the agency’s plan to return to the moon. Additionally, the costs for new ground infrastructure at Florida’s Kennedy Space Center to support the deep-space exploration program has jumped to $2.4 billion, Kathy Lueders, NASA’s associate administrator for human spaceflight, said in a blog post Wednesday. That’s also a 30% increase, the National Aeronautics and Space Administration said in an email Thursday. While we wait for Boeing to reuse obsolete space shuttle hardware on SLS, companies like Blue Origin and SpaceX are continually reusing entire launch boosters. Biden’s administration needs a real review of whether it would be more cost and time effective to work with companies like SpaceX or Blue Origin. SLS is estimated to cost NASA $1 billion or more for each launch, after having already consumed $18.3 billion since 2010. By contrast, SpaceX has had its self-funded heavy-lift rocket Starship in development since 2012 and has been doing successful prototype tests since 2019. Another space entity that will be a key issue for the Biden administration is the military agency, U.S. Space Force, created by President Trump. Reason magazine had detailed the numerous reasons a Space Force should not have been created. Now that it does exist, the Space Force should be viewed as an agency that does not need to spend taxpayers’ money to create its own technology for its missions. Instead, it should use the readily available market of commercial partners ready to contract services. Space News recently reported that Space Force is just now learning of the private sector’s capabilities: [Gen. John “Jay”] Raymond said in years past the only commercially viable services have been space launch and communications provided by geosynchronous satellites. But the Space Force is now becoming aware of other capabilities that are being offered commercially such as space tracking data, weather data and on-orbit satellite servicing. Raymond, chief of operations for Space Force, has previously committed to working closely with commercial satellite companies for space-related missions. Col. Michael “Hopper” Hopkins, commander of NASA’s SpaceX Crew-1 mission, was commissioned into the Space Force and began a new line of Space Force officers expected to launch to the ISS. To facilitate continued partnerships between Space Force and private enterprise, the Biden administration could back an initiative currently proposed to Congress that Space Force acquisitions be “speedy and agile.” Flexibility for Space Force would include pushing acquisition power to the lowest level of management and removing bureaucracy to make its programs more efficient. We are at a pivotal moment in the space industry’s history. The federal government has the opportunity to partner with space industry innovators like Elon Musk, Jeff Bezos, and Richard Branson, and ensure there’s the opportunity for new space startups to emerge and add value to the market. The other path, a government and NASA-centric approach to space, would likely stifle technological developments and breakthroughs by private companies, cost taxpayers a lot more money, and cause the United States to fall behind other nations in a number of key areas.

#### No perms – the 1AC rules the end of commercial space exploration and tourism meaning all perms a) are severance which destroys clash & engagement decking neg offense and enabling the aff to shift out of all links b) destroy US credibility as breaking its obligations under treaties – an independent internal link to war

### 1NC – DA

#### The US commercial space industry is booming – private space companies are driving innovation

**Lindzon 2/23** [(Jared Lindzon, A FREELANCE JOURNALIST AND PUBLIC SPEAKER BORN, RAISED AND BASED IN TORONTO, CANADA. LINDZON'S WRITING FOCUSES ON THE FUTURE OF WORK AND TALENT AS IT RELATES TO TECHNOLOGICAL INNOVATION) "How Jeff Bezos and Elon Musk are ushering in a new era of space startups," Fast Company, 2/23/21, https://www.fastcompany.com/90606811/jeff-bezos-blue-origin-elon-musk-spaces-space] TDI

In early February, Jeff Bezos, the founder of Amazon and one of the planet’s wealthiest entrepreneurs, dropped the bombshell announcement that he would be stepping down as CEO to free up more time for his other passions. Though Bezos listed a few targets for his creativity and energy—The Washington Post and philanthropy through the Bezos Earth Fund and Bezos Day One Fund—one of the highest-potential areas is his renewed commitment and focus on his suborbital spaceflight project, Blue Origin. Before space became a frontier for innovation and development for privately held companies, opportunities were limited to nation states and the private defense contractors who supported them. In recent years, however, billionaires such as Bezos, Elon Musk, and Richard Branson have lowered the barrier to entry. Since the launch of its first rocket, Falcon 1, in September of 2008, Musk’s commercial space transportation company SpaceX has gradually but significantly reduced the cost and complexity of innovation beyond the Earth’s atmosphere. With Bezos’s announcement, many in the space sector are excited by the prospect of those barriers being lowered even further, creating a new wave of innovation in its wake. “What I want to achieve with Blue Origin is to build the heavy-lifting infrastructure that allows for the kind of dynamic, entrepreneurial explosion of thousands of companies in space that I have witnessed over the last 21 years on the internet,” Bezos said during the Vanity Fair New Establishment Summit in 2016. During the event, Bezos explained how the creation of Amazon was only possible thanks to the billions of dollars spent on critical infrastructure—such as the postal service, electronic payment systems, and the internet itself—in the decades prior. “On the internet today, two kids in their dorm room can reinvent an industry, because the heavy-lifting infrastructure is in place for that,” he continued. “Two kids in their dorm room can’t do anything interesting in space. . . . I’m using my Amazon winnings to do a new piece of heavy-lifting infrastructure, which is low-cost access to space.” In the less than 20 years since the launch of SpaceX’s first rocket, space has gone from a domain reserved for nation states and the world’s wealthiest individuals to everyday innovators and entrepreneurs. Today, building a space startup isn’t rocket science. THE NEXT FRONTIER FOR ENTREPRENEURSHIP According to the latest Space Investment Quarterly report published by Space Capital, the fourth quarter of 2020 saw a record $5.7 billion invested into 80 space-related companies, bringing the year’s total capital investments in space innovation to more than $25 billion. Overall, more than $177 billion of equity investments have been made in 1,343 individual companies in the space economy over the past 10 years. “It’s kind of crazy how quickly things have picked up; 10 years ago when SpaceX launched their first customer they removed the barriers to entry, and we’ve seen all this innovation and capital flood in,” says Chad Anderson, the managing partner of Space Capital. “We’re on an exponential curve here. Every week that goes by we’re picking up the pace.”

#### The plan creates a restriction that encourages companies to move their operations to states with lower standards

Albert 14 [(Caley Albert, J.D. Loyola Marymount University) “Liability in International Law and the Ramifications on Commercial Space Launches and Space Tourism,” Loyola of Los Angeles International and Comparative Law Review, 11/1/14, <https://digitalcommons.lmu.edu/cgi/viewcontent.cgi?article=1708&context=ilr>] TDI

A parallel can be drawn here between the commercial space industry and the maritime law concept of the Flag of Convenience. The term has evolved over time, but in this day and age, it is commonly used to mean the owner of a vessel does not want to create an obligation with a country with stricter standards for registry; hence, the owner will register strictly for economic reasons with a country that has a more convenient registry.133 By flying a Flag of Convenience, ship owners are able to avoid taxation on earnings of ships registered under these flags, and in some cases, they can also receive relief from stricter crew standards and corresponding operating costs.134 A Flag of Convenience is flown by a vessel that is registered in one state, which the vessel has little if any connection to, when in reality the vessel is owned and operated from another state.135 This way the vessel avoids any unfavorable economic requirements from its true home state.136 In this sense, “flag shopping” is similar to “launch forum shopping,” similar in that Flags of Convenience are utilized for economic reasons, such as to avoid high taxes and compliance with certain restrictive international conventions, commercial space companies will forum shop when choosing which country to launch from. As of today, there has yet to be a catastrophic commercial launch incident, so for now commercial space companies do not have an incentive to forum shop, but if there is, the indemnification policies described above may lead companies to seek out countries that provide more coverage so they pay less in the event something goes wrong. This comparison to Flags of Convenience brings up two separate yet equally important issues. First, launch companies may try to follow the Flags of Convenience model and soon catch on to the wisdom of their maritime predecessors by “registering” in countries with more favorable conditions. Of course, in this case the concern is not with registration so much as launching. If launch companies follow the Flags of Convenience model, they will seek out the most convenient state for launch, most likely the state that provides the most liability coverage and has the least safety precautions. Launching from states with low safety standards increases the potential for catastrophic launch events. This, in turn, will place states that are potentially incapable of paying for damages from launch disasters in a position they would not normally assume if these commercial companies had not been drawn to their shores with the promise of more favorable regulations. Second, launch customers may also seek out companies located in states with lower cost liability regimes (lower insurance policy limits) since those companies will presumably charge less to launch their payloads. In this scenario, instead of the launch companies seeking out states with lower liability caps and softer regulations, the launch customers themselves will seek companies located in states with lowcost liability regimes. Here, the effect will be the same as above. Under the Liability Convention, the launching state will be liable for any damage caused by a vehicle launched from within its borders; hence, if customers start engaging in “launch forum shopping,” states will be incentivized to put in place low-cost liability regimes, which in turn will increase the states’ potential payout in the event of a catastrophic launch incident. Looking at the indemnification program the United States has in place in comparison to other countries, it is possible to see how either launch companies or launch customers could engage in “launch forum shopping” when a catastrophic launch incident ever occur. It is also important to keep in mind that various factors go into where a company or customer decides to launch from. A state’s indemnification program is just one factor in this decision. With this in mind, it is clear that if a launch incident did occur in the United States, the commercial launch company would be liable for much more than it would in another country. For instance, why would a commercial space company launch in the United States, where it would be liable up to $500 million and the additional costs that the government would not cover? The argument can be made that a catastrophic space incident has yet to occur, and even if it did, it is unlikely to cost above the $2.7 billion covered by the United States government. Other states like Russia or France, which has the two-tier liability system, would simply cover all claims above the initial insurance, which is much lower than the $500 million mark required by the United States. In that case, the commercial company would never have to pay more than the initial liability insurance. If there ever is a catastrophic commercial space incident in the future, it is easy to see why commercial companies or launch customers might be drawn to “launch forum shop” outside the United States.

#### Maintaining US space dominance requires a homegrown commercial space industry – private companies offshoring gives China the advantage they need

**Cahan and Sadat 21** [(Bruce Cahan, J.D) (Dr. Mir Sadat, ) "US Space Policies for the New Space Age: Competing on the Final Economic Frontier," based on Proceedings from State of the Space Industrial Base 2020 Sponsored by United States Space Force, Defense Innovation Unit, United States Air Force Research Laboratory, 1/6/21, https://www.politico.com/f/?id=00000177-9349-d713-a777-d7cfce4b0000] TDI

Today, China’s commercial space sector is in its infancy but is set to grow with continued national and provincial support, which have been rapidly increasing over the past three years.64 Since 2004, the United States and China accounted for 74% of the $135.2 billion venture capital (VC) invested in commercial space. 65 The early 2020s are pivotal, as it would be far cheaper for China and Chinese commercial space firms to acquire space technologies from the United States or allied nation companies seeking revenues or facing cashflow constraints, than to build the companies and their teams and technologies from scratch in China. The tight coupling of Chinese military goals and an economy organized to achieve those goals magnifies the economic threats and market disruptions that the United States must immediately address, in order for DoD and national security operations to rely on US commercial space capabilities. 3. ISSUES AND CHALLENGES Peaceful Uses of Space and Space Exploration Space has been primarily a shared, not a warfighting, domain.67 With each passing second of Planck time,68 space enables a modern way of life, provides instantaneous global imagery, assures telecommunications, and captures humanity’s imagination for civil space exploration. As a result, space is a burgeoning marketplace and territory for commercial ventures and investors. Strengthening the US commercial space industrial base is vital to and beyond US national security. Civil space activities are a source of US “soft power” in global commerce, cooperation, and investment. 69 The civil space sector, led by NASA, is fundamental to America’s national security. 70 NASA is on an ambitious critical path to return to the Moon by 2024,71 along with developing the capabilities and infrastructure for a sustained lunar presence. NASA’s lunar plans provide a lunar staging area for missions to Mars and beyond. They offer a strategic and economic presence for the United States on the Moon. Congress, the White House, DoD, and NASA must recognize that economic and strategic dominance in service of national security requires catalyzing and accelerating growth of a vibrant, private US industrial and cultural expansion into the Solar System. Human visitation and eventual settlement beyond the Earth require sustaining visionary leaders, aided by, and aiding, US national security. A recurring theme in US policy is “maintaining and advancing United States dominance and strategic leadership in space” because US global competitors and adversaries are competent and capable of outpacing American space capabilities. 72 The stakes are high: At this historic moment, there is a real race for dominance over cislunar access and resources. Regulations Should Foster US Commercial Space as a National Asset Leveraging the reimagination and disruption of terrestrial industries, the US commercial space industry is pushing the frontiers of the United States and global space economics and capabilities. A pre-COVID19 assessment by the US Chamber of Commerce projected that the US space market will increase from approximately $385 billion in 2020, to at least $1.5 trillion by 2040. 73 This projection represents a seven percent (7%) annual compound average growth rate (CAGR), driven largely by expanded business opportunities in Low Earth Orbit (LEO). Total addressable market (TAM) for US commercial space companies could be far larger were they to have federal and financial support for initiating cislunar space operations and opportunities. Recent advancements in commercial space technologies and business models have driven down costs and unlocked new areas of economic growth and space capabilities that outpace and de-risk acquiring capabilities through traditional US government economic development, research and development (R&D), procurement and regulatory policies and processes. US regulations must ensure that US companies lead in commercial space. In specific, technological advances that lower access costs and expand space mission capabilities, content, continuity, and redundancies must be fully supported by or incorporated into US government programs, budgets, requirements, and acquisition processes. Until commercial space offerings are fully incorporated, and federal acquisition policies and personnel commit to innovation, US government fiscal buying power, intelligence and program support will lag and remain inadequate in comparison to US private sector companies and the nation’s global competitors and adversaries in space. Addressing COVID-19’s Impact on US Commercial Space The COVID-19 pandemic damaged and still challenges the US space industrial base. US domestic investors’ funding of space R&D remains inconsistent across the lifecycle of New Space companies and the spectrum of technologies necessary to grow the space economy. To date, public R&D, government procurements and visionary space entrepreneurs have played a major role in establishing and funding the New Space industrial base. In the last five years, $11 billion of private capital has been invested.74 Traditional private investors may become reluctant to fund space technologies due to perceptions of higher risk over longer time horizons before receiving profitable returns on their capital. Institutional and long-horizon investors who manage patient capital have an appetite for illiquid, but higher yielding, terrestrial alternative asset investments such as commodities, private equity limited partnerships and real estate.75 The COVID-19 pandemic has created economic uncertainties making the New Space’s funding model unreliable. COVID-19 significantly impacted venture capital (VC)-backed companies: the pace of VC space investments fell 85% between April - June, as compared to January – March, in 2020. 76 Pre-COVID-19, the New Space industrial base confronted multiple challenges in raising later stages of venture capital such as (1) the lag between having an early-stage startup with an idea and commercializing a viable revenue-generating product, (2) the lack of market liquidity for founder and private equity space investments to attract and retain talented teams, and (3) the lack of a market to re-sell contracts for space goods and services when customers buy more capacity than needed. Even prior to the COVID-19 pandemic, federal financing of US R&D was at a historically minor level, as compared to businesses and universities.77 US government support for basic research has steadily declined as a percent of GDP. The federal government will experience near- to medium-term budget constraints.78 The vibrant venture community in the United States has taken up a portion of this slack by increasing R&D investment in later-stage and applied research. However, founding teams and VC financing rely on government to fund earlier R&D for basic science and engineering. Therefore, government must resume the sustainable and impactful past levels of support for basic research, an essential role in the space economy’s public-private partnership that ensures US leadership in space. Space as Existential Terrain for National Security In this Digital Era, space integrates and drives all elements of US national security. The Cold War may be over, but since the early 2010s, a renewed era of great power competition has emerged across terrestrial land, air, sea, and cyber domains. This competition extends into space, where a great game ensues.79 Space is no longer an uncontested or sanctuary domain. Competent and capable global competitors and peer adversaries are challenging US military, commercial, and civil space interests. The United States, along with its allies and partners, has had to accept and anticipate that space may be a warfighting domain, as suggested primarily by Russian and Chinese counter-space capabilities, military operations, and declarative statements. On December 20, 2019, the bipartisan National Defense Authorization Act (NDAA) for Fiscal Year 202080 authorized the creation of the US Space Force, under the Department of the Air Force, to secure US national interests in an increasingly contested domain.81 Back in October 1775, the Continental Congress established the US Navy to ensure that commercial and government fleets could freely navigate the Atlantic coastline - today, that includes the South China Sea. Likewise, the USSF’s mission is to ensure unfettered access to and the freedom to operate in space. The 2017 National Security Strategy considers space to be a “priority domain.”82 Freedom of navigation is a sovereign right that nations have fought to achieve and defend. 83 The USSF’s main role is to organize, train and equip, as well as to protecting US space interests and supporting terrestrial and joint warfighters (e.g., US Space Command). Thus, USSF must secure US national interests in space, whether military, commercial, scientific, civil, or enhancing US competitiveness for cislunar leadership.

#### US space dominance prevents global war

**Zubrin 15** [(Robert Zubrin, president of Pioneer Energy, a senior fellow with the Center for Security Policy) “US Space Supremacy is Now Critical,” Space News, 1/22/15, <https://spacenews.com/op-ed-u-s-space-supremacy-now-critical/>] TDI

The United States needs a new national security policy. For the first time in more than 60 years, we face the real possibility of a large-scale conventional war, and we are woefully unprepared. Eastern and Central Europe is now so weakly defended as to virtually invite invasion. The United States is not about to go to nuclear war to defend any foreign country. So deterrence is dead, and, with the German army cut from 12 divisions to three, the British gone from the continent, and American forces down to a 30,000-troop tankless remnant, the only serious and committed ground force that stands between Russia and the Rhine is the Polish army. It’s not enough. Meanwhile, in Asia, the powerful growth of the Chinese economy promises that nation eventual overwhelming numerical force superiority in the region. How can we restore the balance, creating a sufficiently powerful conventional force to deter aggression? It won’t be by matching potential adversaries tank for tank, division for division, replacement for replacement. Rather, the United States must seek to totally outgun them by obtaining a radical technological advantage. This can be done by achieving space supremacy.To grasp the importance of space power, some historical perspective is required. Wars are fought for control of territory. Yet for thousands of years, victory on land has frequently been determined by dominance at sea. In the 20th century, victory on both land and sea almost invariably went to the power that controlled the air. In the 21st century, victory on land, sea or in the air will go to the power that controls space. The critical military importance of space has been obscured by the fact that in the period since the United States has had space assets, all of our wars have been fought against minor powers that we could have defeated without them. Desert Storm has been called the first space war, because the allied forces made extensive use of GPS navigation satellites. However, if they had no such technology at their disposal, the end result would have been just the same. This has given some the impression that space forces are just a frill to real military power — a useful and convenient frill perhaps, but a frill nevertheless. But consider how history might have changed had the Axis of World War II possessed reconnaissance satellites — merely one of many of today’s space-based assets — without the Allies having a matching capability. In that case, the Battle of the Atlantic would have gone to the U-boats, as they would have had infallible intelligence on the location of every convoy. Cut off from oil and other supplies, Britain would have fallen. On the Eastern front, every Soviet tank concentration would have been spotted in advance and wiped out by German air power, as would any surviving British ships or tanks in the Mediterranean and North Africa. In the Pacific, the battle of Midway would have gone very much the other way, as the Japanese would not have wasted their first deadly airstrike on the unsinkable island, but sunk the American carriers instead. With these gone, the remaining cruisers and destroyers in Adm. Frank Jack Fletcher’s fleet would have lacked air cover, and every one of them would have been hunted down and sunk by unopposed and omniscient Japanese air power. With the same certain fate awaiting any American ships that dared venture forth from the West Coast, Hawaii, Australia and New Zealand would then have fallen, and eventually China and India as well. With a monopoly of just one element of space power, the Axis would have won the war. But modern space power involves far more than just reconnaissance satellites. The use of space-based GPS can endow munitions with 100 times greater accuracy, while space-based communications provide an unmatched capability of command and control of forces. Knock out the enemy’s reconnaissance satellites and he is effectively blind. Knock out his comsats and he is deaf. Knock out his navsats and he loses his aim. In any serious future conventional conflict, even between opponents as mismatched as Japan was against the United States — or Poland (with 1,000 tanks) is currently against Russia (with 12,000) — it is space power that will prove decisive. Not only Europe, but the defense of the entire free world hangs upon this matter. For the past 70 years, U.S. Navy carrier task forces have controlled the world’s oceans, first making and then keeping the Pax Americana, which has done so much to secure and advance the human condition over the postwar period. But should there ever be another major conflict, an adversary possessing the ability to locate and target those carriers from space would be able to wipe them out with the push of a button. For this reason, it is imperative that the United States possess space capabilities that are so robust as to not only assure our own ability to operate in and through space, but also be able to comprehensively deny it to others. Space superiority means having better space assets than an opponent. Space supremacy means being able to assert a complete monopoly of such capabilities. The latter is what we must have. If the United States can gain space supremacy, then the capability of any American ally can be multiplied by orders of magnitude, and with the support of the similarly multiplied striking power of our own land- and sea-based air and missile forces be made so formidable as to render any conventional attack unthinkable. On the other hand, should we fail to do so, we will remain so vulnerable as to increasingly invite aggression by ever-more-emboldened revanchist powers. This battle for space supremacy is one we can win. Neither Russia nor China, nor any other potential adversary, can match us in this area if we put our minds to it. We can and must develop ever-more-advanced satellite systems, anti-satellite systems and truly robust space launch and logistics capabilities. Then the next time an aggressor commits an act of war against the United States or a country we are pledged to defend, instead of impotently threatening to limit his tourist visas, we can respond by taking out his satellites, effectively informing him in advance the certainty of defeat should he persist**.** If we desire peace on Earth, we need to prepare for war in space.

### 1NC - DA

#### NASA is preserving resources by leveraging private partnerships

Miriam Kramer 21, author of Space, “NASA's plans for the future hinge on the success of private companies,” Axios, 12-7-2021, https://www.axios.com/nasa-private-spaceflight-plans-5a5710e6-5223-4da3-8c5d-5a712e1d862e.html

The private space players who will drive NASA's plans for the coming decade are declaring themselves and defining the stakes. Why it matters: NASA plans to focus on getting people to Mars and the Moon, and its deep space exploration ambitions hinge on the agency being able to successfully hand over major operations in low-Earth orbit to private companies. The space agency hopes companies will build private space stations that its astronauts can use and to continue to buy space on private rockets for launching its satellites and other payloads to orbit and beyond. NASA's "big experiment" right now is to test where these commercial partnerships work, the Planetary Society's Casey Dreier told Axios. What's happening: Last week, NASA announced it would award multimillion-dollar contracts to three teams of commercial space companies to start designing and building privately operated space stations.

#### Plan forces NASA trade-offs that crush effective Earth sciences --- risks catastrophic climate change

Haymet 7 (Tony, Director of the Scripps Institution of Oceanography – University of California, San Diego, Mark Abbott, Dean of the College of Oceanic and Atmospheric Science – Oregon State University, and Jim Luyten, Acting Director – Woods Hole Oceanographic Institution, “The Planet NASA Needs to Explore”, Washington Post, 5-10, [http://www.washingtonpost.com/wp-dyn/content/article/2007/05/09/AR2007050902451.html](http://www.lexis.com/research/retrieve))

Decades ago, a shift in NASA priorities sidelined progress in human space exploration. As momentum gathers to reinvigorate human space missions to the moon and Mars, we risk hurting ourselves, and Earth, in the long run. Our planet -- not the moon or Mars -- is under significant threat from the consequences of rapid climate change. Yet the changing NASA priorities will threaten exploration here at home. NASA not only launches shuttles and builds space stations, it also builds and operates our nation's satellites that observe and monitor the Earth. These satellites collect crucial global data on winds, ice and oceans. They help us forecast hurricanes, track the loss of Arctic sea ice and the rise of sea levels, and understand and prepare for climate changes. NASA's budget for science missions has declined 30 percent in the past six years, and that trend is expected to continue. As more dollars are reallocated to prepare for missions back to the moon and Mars, sophisticated new satellites to observe the Earth will be delayed, harming Earth sciences. The National Academy of Sciences has noted that the Landsat satellite system, which takes important measurements of global vegetation, is in its fourth decade of operation and could fail without a clear plan for continuation. The same is true for the QuikSCAT satellite, which provides critical wind data used in forecasting hurricanes and El Niño effects. In January, a partnership of university and NASA scientists demonstrated that climate change and higher ocean temperatures were reducing the growth of microscopic plants and animals at the heart of the marine food web. Their analysis was based on nearly a decade of NASA satellite measurements of ocean color, which unfortunately are at risk of being interrupted for several years. Sea levels are rising, and the Arctic Ocean may be ice-free in summer. The buildup of carbon dioxide in the oceans threatens to make them more acidic, which may in turn hinder the ability of some types of marine life, including corals, to build their shells and skeletons. We must learn as much as we can to assess these threats and develop solutions. Satellites provide coverage of vast, remote regions of our planet that would otherwise remain unseen, especially the oceans, which play an important role in climate change. Without accurate data on such fundamentals as sea surface height, temperatures and biomass, as well as glacier heights and snowpack thickness, we will not be able to understand the likelihood of dangers such as more severe hurricanes along the Gulf Coast or more frequent forest fires in the Pacific Northwest. Climate change is the most critical problem the Earth has ever faced. Government agencies and the private sector, as well as individual citizens, need to better grasp the risks and potential paths of global climate change. Mitigating these risks and preparing for the effects of warming will require scientific understanding of how our complex planet operates, how it is changing, and how that change will affect the environment and human society. John F. Kennedy's brilliant call to put a man on the moon by the end of the 1960s set an arbitrary deadline, but the deadline we face today is set by nature. NASA must continue to play a vital role in helping find ways to protect our planet for (and perhaps from) its intelligent life. Exploration of space is a noble quest. But we can't afford to be so starry-eyed that we overlook our own planet.

#### Warming causes extinction – any reduction should be prioritized above any other impact

Ramanathan et al. 17 [Veerabhadran Ramanathan is Victor Alderson Professor of Applied Ocean Sciences and director of the Center for Atmospheric Sciences at the Scripps Institution of Oceanography, University of California, San Diego, Dr. William Collins is an internationally recognized expert in climate modeling and climate change science. He is the Director of the Climate and Ecosystem Sciences Division (CESD) for the Earth and Environmental Sciences Area (EESA) at the Lawrence Berkeley National Laboratory (LBNL), Prof. Dr Mark Lawrence, Ph.D. is scientific director at the Institute for Advanced Sustainability Studies (IASS) in Potsdam, Örjan Gustafsson is a Professor in the Department of Environmental Science and Analytic Chemistry at Stockholm University, Shichang Kang is Professor, Cold and Arid Regions Environmental and Engineering Research Institute, Chinese Academy of Sciences (CAS); CAS Center for Excellence in Tibetan Plateau Earth Sciences, and Molina, M.J., Zaelke, D., Borgford-Parnell, N., Xu, Y., Alex, K., Auffhammer, M., Bledsoe, P., Croes, B., Forman, F., Haines, A., Harnish, R., Jacobson, M.Z., Lawrence, M., Leloup, D., Lenton, T., Morehouse, T., Munk, W., Picolotti, R., Prather, K., Raga, G., Rignot, E., Shindell, D., Singh, A.K., Steiner, A., Thiemens, M., Titley, D.W., Tucker, M.E., Tripathi, S., & Victor, D., authors come from the following 9 countries - US, Switzerland, Sweden, UK, China, Germany, Australia, Mexico, India, “Well Under 2 Degrees Celsius: Fast Action Policies to Protect People and the Planet from Extreme Climate Change,” Report of the Committee to Prevent Extreme Climate Change, September 2017, http://www.igsd.org/wp-content/uploads/2017/09/Well-Under-2-Degrees-Celsius-Report-2017.pdf] TDI

Climate change is becoming an existential threat with warming in excess of 2°C within the next three decades and 4°C to 6°C within the next several decades. Warming of such magnitudes will expose as many as 75% of the world’s population to deadly heat stress in addition to disrupting the climate and weather worldwide. Climate change is an urgent problem requiring urgent solutions. This paper lays out urgent and practical solutions that are ready for implementation now, will deliver benefits in the next few critical decades, and places the world on a path to achieving the longterm targets of the Paris Agreement and near-term sustainable development goals. The approach consists of four building blocks and 3 levers to implement ten scalable solutions described in this report by a team of climate scientists, policy makers, social and behavioral scientists, political scientists, legal experts, diplomats, and military experts from around the world. These solutions will enable society to decarbonize the global energy system by 2050 through efficiency and renewables, drastically reduce short-lived climate pollutants, and stabilize the climate well below 2°C both in the near term (before 2050) and in the long term (post 2050). It will also reduce premature mortalities by tens of millions by 2050. As an insurance against policy lapses, mitigation delays and faster than projected climate changes, the solutions include an Atmospheric Carbon Extraction lever to remove CO2 from the air. The amount of CO2 that must be removed ranges from negligible, if the emissions of CO2 from the energy system and SLCPs start to decrease by 2020 and carbon neutrality is achieved by 2050, to a staggering one trillion tons if the carbon lever is not pulled and emissions of climate pollutants continue to increase until 2030. There are numerous living laboratories including 53 cities, many universities around the world, the state of California, and the nation of Sweden, who have embarked on a carbon neutral pathway. These laboratories have already created 8 million jobs in the clean energy industry; they have also shown that emissions of greenhouse gases and air pollutants can be decoupled from economic growth. Another favorable sign is that growth rates of worldwide carbon emissions have reduced from 2.9% per year during the first decade of this century to 1.3% from 2011 to 2014 and near zero growth rates during the last few years. The carbon emission curve is bending, but we have a long way to go and very little time for achieving carbon neutrality. We need institutions and enterprises that can accelerate this bending by scaling-up the solutions that are being proven in the living laboratories. We have less than a decade to put these solutions in place around the world to preserve nature and our quality of life for generations to come. The time is now. The Paris Agreement is an historic achievement. For the first time, effectively all nations have committed to limiting their greenhouse gas emissions and taking other actions to limit global temperature change. Specifically, 197 nations agreed to hold “the increase in the global average temperature to well below 2°C above pre-industrial levels and pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels,” and achieve carbon neutrality in the second half of this century. The climate has already warmed by 1°C. The problem is running ahead of us, and under current trends we will likely reach 1.5°C in the next fifteen years and surpass the 2°C guardrail by mid-century with a 50% probability of reaching 4°C by end of century. Warming in excess of 3°C is likely to be a global catastrophe for three major reasons: • Warming in the range of 3°C to 5°C is suggested as the threshold for several tipping points in the physical and geochemical systems; a warming of about 3°C has a probability of over 40% to cross over multiple tipping points, while a warming close to 5°C increases it to nearly 90%, compared with a baseline warming of less than 1.5°C, which has only just over a 10% probability of exceeding any tipping point. • Health effects of such warming are emerging as a major if not dominant source of concern. Warming of 4°C or more will expose more than 70% of the population, i.e. about 7 billion by the end of the century, to deadly heat stress and expose about 2.4 billion to vector borne diseases such as Dengue, Chikengunya, and Zika virus among others. Ecologists and paleontologists have proposed that warming in excess of 3°C, accompanied by increased acidity of the oceans by the buildup of CO2 , can become a major causal factor for exposing more than 50% of all species to extinction. 20% of species are in danger of extinction now due to population, habitat destruction, and climate change. The good news is that there may still be time to avert such catastrophic changes. The Paris Agreement and supporting climate policies must be strengthened substantially within the next five years to bend the emissions curve down faster, stabilize climate, and prevent catastrophic warming. To the extent those efforts fall short, societies and ecosystems will be forced to contend with substantial needs for adaptation—a burden that will fall disproportionately on the poorest three billion who are least responsible for causing the climate change problem. Here we propose a policy roadmap with a realistic and reasonable chance of limiting global temperature to safe levels and preventing unmanageable climate change—an outline of specific science-based policy pathways that serve as the building blocks for a three-lever strategy that could limit warming to well under 2°C. The projections and the emission pathways proposed in this summary are based on a combination of published recommendations and new model simulations conducted by the authors of this study (see Figure 2). We have framed the plan in terms of four building blocks and three levers, which are implemented through 10 solutions. The first building block would be fully implementing the nationally determined mitigation pledges under the Paris Agreement of the UN Framework Convention on Climate Change (UNFCCC). In addition, several sister agreements that provide targeted and efficient mitigation must be strengthened. Sister agreements include the Kigali Amendment to the Montreal Protocol to phase down HFCs, efforts to address aviation emissions through the International Civil Aviation Organization (ICAO), maritime black carbon emissions through the International Maritime Organization (IMO), and the commitment by the eight countries of the Arctic Council to reduce black carbon emissions by up to 33%. There are many other complementary processes that have drawn attention to specific actions on climate change, such as the Group of 20 (G20), which has emphasized reform of fossil fuel subsidies, and the Climate and Clean Air Coalition (CCAC). HFC measures, for example, can avoid as much as 0.5°C of warming by 2100 through the mandatory global phasedown of HFC refrigerants within the next few decades, and substantially more through parallel efforts to improve energy efficiency of air conditioners and other cooling equipment potentially doubling this climate benefit. For the second building block, numerous subnational and city scale climate action plans have to be scaled up. One prominent example is California’s Under 2 Coalition signed by over 177 jurisdictions from 37 countries in six continents covering a third of world economy. The goal of this Memorandum of Understanding is to catalyze efforts in many jurisdictions that are comparable with California’s target of 40% reductions in CO2 emissions by 2030 and 80% reductions by 2050—emission cuts that, if achieved globally, would be consistent with stopping warming at about 2°C above pre-industrial levels. Another prominent example is the climate action plans by over 52 cities and 65 businesses around the world aiming to cut emissions by 30% by 2030 and 80% to 100% by 2050. There are concerns that the carbon neutral goal will hinder economic progress; however, real world examples from California and Sweden since 2005 offer evidence that economic growth can be decoupled from carbon emissions and the data for CO2 emissions and GDP reveal that growth in fact prospers with a green economy. The third building block consists of two levers that we need to pull as hard as we can: one for drastically reducing emissions of short-lived climate pollutants (SLCPs) beginning now and completing by 2030, and the other for decarbonizing the global energy system by 2050 through efficiency and renewables. Pulling both levers simultaneously can keep global temperature rise below 2°C through the end of the century. If we bend the CO2 emissions curve through decarbonization of the energy system such that global emissions peak in 2020 and decrease steadily thereafter until reaching zero in 2050, there is less than a 20% probability of exceeding 2°C. This call for bending the CO2 curve by 2020 is one key way in which this report’s proposal differs from the Paris Agreement and it is perhaps the most difficult task of all those envisioned here. Many cities and jurisdictions are already on this pathway, thus demonstrating its scalability. Achieving carbon neutrality and reducing emissions of SLCPs would also drastically reduce air pollution globally, including all major cities, thus saving millions of lives and over 100 million tons of crops lost to air pollution each year. In addition, these steps would provide clean energy access to the world’s poorest three billion who are still forced to resort to 18th century technologies to meet basic needs such as cooking. For the fourth and the final building block, we are adding a third lever, ACE (Atmospheric Carbon Extraction, also known as Carbon Dioxide Removal, or “CDR”). This lever is added as an insurance against surprises (due to policy lapses, mitigation delays, or non-linear climate changes) and would require development of scalable measures for removing the CO2 already in the atmosphere. The amount of CO2 that must be removed will range from negligible, if the emissions of CO2 from the energy system and SLCPs start to decrease by 2020 and carbon neutrality is achieved by 2050, to a staggering one trillion tons, if CO2 emissions continue to increase until 2030, and the carbon lever is not pulled until after 2030. This issue is raised because the NDCs (Nationally Determined Contributions) accompanying the Paris Agreement would allow CO2 emissions to increase until 2030. We call on economists and experts in political and administrative systems to assess the feasibility and cost-effectiveness of reducing carbon and SLCPs emissions beginning in 2020 compared with delaying it by ten years and then being forced to pull the third lever to extract one trillion tons of CO2 The fast mitigation plan of requiring emissions reductions to begin by 2020, which means that many countries need to cut now, is urgently needed to limit the warming to well under 2°C. Climate change is not a linear problem. Instead, we are facing non-linear climate tipping points that can lead to self-reinforcing and cascading climate change impacts. Tipping points and selfreinforcing feedbacks are wild cards that are more likely with increased temperatures, and many of the potential abrupt climate shifts could happen as warming goes from 1.5°C in 15 years to 2°C by 2050, with the potential to push us well beyond the Paris Agreement goals. Where Do We Go from Here? A massive effort will be needed to stop warming at 2°C, and time is of the essence. With unchecked business-as-usual emissions, global warming has a 50% likelihood of exceeding 4ºC and a 5% probability of exceeding 6ºC in this century, raising existential questions for most, but especially the poorest three billion people. A 4ºC warming is likely to expose as many as 75% of the global population to deadly heat. Dangerous to catastrophic impacts on the health of people including generations yet to be born, on the health of ecosystems, and on species extinction have emerged as major justifications for mitigating climate change well below 2ºC, although we must recognize that the uncertainties intrinsic in climate and social systems make it hard to pin down exactly the level of warming that will trigger possibly catastrophic impacts. To avoid these consequences, we must act now, and we must act fast and effectively. This report sets out a specific plan for reducing climate change in both the near- and long-term. With aggressive urgent actions, we can protect ourselves. Acting quickly to prevent catastrophic climate change by decarbonization will save millions of lives, trillions of dollars in economic costs, and massive suffering and dislocation to people around the world. This is a global security imperative, as it can avoid the migration and destabilization of entire societies and countries and reduce the likelihood of environmentally driven civil wars and other conflicts. Staying well under 2°C will require a concerted global effort. We must address everything from our energy systems to our personal choices to reduce emissions to the greatest extent possible. We must redouble our efforts to invent, test, and perfect systems of governance so that the large measure of international cooperation needed to achieve these goals can be realized in practice. The health of people for generations to come and the health of ecosystems crucially depend on an energy revolution beginning now that will take us away from fossil fuels and toward the clean renewable energy sources of the future. It will be nearly impossible to obtain other critical social goals, including for example the UN agenda 2030 with the Sustainable Development Goals, if we do not make immediate and profound progress stabilizing climate, as we are outlining here. 1. The Building Blocks Approach The 2015 Paris Agreement, which went into effect November 2016, is a remarkable, historic achievement. For the frst time, essentially all nations have committed to limit their greenhouse gas emissions and take other actions to limit global temperature and adapt to unavoidable climate change. Nations agreed to hold “the increase in the global average temperature to well below 2°C above pre-industrial levels and pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels” and “achieve a balance between anthropogenic emissions by sources and removals by sinks of greenhouse gases in the second half of this century” (UNFCCC, 2015). Nevertheless, the initial Paris Agreement has to be strengthened substantially within fve years if we are to prevent catastrophic warming; current pledges place the world on track for up to 3.4°C by 2100 (UNEP, 2016b). Until now, no specifc policy roadmap exists that provides a realistic and reasonable chance of limiting global temperatures to safe levels and preventing unmanageable climate change. This report is our attempt to provide such a plan— an outline of specifc solutions that serve as the building blocks for a comprehensive strategy for limiting the warming to well under 2°C and avoiding dangerous climate change (Figure 1). The frst building block is the full implementation of the nationally determined mitigation pledges under the Paris Agreement of the UN Framework Convention on Climate Change (UNFCCC) and strengthening global sister agreements, such as the Kigali Amendment to the Montreal Protocol to phase down HFCs, which can provide additional targeted, fast action mitigation at scale. For the second building block, numerous sub-national and city scale climate action plans have to be scaled up such as California’s Under 2 Coalition signed by 177 jurisdictions from 37 countries on six continents. The third building block is targeted measures to reduce emissions of shortlived climate pollutants (SLCPs), beginning now and fully implemented by 2030, along with major measures to fully decarbonize the global economy, causing the overall emissions growth rate to stop in 2020-2030 and reach carbon neutrality by 2050. Such a deep decarbonization would require an energy revolution similar to the Industrial Revolution that was based on fossil fuels. The fnal building block includes scalable and reversible carbon dioxide (CO2 ) removal measures, which can begin removing CO2 already emitted into the atmosphere. Such a plan is urgently needed. Climate change is not a linear problem. Instead, climate tipping points can lead to self-reinforcing, cascading climate change impacts (Lenton et al., 2008). Tipping points are more likely with increased temperatures, and many of the potential abrupt climate shifts could happen as warming goes from 1.5°C to 2°C, with the potential to push us well beyond the Paris Agreement goals (Drijfhout et al., 2015). In order to avoid dangerous climate change, we must address these concerns. We must act now, and we must act fast. Reduction of SLCPs will result in fast, near-term reductions in warming, while present-day reductions of CO2 will result in long-term climate benefts. This two-lever approach—aggressively cutting both SLCPs and CO2 –-will slow warming in the coming decades when it is most crucial to avoid impacts from climate change as well as maintain a safe climate many decades from now. To achieve the nearterm goals, we have outlined solutions to be implemented immediately. These solutions to bend down the rising emissions curve and thus bend the warming trajectory curve follow a 2015 assessment by the University of California under its Carbon Neutrality Initiative (Ramanathan et al., 2016). The solutions are clustered into categories of social transformation, governance improvement, market- and regulation-based solutions, technological innovation and transformation, and natural and ecosystem management. Additionally, we need to intensely investigate and pursue a third lever—ACE (Atmospheric Carbon Extraction). While many potential technologies exist, we do not know the extent to which they could be scaled up to remove the requisite amount of carbon from the atmosphere in order to achieve the Paris Agreement goals, and any delay in mitigation will demand increasing reliance on these technologies. Yet, there is still hope. Humanity can come together, as we have done in the past, to collaborate towards a common goal. We have no choice but to tackle the challenge of climate change. We only have the choice of when and how: either now, through the ambitious plan outlined here, or later, through radical adaptation and societal transformations in response to an ever-deteriorating climate system that will unleash devastating impacts—some of which may be beyond our capacity to fully adapt to or reverse for thousands of years. 2. Major Climate Disruptions: How Soon and How Fast? “Without adequate mitigation and adaptation, climate change poses unacceptable risks to global public health.” (WHO, 2016) The planet has already witnessed nearly 1°C of warming, and another 0.6°C of additional warming is currently stored in the ocean to be released over the next two to four decades, if climate warming emissions are not radically reduced during that time (IPCC, 2013). The impacts of this warming on extreme weather, droughts, and foods are being felt by society worldwide to the extent that many think of this no longer as climate change but as climate disruption. Consider the business as usual scenario: 15 years from now: In 15 years, planetary warming will reach 1.5°C above pre-industrial global mean temperature (Ramanathan and Xu, 2010; Shindell et al., 2012). This exceeds the 0.5°C to 1°C of warming during the Eemian period, 115,000– 130,000 years ago, when sea-levels reached 6-9 meters (20-30 feet) higher than today (Hansen et al., 2016b). The impacts of this warming will affect us all yet will disproportionately affect the Earth’s poorest three billion people, who are primarily subsistence farmers that still rely on 18th century technologies and have the least capacity to adapt (IPCC, 2014a; Dasgupta et al., 2015). They thus may be forced to resort to mass migration into city slums and push across international borders (U.S. DOD, 2015). The existential fate of lowlying small islands and coastal communities will also need to be addressed, as they are primarily vulnerable to sea-level rise, diminishing freshwater resources, and more intense storms. In addition, many depend on fsheries for protein, and these are likely to be affected by ocean acidifcation and climate change. Climate injustice could start causing visible regional and international conficts. All of this will be exacerbated as the risk of passing tipping points increases (Lenton et al., 2008). 30 years from now: By mid-century, warming is expected to exceed 2°C, which would be unprecedented with respect to historical records of at least the last one million years (IPCC, 2014c). Such a warming through this century could result in sea-level rise of as much as 2 meters by 2100, with greater sea-level rise to follow. A group of tipping points are clustered between 1.5°C and 2°C (Figure 2) (Drijfhout et al., 2015). The melting of most mountain glaciers, including those in the Tibetan-Himalayas, combined with mega-droughts, heat waves, storms, and foods, would adversely affect nearly everyone on the planet. 80 years from now: In 80 years, warming is expected to exceed 4°C, increasing the likelihood of irreversible and catastrophic change (World Bank, 2013b). 4ºC warming is likely to expose as much as 75% of the global population to deadly heat (Mora et al., 2017). The 2°C and 4°C values quoted above and in other reports, however, are merely the central values with a 50% probability of occurrence (Ramanathan and Feng, 2008). There is a 5% probability the warming could be as high as 6°C due to uncertainties in the magnitude of amplifying feedbacks (see Section 4). This in turn could lead to major disruptions to natural and social systems, threatening food security, water security, and national security and fundamentally affecting the great majority of the projected 11.2 billion inhabitants of the planet in 2100 (UN DESA, 2015). 3. What Are the Wild Cards for Climate Disruption? Increasing the concentrations of greenhouse gases in the atmosphere increases radiative forcing (the difference between the amount of energy entering the atmosphere and leaving) and thus increases the global temperature (IPCC, 2013). However, climate wild cards exist that can alter the linear connection with warming and anthropogenic emissions by triggering abrupt changes in the climate (Lenton et al., 2008). Some of these wild cards have not been thoroughly captured by the models that policymakers rely on the most. These abrupt shifts are irreversible on a human time scale (<100 years) and will create a notable disruption to the climate system, condemning the world to warming beyond that which we have previously projected. These climate disruptions would divert resources from needed mitigation and upset mitigation strategies that we have already put in place. 1. Unmasking Aerosol Cooling: The frst such wild card is the unmasking of an estimated 0.7°C (with an uncertainty range of 0.3°C to 1.2°C) of the warming in addition to mitigating other aerosol effects such as disrupting rainfall patterns, by reducing emissions of aerosols such as sulfates and nitrates as part of air pollution regulations (Wigley, 1991; Ramanathan and Feng, 2008). Aerosol air pollution is a major health hazard with massive costs to public health and society, including contributing to about 7 million deaths (from household and ambient exposure) each year (WHO, 2014). While some aerosols, such as black carbon and brown carbon, strongly absorb sunlight and warm the climate, others refect sunlight back into space, which cools the climate (Ramanathan and Carmichael, 2008). The net impact of all manmade aerosols is negative, meaning that about 30% of the warming from greenhouse gases is being masked by co-emitted air pollution particles (Ramanathan and Carmichael, 2008). As we reduce greenhouse gas emissions and implement policies to eliminate air pollution, we are also reducing the concentration of aerosols in the air. Aerosols last in the atmosphere for about a week, so if we eliminate air pollution without reducing emissions of the greenhouse gases, the unmasking alone would lead to an estimated 0.7°C of warming within a matter of decades (Ramanathan and Feng, 2008). We must eliminate all aerosol emissions due to their health effects, but we must simultaneously mitigate emissions of CO2 , other greenhouse gases, and black carbon and co-pollutants to avoid an abrupt and very large jump in the near-term warming beyond 2°C (Brasseur and Roeckner, 2005). 2. Tipping Points: It is likely that **as we cross the 1.5°C to 2°C thresholds we will trigger so called “tipping points” for abrupt and nonlinear changes in the climate system with catastrophic consequences** for humanity and the environment (Lenton, 2008; Drijfhout et al., 2015). Once the tipping points are passed, the resulting impacts will range in timescales from: disruption of monsoon systems (transition in a year), loss of sea ice (approximately a decade for transition), dieback of major forests (nearly half a century for transition), reorganization of ocean circulation (approximately a century for transition), to loss of ice sheets and subsequent sea-level rise (transition over hundreds of years) (Lenton et al., 2008). Regardless of timescale, once underway many of these changes would be irreversible (Lontzek et al., 2015). There is also a likelihood of crossing over multiple tipping points simultaneously. Warming of close to 3°C would subject the system to a 46% probability of crossing multiple tipping points, while warming of close to 5°C would increase the risk to 87% (Cai et al., 2016). Recent modeling work shows a “cluster” of these tipping points could be triggered between 1.5°C and 2°C warming (Figure 2), including melting of land and sea ice and changes in highlatitude ocean circulation (deep convection) (Drijfhout et al., 2015). This is consistent with existing observations and understanding that the polar regions are particularly sensitive to global warming and have several potentially imminent tipping points. The Arctic is warming nearly twice as quickly as the global average, which makes the abrupt changes in the Arctic more likely at a lower level of global warming (IPCC, 2013). Similarly, the Himalayas are warming at roughly the same rate as the Arctic and are thus also more susceptible to incremental changes in temperature (UNEP-WMO, 2011). This gives further justifcation for limiting warming to no more than 1.5°C. While all climate tipping points have the potential to rapidly destabilize climate, social, and economic systems, some are also self-amplifying feedbacks that once set in motion increase warming in such a way **that they perpetuate yet even more warming**. **Declining Arctic sea ice, thawing permafrost, and the poleward migration of cloud systems are all examples of self-amplifying feedback mechanisms, where initial warming feeds upon itself to cause still more warming acting as a force multiplier** (Schuur et al., 2015).

#### Warming independently triggers global war - extinction

Eric **Holthaus 15**, editor at rollingstone magazine citing James Hansen, former NASA climatologist, "The Point of No Return: Climate Change Nightmares Are Here," Rolling Stone, accessed 10-23-2016, http://www.rollingstone.com/politics/news/the-point-of-no-return-climate-change-nightmares-are-already-here-20150805

On July 20th, James Hansen, the former NASA climatologist who brought climate change to the public's attention in the summer of 1988, issued a bombshell: He and a team of climate scientists had identified a newly important feedback mechanism off the coast of Antarctica that suggests mean sea levels could rise 10 times faster than previously predicted: 10 feet by 2065. The authors included this chilling warning: If emissions aren't cut, "We conclude that multi-meter sea-level rise would become practically unavoidable. Social disruption and economic consequences of such large sea-level rise could be devastating. It is not difficult to imagine that conflicts arising from forced migrations and economic collapse might make the planet ungovernable, threatening the fabric of civilization."

## Case

### AT: Debris

#### 1] Squo debris thumps

**Wall 21** [Mike Wall, Michael Wall is a Senior Space Writer with [Space.com](http://space.com/) and joined the team in 2010. He primarily covers exoplanets, spaceflight and military space. He has a Ph.D. in evolutionary biology from the University of Sydney, Australia, a bachelor's degree from the University of Arizona, and a graduate certificate in science writing from the University of California, Santa Cruz. 11/15/21, "Kessler Syndrome and the space debris problem," Space, [https://www.space.com/kessler-syndrome-space-debris accessed 12/10/21](https://www.space.com/kessler-syndrome-space-debris%20accessed%2012/10/21)] Adam

Earth orbit is getting more and more crowded as the years go by. Humanity has launched about 12,170 satellites since the dawn of the space age in 1957, [according to the European Space Agency](https://www.esa.int/Safety_Security/Space_Debris/Space_debris_by_the_numbers) (ESA), and 7,630 of them remain in orbit today — but only about 4,700 are still operational. That means there are nearly 3,000 defunct spacecraft zooming around Earth at tremendous speeds, along with other big, dangerous pieces of debris like upper-stage rocket bodies. For example, orbital velocity at 250 miles (400 kilometers) up, the altitude at which the ISS flies, is about 17,100 mph (27,500 kph). At such speeds, even a tiny shard of debris can do serious damage to a spacecraft — and there are huge numbers of such fragmentary bullets zipping around our planet. ESA estimates that Earth orbit harbors at least 36,500 debris objects that are more than 4 inches (10 centimeters) wide, 1 million between 0.4 inches and 4 inches (1 to 10 cm) across, and a staggering 330 million that are smaller than 0.4 inches (1 cm) but bigger than 0.04 inches (1 millimeter). These objects pose more than just a hypothetical threat. From 1999 to May 2021, for example, the ISS conducted 29 debris-avoiding maneuvers, including three in 2020 alone, [according to NASA officials](https://www.nasa.gov/mission_pages/station/news/orbital_debris.html). And that number continues to grow; the station performed [another such move in November 2021](https://www.space.com/space-station-dodging-chinese-space-junk-spacex-crew-3), for example. Many of the smaller pieces of space junk were spawned by the explosion of spent rocket bodies in orbit, but others were more actively emplaced. In January 2007, for instance, China intentionally destroyed one of its defunct weather satellites in a much-criticized test of anti-satellite technology that generated [more than 3,000 tracked debris objects](https://swfound.org/media/9550/chinese_asat_fact_sheet_updated_2012.pdf) and perhaps 32,000 others too small to be detected. The vast majority of that junk remains in orbit today, experts say. Spacecraft have also collided with each other on orbit. The most famous such incident occurred in February 2009, when Russia's defunct Kosmos 2251 satellite slammed into the operational communications craft Iridium 33, producing [nearly 2,000 pieces of debris](https://swfound.org/media/6575/swf_iridium_cosmos_collision_fact_sheet_updated_2012.pdf) bigger than a softball. That 2009 smashup might be evidence that the Kessler Syndrome is already upon us, though a cataclysm of "Gravity" proportions is still a long way off. "The cascade process can be more accurately thought of as continuous and as already started, where each collision or explosion in orbit slowly results in an increase in the frequency of future collisions," [Kessler told Space Safety Magazine in 2012](http://www.spacesafetymagazine.com/space-debris/kessler-syndrome/don-kessler-envisat-kessler-syndrome/).

#### 2] The government also produces debris so increase is inevitable -- CA Van Burken 20 –private innovation SOLVES debris with reusable and recyclable tech

3] CP solves

### Private Good

#### 1] Space exploration fails without private sector leadership – this answers tradeoff

WAMU 20 [(interviewing Ariel Ekblaw, founder and lead of MIT Media Lab’s Space Exploration Initiative and Charles Bolden, NASA administrator from 2009-2017) “How Private Companies Are Changing The Future Of Space Exploration,” February 6, 2020, https://wamu.org/story/20/02/06/how-private-companies-are-changing-the-future-of-space-exploration/] TDI

How Private Companies Are Changing The Future Of Space Exploration LISTEN SpaceX founder Elon Musk addresses the media alongside NASA Administrator Jim Bridenstine, and astronauts Doug Hurley and Bob Behnken, during a press conference announcing new developments of the Crew Dragon reusable spacecraft, at SpaceX headquarters in Hawthorne, California on October 10, 2019. (Philip Pacheco / AFP) Private companies like SpaceX are testing vehicles for manned space missions. We’ll peer out into the near future and next steps in human space exploration. Guests Ariel Ekblaw, founder and lead of MIT Media Lab’s Space Exploration Initiative. (@ariel\_ekblaw) Charles Bolden, NASA administrator from 2009-2017, and a former astronaut and Marine Corps general. (@cboldenjr) Interview Highlights American astronaut Christina Koch broke the record for the longest-ever space flight by a woman today. Where is human space exploration going next? Ariel Ekblaw: “It’s a huge milestone. Part of her story around the spacesuit, and the sizing of the spacesuits, and the all-female spacewalk is something that we pay a lot of attention to at our group at M.I.T. And then being able to be in space for that length of time provides an invaluable sense of knowledge of what is the human lived experience of space. “How might we better design for her comfort to delight her in space? To now, thanks to standing on the shoulders of groups like NASA and Charlie’s work, think about not just a survivalist mode for space exploration, but what are the artifacts, and the tools, and the experiences that we could design for Christine in the future? Given her experience of this 300-plus-day journey and stay to really delight her for her experience in space exploration. And in the future, scale that to space tourists and others besides astronauts.” On how close we are to regular space tourism Ariel Ekblaw: “I would say we’re both close — we’re dangerously close — and yet so far away. So companies like Blue Origin and Virgin Galactic are racing to be able to send some of the first space tourists into low Earth orbit on some of their crafts, in either this year, or upcoming years. With Axiom and the announcement from NASA about the first commercial space station to be attached to the International Space Station. “We’re beginning to build up that infrastructure that could support real space tourism. There are still, as I’m sure Charlie can also speak to, large unanswered questions about how do you prepare someone if not off the street — A space enthusiast — for the experience of space when they’re not necessarily going to have the same in-depth, extensive training as a NASA astronaut? How do we keep them safe? How do we handle mental health? How do we prepare them for both the excitement and the responsibility that they might have as a member of a crew in a resource constrained environment?” On whether people who aren’t trained as astronauts should be able to go into space Charles Bolden: “Yes, without a doubt. … They’ve got to have some training. But I would say it depends on what the flight is going to be. I haven’t had a chance to talk to Beth Moses from Virgin Galactic. But Beth would be — she’s not a normal person off the street, because she’s the astronaut training officer at Blue Origin. But Beth had an opportunity to fly, and she didn’t go through years of training. You know, I think there’s some fundamental things that you teach someone about mobility. And, ‘don’t touch that.’ And you let them go.” On whether it’s possible to go to Mars without commercial interest involved Ariel Ekblaw: “I think it’s critical to have both. As Charlie and Dava Newman — another colleague of mine — have shown: the path from moon to Mars is going to be a public-private partnership path. And we need the capability that private brings and the inspiration that NASA and that the governments can still bring to the task.” On what it’s like to go to space Charles Bolden: “It’s much more spectacular than the pictures portray. We have great cameras nowadays. They’re better and better than they ever were before, but they just cannot capture what the human eye sees. God’s camera is pretty awesome. The ability to play around with Newton’s law, the fact that, you know, because gravity is overcome by the speed at which you’re going around the planet allows us to seem like we’re floating. And that’s a lot of fun to get to play with. You know, a body at rest stays at rest, a body in motion stays in motion. And for every action, there’s an equal and opposite reaction. It makes all that stuff that you learned in middle school, if you learned it, or if you avoided it, it brings it to life for you. So that’s incredible.” From The Reading List Wall Street Journal: “Space Is Poised for Explosive Growth. Let’s Get It Right.” — “In the 19th century, urban planners wrangled the chaotic metropolises of Paris and New York into “planned cities,” turning warrens of streets into orderly grids, building sewage systems and transit lines, and allowing for new types of architecture, such as apartment buildings. Today, we face a similar inflection point in developing the nearest reaches of space. “The next decade is set to bring explosive commercial growth and more private industry players to low-earth orbit, the area spanning 100 to 1,240 miles above the planet’s surface. SpaceX has proposed a satellite-based internet, and Planet is growing its fleet of Earth-imaging satellites. NASA plans a transition towards commercial management of the international space station. Several startups are developing low-earth orbit advertisements—logos or other designs, visible in the night sky, made from tiny, reflective satellites. Entrepreneurs are making plans for space hotels. “Before we let rampant development go unchecked, we should consider how these efforts might conflict with or complement each other. We still have the chance to intentionally design humanity’s first ‘planned orbit.’” MIT Media Lab: “Democratizing Access to Space” — “The Space Exploration Initiative’s founding mission is to rigorously, vigorously build out the technologies of our sci-fi space future while keeping our innovations and team as open and accessible as possible. When we say we’re ‘democratizing access to space exploration,’ what do we mean? In the context of our blue sky goal — to realize an inclusive, impactful — we approach democratization in four core ways. We are: “1. Democratizing access by inviting and uniting new disciplines in our creative practice] “2. Democratizing access by designing space tools, products, and experiences for all of us, not just the pinnacle of human talent embodied by astronauts. “3. Democratizing access by developing hands-on, widely accessible opportunities to shape the technologies of our space future. “4. Democratizing access through the celebration of new narratives through which we can tell the story of Space Exploration, writ large.” The Verge: “This was the decade the commercial spaceflight industry leapt forward” — “Two years into the decade, on May 25th, 2012, a small teardrop-shaped capsule arrived at the International Space Station, packed with cargo and supplies for the crew living on board. Its resupply mission at the ISS wasn’t remarkable, but the vehicle itself was unique: it was a Dragon cargo capsule, owned and operated by a private company called SpaceX. “Before 2012, only vehicles operated by governments had ever visited the ISS. The Dragon was the first commercial vehicle to dock with the station. The milestone was a crowning achievement for the commercial industry, which has permanently altered the spaceflight sector over the last 10 years. “This decade, the space industry has seen a shift in the way it does business, with newer players looking to capitalize on different markets and more ambitious projects. The result has been an explosion of growth within the commercial sector. It’s allowing for easier access to space than ever before, with both positive and negative results. Such growth is providing the commercial space industry with lots of momentum coming into the 2020s, but it’s unclear if this pace is something that can be kept up.” Axios: “NASA’s murky commercial space future” — “NASA’s plans to create a robust economy in low-Earth orbit where private spaceflight companies can flourish could eventually leave the agency’s astronauts stranded on Earth with nowhere to go. “Why it matters: NASA hopes to play a lead role in developing a private spaceflight economy, including private sector astronauts. The agency sees this as a way to free it up to focus on farther afield goals like bringing humans back to the Moon and, eventually, to Mars.

### AT: Space Col

#### Public space colonization financially, scientifically, and logistically infeasible.

Impey 19 — Chris Impey, a faculty member at the University of Arizona, served as Vice-President of the American Astronomical Society, a Fellow of the American Association for the Advancement of Science, and a Howard Hughes Medical Institute Professor, serves on the Advisory Council of METI (Messaging Extraterrestrial Intelligence), 2019 (“Chapter 5: Mars and Beyond: The Feasibility of Living in the Solar System,” *The Human Factor in a Mission to Mars: An Interdisciplinary Approach*, Edited by Konrad Szocik, Published by Springer, ISBN 978-3-030-02059-0, Accessed 08-30-2019, pp. 97-99)

5.2 Establishing a Colony Robert Zubrin never lost the faith. With a Ph.D. in Nuclear Engineering and over 200 technical papers to his credit, Zubrin has been a staunch advocate of human exploration of Mars for 30 years. He holds patents for hybrid rocket-planes, synthetic fuel manufacturing, magnetic sails, salt-water nuclear reactors, and three-person chess, but his true passion is Mars. He thinks we can lower the cost and complexity of a Mars mission by “living off the land,” or utilizing many resources as possible from the air and soil. His ideas were strong enough to be adopted by NASA as their “design reference mission,” but he became frustrated at NASA’s glacial progress and anemic government support so he founded the advocacy group Mars Society in 1998. He’s written a series of books that make the case for going to Mars (Zubrin and Wagner 1996; Zubrin 2008). His most recent book brings Mars exploration up to date with the Mars Direct proposal using the DragonX rocket (Zubrin 2013). Asked about saving costs with a one-way journey, Zubrin has said: “Life is a one-way trip, and one way to spend it is by going to Mars and starting a new branch of human civilization there” (Zubrin 2011). Mars is a challenging goal for human exploration. The problem isn’t energy. The energy cost of going to Mars is less than 10% more than the energy cost of going to the Moon. The problem is the distance. An energy-efficient trajectory involves a travel time of 9 months each way. The trip can be shortened to 6–7 months at the expense of extra energy—a far cry from the week it takes to get to the Moon. The cost of transporting 2 years of supplies for even a small crew is daunting. Wernher von Braun was the first to make a technical study of a Mars mission in the 1950s but it was hopelessly grandiose, using a thousand Saturn V rockets to build a fleet of ten spacecraft in Earth orbit to then carry seventy astronauts to Mars. He pitched a scaled-down concept to Richard Nixon but it was passed over in favor of the Space Shuttle. Former NASA administrator Thomas Paine tried next. Perhaps he’d watched too much Star Trek, but he aimed to conquer and industrialize the Moon with nuclear space tugs, launch a fleet of space stations into orbit around the Earth, and send several dozen spaceships a year to Mars to build a space station and support the settlement The Reagan administration was happy to shelve his report. In 2014, the National Research Council revisited human flight, as directed by Congress. Its sweeping 286-page report concluded bluntly that NASA had an unsustainable and unsafe strategy that will prevent the United States from achieving a human landing on Mars any time in the foreseeable future (National Research Council 2014). With current budgets, they suggest that it can’t happen before mid-century. Along the way, the report addresses the philosophical question of why we should send people into space at all, concluding that purely practical and economic benefits don’t justify the cost, but the aspirational aspect of the endeavor might make it worthwhile. There must be good reasons and a strong will, because Mars is hard. One risk is radiation. Earth dwellers are sheltered from high-energy cosmic rays and solar flares by our atmosphere and magnetic field. When the Curiosity rover headed to Mars, [end page 96] scientists switched on a radiation detector and found that the radiation environment in deep space is far more intense than it is on Earth. An astronaut on a 2-year trip to Mars would get 200 times more radiation dose than an Earth dweller over that same period (Fig. 5.2). However, to put it in perspective, the adventure only increases the lifetime risk of cancer from 21 to 24%. The risk of some sort of spacecraft malfunction is likely to be much higher. Another risk is weightlessness. Substantial physiological changes result from a microgravity environment. Russian cosmonaut Valeri Polyakov spent 438 days on board Mir, making a dizzying 7000 orbits of the Earth, in part to see if humans could handle a trip to Mars. The Russians reported that he suffered no long-term ill-effects from his 14 months in space. There is extensive literature on the adverse effects of microgravity on humans, including bone loss, muscle atrophy, cardiovascular dysfunction, and reduced functioning of the immune system (White and Averner 2001). Some of these effects, like bone loss, can be mitigated but not completely compensated for, by exercise and diet (Grimm et al. 2016). [end page 97] Robert Zubrin notes that the used upper stage of a Mars launch vehicle could be employed as a counterweight. With a mile-long tether and a spin rate of 2 rpm, Earth gravity would be simulated. With a spin rate of 1 rpm, it would be Mars gravity and the astronauts could get acclimatized to the new situation before landing. Materials exist with the requisite tensile strength to construct such a tether, but it would add cost to a mission so it is not clear if such technology is warranted by the health risks. A third risk is being cooped up. A Mars traveler would have to spend a year and a half in a cabin the size of a school bus, and as much as a year at their destination in a space no bigger than a large motor home. The Mars500 mission locked an international crew of six volunteers in a mock spaceship bound for Mars, but actually sitting in Moscow for a year and a half. The crew “returned to Earth” in 2011. Most of them experienced severely disrupted sleep patterns and all of them reduced their activity levels in the confined space, something researchers call a behavioral torpor (Vigo et al. 2013). The experiment made clear how important it will be to simulate Earth life rhythms in the spaceship or on Mars, and how important it will be to stay physically active. It’s hard to judge the psychological impacts of such a trip. People who winter in Antarctica experience a diluted version of the problems. But travelers to Mars will be the most isolated humans who ever lived. They’ll have real-time interactions with a small number of companions and delayed communications with friends and loved ones who are tens of millions of miles away. They’ll be in a confined space with no option to simply go out for a walk, and they’ll be continuously monitored by anxious ground crews and scientists on Earth. If anyone spins out of control, there’s no real-time access to mental health services such as counseling or psychotherapy. The visionaries are undeterred. Apollo astronaut Buzz Aldrin put it like this: “Going to Mars means staying on Mars—a mission by which we are building up a confidence level to become a two-planet species. At Mars, we’ve been given a wonderful set of moons which can act as offshore worlds from which crews can robotically preposition hardware and establish radiation shielding on the Martian surface to begin sustaining increasing numbers of people” (Aldrin 2013). Two new ventures are trying to put Mars within reach without using any government resources. Inspiration Mars is the brainchild of Dennis Tito, an engineer turned tycoon who was the world’s first space tourist in 2001. Tito plans to keep costs down by not landing. His billion-dollar fly-by plans to use an upgraded version of the SpaceX Dragon capsule. With a cleverly designed trajectory, he can get there with a single burn of the engine. The return is challenging. The capsule will slam into the Earth’s atmosphere at 32,000 mph, requiring new materials for a heat shield. The project is currently aiming for a launch in 2021. Mars One is run by Dutch entrepreneur Bas Lansdorp, who also plans to use a SpaceX capsule. He plans to keep costs down by leaving his four passengers on Mars. If they survive the trip, they will build a habitat from their spacecraft and adjacent inflated areas covered by Martian regolith. They’ll create water, oxygen, and some food locally, augmented by regular supply missions, and every 2 years they will be joined by four more refugees from Earth. Gradually, they will build a settlement (Fig. 5.3). Lansdorp estimates his costs to be $6 billion for the first trip and $4 billion [end page 98] for each crew that follows. Space experts judge the plan to be very ambitious; some judge it to be impossible. Everyone agrees that it is audacious (Do et al. 2014). NASA has a plan that will take several decades and cost about $100 billion, which makes the claims of Mars One seem unrealistic. Would-be Martians are in a race against time. The red planet has its next close approach to the Earth in 2018, and it won’t get as close again until 2035. Inspiration Mars and Mars One have both had to slip past the most favorable 2018 launch date. Mars One accepted over 200,000 applications online for the chance to live and die on Mars. In 2014 the number was culled to 1058, and then to 705. Those who remain will go endure rigorous physical and psychological testing to generate a final group of 24. Lansdorp plans to finance his venture by turning it into a reality TV epic—think Survivor meets The Truman Show meets The Martian Chronicles.

#### If it is possible,

#### Space colonization is good and possible – new developing tech and adaptation solves civil war, extinction, civilization collapse, and exploration defense doesn’t apply. Independently proves that space expansion means that we can reach it eventually even if not now because tech is developing.

Kennedy ’19 [Fred, “To Colonize Space Or Not To Colonize: That Is The Question (For All Of Us)”, 12-18-2019, Forbes, https://www.forbes.com/sites/fredkennedy/2019/12/18/to-colonize-or-not-to-colonize--that-is-the-question-for-all-of-us/?sh=65a8d2702367]//pranav

It’s important to distinguish between colonize and explore. Exploration already enjoys broad approval here in America. In June, 77% of U.S. respondents told Gallup pollsters that NASA’s budget should either be maintained or increased – undeniable evidence of support for the American space program (as it’s currently constituted). By any measure, we’ve done an admirable job of surveying the solar system over the past 60 years – an essential first step in any comprehensive program of exploration. Unmanned probes developed and launched by the United States and the Soviet Union conducted flybys of the Moon and the terrestrial planets not long after we reached Earth orbit, and since then, we’ve flown by the outer planets. Multiple nations have placed increasingly sophisticated robotic emissaries on the surfaces of the Moon, Mars, Venus and Saturn’s largest moon, Titan. Most stunningly, in a tour de force of technology and Cold War chutzpah, the U.S. dispatched humans to set foot on another world, just 50 years and a few months ago. But after only six such visits, we never returned. Moon habitats in lava tubes, crops under glass domes, ice mining at the south pole? No. NASA’s Artemis program may place a man and a woman on the Moon again in 2024. But that’s hardly colonization. For perspective, let’s look closer to home. Sailors from an American vessel may have landed on Antarctica as early as 1821 – the claim is unverified – but no scientific expeditions “wintered” there for another 75 years. The first two of these, one Belgian and one British, endured extreme cold and privation – one inadvertently, the other by design. And yet, 200 years after the first explorer set foot on the continent, there are no permanent settlements (partially as a result of a political consensus reached in the late 1950s, but in no small part due to the difficulty of extracting resources such as ore or fossil fuels through kilometers of ice). Less than 5,000 international researchers and support staff comprise the “summer population” at the bottom of the world. That number dwindles to just 1,100 during the harsh Antarctic winter, requiring millions of tons of supplies and fuel to be delivered every year – none of which can be produced locally. To suggest that Antarctica is colonized would be far overstating the sustainability of human presence there. If Antarctica is hard, the Moon, Mars, asteroids, and interplanetary space will be punishingly difficult. Writing in Gizmodo this past July, George Dvorsky describes the challenges to a human colony posed by low gravity, radiation, lack of air and water, and the psychological effects of long-term confinement and isolation inside artificial structures, in space or on planetary surfaces. Add to this the economic uncertainties of such a venture – where the modern analog of a Dutch or British East India Company would face enormous skepticism from investors regarding the profitability of shipping any good or finished product between colonial ports of call – and it becomes clear why nation states and mega-corporations alike have so far resisted the temptation to set up camp beyond geosynchronous orbit. Perhaps, many argue, we should focus our limited resources on unresolved problems here at home? Yet a wave of interest in pursuing solar system colonization is building, whether its initial focus is the Moon, Mars, or O’Neill-style space habitats. Jeff Bezos has argued eloquently for moving heavy industry off the home planet, preserving Earth as a nature reserve, and building the space-based infrastructure that will lower barriers and create opportunities for vast economic and cultural growth (similar to how the Internet and a revolution in microelectronics has allowed Amazon and numerous other companies to achieve spectacular wealth). Elon Musk and Stephen Hawking both suggested the need for a “hedge” population of humans on Mars to allow human civilization to reboot itself in the event of a catastrophe on Earth – an eggs-in-several-baskets approach which actually complements the arguments made by Bezos. And while both are valid reasons for pursuing colonization, there’s a stronger, overarching rationale that clinches it. I’ll assert that a fundamental truth – repeatedly borne out by history – is that expanding, outwardly-focused civilizations are far less likely to turn on themselves, and far more likely to expend their fecundity on growing habitations, conducting important research and creating wealth for their citizens. A civilization that turns away from discovery and growth stagnates – a point made by NASA’s Chief Historian Steven Dick as well as Mars exploration advocate Robert Zubrin. As a species, we have yet to resolve problems of extreme political polarization (both internal to nation states as well as among them), inequalities in wealth distribution, deficiencies in civil liberties, environmental depredations and war. Forgoing opportunities to expand our presence into the cosmos to achieve better outcomes here at home hasn’t eliminated these scourges. What’s more, the “cabin fever” often decried by opponents of colonization (when applied to small, isolated outposts far from Earth) turns out to be a potential problem for our own planet. Without a relief valve for ideological pilgrims or staunch individualists who might just prefer to be on their own despite the inevitable hardships, we may well run the risk of exacerbating the polarization and internecine strife we strive so hard to quell. Focusing humanity’s attention and imagination on a grand project may well give us the running room we need to address these problems. But the decision cannot be made by one country, or one company, or one segment of the human population. If we do this, it will of necessity be a truly international endeavor, a cross-sector endeavor (with all commercial, civil, and defense interests engaged and cooperating). The good news: Critical technologies such as propulsion and power generation systems will improve over time. Transit durations between celestial destinations will shorten (in the same way sailing vessels gave way to steam ships and then to airliners and perhaps, one day, to point-to-point ballistic reusable rockets). Methods for obtaining critical resources on other planets will be refined and enhanced. Genetic engineering may be used to better adapt humans, their crops and other biota to life in space or on other planetary surfaces – to withstand the effects of low or micro-gravity, radiation, and the psychological effects of long-duration spaceflight.