### 1NC

#### Strong commercial space catalyzes tech innovation – progress at the margins and spinoff tech change global information networks

Joshua Hampson 2017, Security Studies Fellow at the Niskanen Center, 1-25-2017, “The Future of Space Commercialization”, Niskanen Center, https://republicans-science.house.gov/sites/republicans.science.house.gov/files/documents/TheFutureofSpaceCommercializationFinal.pdf

Innovation is generally hard to predict; some new technologies seem to come out of nowhere and others only take off when paired with a new application. It is difficult to predict the future, but it is reasonable to expect that a growing space economy would open opportunities for technological and organizational innovation. In terms of technology, the difficult environment of outer space helps incentivize progress along the margins. Because each object launched into orbit costs a significant amount of money—at the moment between $27,000 and $43,000 per pound, though that will likely drop in the future —each 19 reduction in payload size saves money or means more can be launched. At the same time, the ability to fit more capability into a smaller satellite opens outer space to actors that previously were priced out of the market. This is one of the reasons why small, affordable satellites are increasingly pursued by companies or organizations that cannot afford to launch larger traditional satellites. These small 20 satellites also provide non-traditional launchers, such as engineering students or prototypers, the opportunity to learn about satellite production and test new technologies before working on a full-sized satellite. That expansion of developers, experimenters, and testers cannot but help increase innovation opportunities. Technological developments from outer space have been applied to terrestrial life since the earliest days of space exploration. The National Aeronautics and Space Administration (NASA) maintains a website that lists technologies that have spun off from such research projects. Lightweight 21 nanotubes, useful in protecting astronauts during space exploration, are now being tested for applications in emergency response gear and electrical insulation. The need for certainty about the resiliency of materials used in space led to the development of an analytics tool useful across a range of industries. Temper foam, the material used in memory-foam pillows, was developed for NASA for seat covers. As more companies pursue their own space goals, more innovations will likely come from the commercial sector. Outer space is not just a catalyst for technological development. Satellite constellations and their unique line-of-sight vantage point can provide new perspectives to old industries. Deploying satellites into low-Earth orbit, as Facebook wants to do, can connect large, previously-unreached swathes of 22 humanity to the Internet. Remote sensing technology could change how whole industries operate, such as crop monitoring, herd management, crisis response, and land evaluation, among others. 23 While satellites cannot provide all essential information for some of these industries, they can fill in some useful gaps and work as part of a wider system of tools. Space infrastructure, in helping to change how people connect and perceive Earth, could help spark innovations on the ground as well. These innovations, changes to global networks, and new opportunities could lead to wider economic growth.

#### Tech innovation solves every existential threat – cumulative extinction events outweigh the aff

Dylan **Matthews 18**. Co-founder of Vox, citing Nick Beckstead @ Rutgers University. 10-26-2018. "How to help people millions of years from now." Vox. https://www.vox.com/future-perfect/2018/10/26/18023366/far-future-effective-altruism-existential-risk-doing-good

If you care about improving human lives, you should overwhelmingly care about those quadrillions of lives rather than the comparatively small number of people alive today. The 7.6 billion people now living, after all, amount to less than 0.003 percent of the population that will live in the future. It’s reasonable to suggest that those quadrillions of future people have, accordingly, hundreds of thousands of times more moral weight than those of us living here today do. That’s the basic argument behind Nick Beckstead’s 2013 Rutgers philosophy dissertation, “On the overwhelming importance of shaping the far future.” It’s a glorious mindfuck of a thesis, not least because Beckstead shows very convincingly that this is a conclusion any plausible moral view would reach. It’s not just something that weird utilitarians have to deal with. And Beckstead, to his considerable credit, walks the walk on this. He works at the Open Philanthropy Project on grants relating to the far future and runs a charitable fund for donors who want to prioritize the far future. And arguments from him and others have turned “long-termism” into a very vibrant, important strand of the effective altruism community. But what does prioritizing the far future even mean? The most literal thing it could mean is preventing human extinction, to ensure that the species persists as long as possible. For the long-term-focused effective altruists I know, that typically means identifying concrete threats to humanity’s continued existence — like unfriendly artificial intelligence, or a pandemic, or global warming/out of control geoengineering — and engaging in activities to prevent that specific eventuality. But in a set of slides he made in 2013, Beckstead makes a compelling case that while that’s certainly part of what caring about the far future entails, approaches that address specific threats to humanity (which he calls “targeted” approaches to the far future) have to complement “broad” approaches, where instead of trying to predict what’s going to kill us all, you just generally try to keep civilization running as best it can, so that it is, as a whole, well-equipped to deal with potential extinction events in the future, not just in 2030 or 2040 but in 3500 or 95000 or even 37 million. In other words, caring about the far future doesn’t mean just paying attention to low-probability risks of total annihilation; it also means acting on pressing needs now. For example: We’re going to be better prepared to prevent extinction from AI or a supervirus or global warming if society as a whole makes a lot of scientific progress. And a significant bottleneck there is that the vast majority of humanity doesn’t get high-enough-quality education to engage in scientific research, if they want to, which reduces the odds that we have enough trained scientists to come up with the breakthroughs we need as a civilization to survive and thrive. So maybe one of the best things we can do for the far future is to improve school systems — here and now — to harness the group economist Raj Chetty calls “lost Einsteins” (potential innovators who are thwarted by poverty and inequality in rich countries) and, more importantly, the hundreds of millions of kids in developing countries dealing with even worse education systems than those in depressed communities in the rich world. What if living ethically for the far future means living ethically now? Beckstead mentions some other broad, or very broad, ideas (these are all his descriptions): Help make computers faster so that people everywhere can work more efficiently Change intellectual property law so that technological innovation can happen more quickly Advocate for open borders so that people from poorly governed countries can move to better-governed countries and be more productive Meta-research: improve incentives and norms in academic work to better advance human knowledge Improve education Advocate for political party X to make future people have values more like political party X ”If you look at these areas (economic growth and technological progress, access to information, individual capability, social coordination, motives) a lot of everyday good works contribute,” Beckstead writes. “An implication of this is that a lot of everyday good works are good from a broad perspective, even though hardly anyone thinks explicitly in terms of far future standards.” Look at those examples again: It’s just a list of what normal altruistically motivated people, not effective altruism folks, generally do. Charities in the US love talking about the lost opportunities for innovation that poverty creates. Lots of smart people who want to make a difference become scientists, or try to work as teachers or on improving education policy, and lord knows there are plenty of people who become political party operatives out of a conviction that the moral consequences of the party’s platform are good. All of which is to say: Maybe effective altruists aren’t that special, or at least maybe we don’t have access to that many specific and weird conclusions about how best to help the world. If the far future is what matters, and generally trying to make the world work better is among the best ways to help the far future, then effective altruism just becomes plain ol’ do-goodery.\*

### 1NC – CP

#### Spacefaring Nations should:

#### increase funding for space-situational awareness technology, and

#### integrate Battle Management Command, Control, and Communications, tactical intelligence, and intelligence, surveillance, and reconnaissance systems,

#### warn all states about known impending collisions on their space assets

#### develop satellites with automated collision avoidance systems.

#### Planks 1 and 2 solves collisions, assures allies, and avoids key sharing key secrets

Hitchens and Johnson-Freese 16 (Theresa Hitchens and Joan Johnson-Freese. Johnson-Freese is a professor of national security affairs at the Naval War College in Newport, Rhode Island. Theresa Hitchens is a Senior Research Scholar at the University of Maryland’s Center for International and Security Studies at Maryland (CISSM), and former Director of the United Nations Institute for Disarmament Research (UNIDIR). “Toward a New National Security Space Strategy Time for a Strategic Rebalancing,” Atlantic Council Strategy Papers, No. 5, 2016, <https://www.atlanticcouncil.org/images/publications/AC_StrategyPapers_No5_Space_WEB1.pdf>)

Improved SSA is a foundational capability for any US space strategy in any and all circumstances, given the rapid changes in the space environment. The national space security community has recognized this repeatedly, although funding has arguably not been commensurate with the rhetoric. Attempts are now being made to rectify the funding situation because of the Russia/China threat scare. According to the Government Accountability Office (GAO), the Obama administration is planning to spend about $6 billion between 2015 and 2020 to beef up SSA capabilities—largely within the Pentagon, but also at contributing agencies NOAA and NASA.50 Calculating exact spending on SSA activities, however, is not possible due to the way the Defense Department tracks (or, rather, does not track) related spending. According to the GAO report:

• Compiling a budget for all SSA-related efforts is a challenge because many assets that support the SSA mission do not have it as their primary mission.

• DOD is not required to and does not track the budgets specific to its SSA efforts for multiple-mission systems, and it does not estimate what percentage would be allocated to SSA.

• For example, some portion of the ballistic missile defense sensors budget, which averages about $538 million per fiscal year over the next few years, supports SSA, but DOD does not track the efforts of multi-mission sensors in a manner that would provide such data.

• SSA-related efforts performed using intelligence community sensor systems are also not included in the core SSA budget because those efforts and their budgets are classified.51

SSA is also an area ripe for possible leveraging of commercial and foreign capabilities, both to provide resilience and to complicate an adversary’s calculations regarding an attack—one of the stated goals of the Obama administration’s NSP. However, that potential has yet to be fully exploited, and greater emphasis should be put on doing so.

On June 1, 2015, US Strategic Command (STRATCOM) initiated a six-month pilot program to research how to integrate commercial operators (and their SSA data) into the JSpOC, called the Commercial Integration Cell. The initial effort involves six operators: Intelsat, SES Government Solutions, Inmarsat, Eutelsat, DigitalGlobe, and Iridium Communications. The goal is to assess whether JSpOC operations can be enhanced via integration of industry capabilities and insights, and, if so, how.52 The pilot program comes after years of lobbying by industry, including through SDA, for closer cooperation and collaboration between commercial operators and the US military on space-object data tracking. One major hurdle has been that the computer systems and models used by JSpOC are antiquated, and incompatible with more up-to-date industry practices. While updates are planned, given the lack of adequate budget resources, this situation is not likely to be rectified anytime soon. This misalignment between ways and means should be addressed as soon as possible by the incoming administration.

Another question is the extent to which US allies will be allowed access to the improved SSA data, including the interference warnings and collision analysis it will provide.53 The issue with allies is not just technical, but also, and primarily, political. The uncertainty in the private sector about JSpOC-industry collaboration and data sharing is underscored by AGI’s COMSpOC. AGI is seeking to tap into the expanded (and unfilled by JSpOC) need for such data in the commercial marketplace, both in the United States and abroad.54

Lieutenant General John W. Raymond, Commander of the Joint Functional Component Command for Space, told the House Armed Services Strategic Forces Subcommittee on March 25, 2015, that STRATCOM is working on a new “tiered SSA Sharing Strategy.” Raymond stated: “The tenets of this strategy are to share more information in a timelier manner with the broadest range of partners. We aim to promote an interactive, exchange-based relationship with satellite 35 owners and operators where all parties gain. This open exchange of information also supports U.S. and allied efforts to detect, identify, and attribute actions in space that are contrary to responsible use and the long-term sustainability of the space environment.” He further noted that, as of March 2015, there were forty-six SSA-sharing agreements in place with forty-six commercial firms, eight nations, and two intergovernmental organizations, with ten more in the works.55 (The number of such SSA agreements, as of March 2016, is now at sixty-three.)56

The word “tiered” in Raymond’s statement is central, as part of the issue for the Defense Department is figuring out what data to share with whom, at what level of specificity and accuracy. There has traditionally been reluctance about “giving away the store,” particularly because many allies more closely integrate their civilian and military space operations, with less of a focus on protecting national security secrets. It is hard to underestimate the challenges— for example, simply regarding security clearances for access to US data. Further, some nations are leery of relying too closely on information provided by the US military. For this very reason, the European Union (EU) in 2009 launched an effort to pursue independent SSA capabilities— an effort that has proceeded in fits and starts, due to internal EU concerns about the sharing of both information and funding. As of early 2015, the nascent program is being funded by fourteen participating EU states, focusing largely on figuring out how to better coordinate European activities, but also looking at how to improve capabilities.57According to the European Space Agency (ESA): “To date, Europe’s access to information on what is happening in space has been largely dependent on non-European sources. In recent years, for example, data to trigger alerts on potential collisions between European satellites and debris objects have only come through the good will of other spacefaring nations. For this and other reasons, Europe needs an autonomous SSA capability.”58 It remains unclear how the EU SSA system, once established, will interact with that of the United States. This should be a major focus of future US space diplomacy and cooperation, to ensure that the systems are compatible and accessible—in part, to provide mission assurance.

The United States signaled its desire to forge the closest partnership on SSA sharing with Australia, Canada, and the United Kingdom, via a Memorandum of Understanding on Combined Space Operations, signed in September 2014.59 The details of the MoU, however, are vague.60 It should be noted that all three countries have assets that could contribute to US efforts, and would not simply benefit from a one-way absorption of US data.

Also, it is not only US allies who require better SSA in order to operate satellites safely and securely. More than seventy countries operate satellites, with 1,381 operating satellites in orbit at the end of 2015.61 Many of these operators lack sufficient SSA. In the July 2013 report adopted by the UN General Assembly in October 2013, the Group of Governmental Experts on Transparency and Confidence-Building Measures in Outer Space Activities cited the need for improved global access to space data, both for safety purposes and for building trust. The report stated that, beyond a lack of space capacity, “the inability of many States to acquire significant space-based information” is a factor “contributing to the lack of confidence.”62 Russia has proposed to the COPUOS Scientific and Technical Subcommittee that the UN Office of Outer Space Affairs consider the development of an international, open database of on-orbit objects (both operational satellites and debris) to fill this gap.63 The United States and its allies have rejected the Russian proposal, largely for budgetary reasons, but the United States has been internally mulling over a possible proposition to create an informal international group to discuss the challenges to sharing SSA data and how to overcome them. This would be a promising first step, and a testimony to continued leadership in SSA by the United States, consistent with a national space strategy aimed at reducing risks. Inevitably, some form of open-access space-object database is going to be required, simply to ensure on-orbit safety—particularly in LEO, as the number of so-called Cubesats (very small satellites) rises 37 dramatically. The United States should take the lead on developing a workable space-traffic management regime underpinned by SSA.

#### Plank 3 solves miscalc

Green 14 (Brian D. Green, “Space Situational Awareness Data Sharing: Safety Tool or Security Threat?” A thesis submitted to McGill University in partial fulfillment of the requirements of the degree of MASTER OF LAWS, December 2014, <http://digitool.library.mcgill.ca/webclient/StreamGate?folder_id=0&dvs=1569190779049~368>)

Countries with SSA capabilities would not need to reveal those types of critical information to provide warnings when a collision appears imminent, and thus could provide such warnings even for the benefit of a hostile country. If, for example, the United States detected that Iran’s Sina-1 satellite was in danger of colliding with another space object, it could issue Iran the warning without compromising the security of its own assets. If the US or an ally was in control of the satellite that was in danger of colliding, it could also perform or recommend a collision avoidance maneuver on its own. In either case, collision avoidance procedures would not require a country to provide potentially sensitive details such as a satellite’s current mission tasking, sensor resolution, or design blueprints. However, they could both avert a space-debris producing accident and show good faith in a way that could keep international tensions from escalating.

### Case – adv1

#### Solvency – goering - . Don’t solve – there is no card that suggests seeing it as a commons solves debris or colonization – instead it will just be that every country abuses space together. Cx proves that colonialism wont s

#### Squo solves debris – private tracking, surveillance, in-orbit servicing and green satellite tech all happening now – private sector and P3s are key and outpacing government monitoring

CSTP 20 – OECD Committee, The strategic objectives of the Committee as defined in its Mandate and by the work priorities agreed by Member countries' Ministers responsible for science and technology provide the framework for the Secretariat's proposals for activities to be developed or initiated under the aegis of the Committee itself or its subsidiary bodies (NESTI, TIP, GSF, BNCT and IPSO) [This paper was approved and declassified by written procedure by the Committee for Scientific and Technological Policy (CSTP) on 11 March 2020 and prepared for publication by the OECD Secretariat, “SPACE SUSTAINABILITYTHE ECONOMICS OF SPACE DEBRIS IN PERSPECTIVE,” OECD Science, Technology and Industry Policy Papers, April 2020, No. 87, https://www.oecd-ilibrary.org/science-and-technology/space-sustainability\_a339de43-en]

An emerging “space debris economy”?

* Will we see a more intensive use of cubesats and miniaturised technologies in lower orbits? Cubesats have been the fastest-growing category of launched satellites in the last years and, when launched at lower altitudes, are naturally compliant with debris mitigation guidelines. They are also ever more performant and affordable, and dedicated launch opportunities become more widespread. Furthermore, they increasingly receive preferential treatment in risk-based national legislations (e.g. introduction of sliding scale in the UK Outer Space Act for insurance requirements).
* Space surveillance and tracking capabilities, in both GEO and LEO: New (private) sources of situational awareness data are becoming increasingly important, with data analytics and modelling fuelled by advances in digital technologies. Private sector debris catalogues and tracking capabilities for the geostationary orbit may now be almost as good as government capabilities (IDA, 2016[76]), while solutions for the low-earth orbit are emerging. Start-ups such as LeoLabs provide data and services based on low-cost ground equipment and sophisticated data analysis. The company, which in October 2019 had three radars in the United States and New Zealand, has developed a cloud-based “Space Regulatory and Sustainability Platform” for the New Zealand Space Agency, a first of its kind, destined to track objects launched from New Zealand to ensure compliance with permit conditions (MBIE, 2019[77]). A novel project called TruSat intends to use blockchain technology to crowdsource and validate satellite orbital positions worldwide via open source software (TruSat, 2019[78]). The US Air Force Research Laboratory has signed agreements with several commercial space situational awareness data providers (e.g. Numerica, LeoLabs, ExoAnalytics) to get access to sensor networks and algorithms (Numerica, 2019[79]). The Space Situational Awareness (SSA) open-architecture data-sharing platform under development by the US Department of Commerce, including data from different government agencies, is also expected to spur innovative value-added products and services.
* In-orbit servicing solutions: Several governmental agencies and commercial companies have developed, or are in the process of acquiring, some capabilities for in-orbit servicing (e.g. NASA, DARPA, ESA, JAXA). In-orbit servicing involves a number of complex operations in space: the servicing of space platforms (e.g. satellite, space station) to replenish consumables and degradables (e.g. propellants, batteries, solar array); replacing failed functionality; and/or enhancing the mission through software and hardware upgrades. This is a major challenge as, when on orbit, space platforms can move at speeds of several kilometres a minute. The first commercial in-orbit servicing mission was launched in 2019, by a MEV-1 spacecraft developed by Orbital ATK for an Intelsat geostationary satellite. The main short-term market is seen in the life extension of geostationary satellites, with some 300 potential candidates, at least in theory (Kennedy, 2018[80]). However, the key benefits of in-orbit servicing are expected in the future. Satellite design is currently heavily restricted by extreme launch conditions, but the possibility of servicing could enable a much more flexible and modular satellite design, able to take advantage of the latest advances in materials and electronics, beyond software upgrades (Jaffart, 2018[81]). Market forecasts estimate a USD 3 billion market for in-orbit servicing over the 2017-27 period, mainly driven by life extension services (Northern Sky Research, 2018[82]).
* Active debris removal solutions: Active debris removal is at a less mature technological level, but several firms are preparing demonstration missions (e.g. Astroscale in 2020). Potential candidates for removal include more than 200 critical debris objects (3-9 tonnes); mainly rocket bodies, but also the European Envisat satellite. JAXA, has formally launched a project to remove a large piece of debris by 2025 (a Japanese rocket body) in a public-private partnership (Japanese Delegation to UNCOPUOS, 2019[83]). Both Airbus and Thales Alenia Space are developing in-orbit servicing vehicles with debris removal functions, some of which have been tested on the RemoveDEBRIS mission (Surrey Space Centre, 2019[84]; OECD, 2019[11]).

• “Green” satellite design and technology: The demand for space-environment friendly satellite design is picking up. This includes features to reduce or avoid debris creation (explosion-safe batteries, deorbit technologies) and/or facilitating active removal (e.g. markers or grapple fixtures). One example is OneWeb, which is installing grapple fixtures on their satellites. In Europe, all future Sentinel satellites will be designed for demise. Affordable deorbit technologies are already being tested on orbit. Canada’s three-kilo CanX-7 satellite was launched in 2016 and is currently using its four 1 m2 drag sails to deorbit at a significantly faster rate than it would have without the sails. Amazon’s Kuiper constellation intends to use unpressurised and non-explosive propellant to mitigate accidental explosions, and satellites losing contact with ground control would automatically deactivate themselves, first by self-passivation and orbit-lowering, then depleting all energy reservoirs and switching off charging circuits (FCC, 2019[85]). SpaceX’ Starlink satellites are equipped with automated collision avoidance systems (although it is unclear which role the system played in the near-collision with the ESA Aeolus satellite).

A recent promising initiative is the “Space Sustainability Rating” scheme, originally conceived by teams from the MIT Media Lab, European Space Agency, and World Economic Forum. The initiative intends to be similar to the most widely used green building rating system in the construction industry, called the LEED certification for Leadership in Energy and Environmental Design. The objective is to promote mission designs and operational concepts that mitigate debris creation, and create a label that can encourage operators to behave more responsibly.

#### No debris cascades, but even a worst case is confined to low LEO with no impact

Daniel Von Fange 17, Web Application Engineer, Founder and Owner of LeanCoder, Full Stack, Polyglot Web Developer, “Kessler Syndrome is Over Hyped”, 5/21/2017, http://braino.org/essays/kessler\_syndrome\_is\_over\_hyped/

Kessler Syndrome is overhyped. A chorus of online commenters great any news of upcoming low earth orbit satellites with worry that humanity will to lose access to space. I now think they are wrong.

What is Kessler Syndrome?

Here’s the popular view on Kessler Syndrome. Every once in a while, a piece of junk in space hits a satellite. This single impact destroys the satellite, and breaks off several thousand additional pieces. These new pieces now fly around space looking for other satellites to hit, and so exponentially multiply themselves over time, like a nuclear reaction, until a sphere of man-made debris surrounds the earth, and humanity no longer has access to space nor the benefits of satellites.

It is a dark picture.

Is Kessler Syndrome likely to happen?

I had to stop everything and spend an afternoon doing back-of-the-napkin math to know how big the threat is. To estimate, we need to know where the stuff in space is, how much mass is there, and how long it would take to deorbit.

The orbital area around earth can be broken down into four regions.

Low LEO - Up to about 400km. Things that orbit here burn up in the earth’s atmosphere quickly - between a few months to two years. The space station operates at the high end of this range. It loses about a kilometer of altitude a month and if not pushed higher every few months, would soon burn up. For all practical purposes, Low LEO doesn’t matter for Kessler Syndrome. If Low LEO was ever full of space junk, we’d just wait a year and a half, and the problem would be over.

High LEO - 400km to 2000km. This where most heavy satellites and most space junk orbits. The air is thin enough here that satellites only go down slowly, and they have a much farther distance to fall. It can take 50 years for stuff here to get down. This is where Kessler Syndrome could be an issue.

Mid Orbit - GPS satellites and other navigation satellites travel here in lonely, long lives. The volume of space is so huge, and the number of satellites so few, that we don’t need to worry about Kessler here.

GEO - If you put a satellite far enough out from earth, the speed that the satellite travels around the earth will match the speed of the surface of the earth rotating under it. From the ground, the satellite will appear to hang motionless. Usually the geostationary orbit is used by big weather satellites and big TV broadcasting satellites. (This apparent motionlessness is why satellite TV dishes can be mounted pointing in a fixed direction. You can find approximate south just by looking around at the dishes in your northern hemisphere neighborhood.) For Kessler purposes, GEO orbit is roughly a ring 384,400 km around. However, all the satellites here are moving the same direction at the same speed - debris doesn’t get free velocity from the speed of the satellites. Also, it’s quite expensive to get a satellite here, and so there aren’t many, only about one satellite per 1000km of the ring. Kessler is not a problem here.

How bad could Kessler Syndrome in High LEO be?

Let’s imagine a worst case scenario.

An evil alien intelligence chops up everything in High LEO, turning it into 1cm cubes of death orbiting at 1000km, spread as evenly across the surface of this sphere as orbital mechanics would allow. Is humanity cut off from space?

I’m guessing the world has launched about 10,000 tons of satellites total. For guessing purposes, I’ll assume 2,500 tons of satellites and junk currently in High LEO. If satellites are made of aluminum, with a density of 2.70 g/cm3, then that’s 839,985,870 1cm cubes. A sphere for an orbit of 1,000km has a surface area of 682,752,000 square KM. So there would be one cube of junk per .81 square KM. If a rocket traveled through that, its odds of hitting that cube are tiny - less than 1 in 10,000.

So even in the worst case, we don’t lose access to space.

Now though you can travel through the debris, you couldn’t keep a satellite alive for long in this orbit of death. Kessler Syndrome at its worst just prevents us from putting satellites in certain orbits.

In real life, there’s a lot of factors that make Kessler syndrome even less of a problem than our worst case though experiment.

* Debris would be spread over a volume of space, not a single orbital surface, making collisions orders of magnitudes less likely.
* Most impact debris will have a slower orbital velocity than either of its original pieces - this makes it deorbit much sooner.
* Any collision will create large and small objects. Small objects are much more affected by atmospheric drag and deorbit faster, even in a few months from high LEO. Larger objects can be tracked by earth based radar and avoided.
* The planned big new constellations are not in High LEO, but in Low LEO for faster communications with the earth. They aren’t an issue for Kessler.
* Most importantly, all new satellite launches since the 1990’s are required to include a plan to get rid of the satellite at the end of its useful life (usually by deorbiting)

So the realistic worst case is that insurance premiums on satellites go up a bit. Given the current trend toward much smaller, cheaper micro satellites, this wouldn’t even have a huge effect.

I’m removing Kessler Syndrome from my list of things to worry about.

#### Kessler syndrome is a process not an event---timeframe is decades and intervening actors check.

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

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

#### Even if there is miscal, no one would escalate – official statements prove

Colby 16 (Elbridge, Senior Fellow at the Center for a New American Security, “From Sanctuary to Battlefield: A Framework for a U.S. Defense and Deterrence Strategy for Space”)SLAIR

But such a threat is of substantially decreasing credibility. In today’s much different context, no one really believes that a limited space attack would necessarily or even plausibly be a prelude to total nuclear war. Would the United States respond with a major strategic strike if China or Russia, in the context of a regional conflict with the United States, struck discriminately at implicated U.S. space assets in the attempt to defang U.S. power projection, all while leaving the broader U.S. space architecture alone? Not only does such a massive response seem unlikely – it would be positively foolish and irresponsible. Furthermore, would other nations regard attacks on assets the United States was actively employing for a local war as off limits to attack? Indeed, any reasonable observer would have to judge that such discriminate attacks on U.S. space assets would not necessarily be illegitimate, as, by the United States’ own admission, it relies greatly on its space architecture for conventional power projection. Moreover, official U.S. statements on how the United States would respond to attacks on its space assets – to the limited extent such statements exist and the degree to which those given are clear – offer no indication it would respond massively to such strikes.53 Perhaps more to the point, senior responsible U.S. officials have telegraphed that the United States would indeed not necessarily respond massively to attacks against its space assets.54 In light of these factors, any U.S. space deterrence strategy that is predicated on an all-or-nothing retaliation to space attacks will become increasingly incredible and thus decreasingly effective – and indeed might even invite an adversary’s challenge in order to puncture or degrade U.S. credibility. In other words, since space assets can increasingly be attacked segmentally and discriminately rather than totally, this means that credibly and effectively deterring such attacks requires a less than total response. Since the threat is more like a rapier than a broadsword, the United States needs rapier-like ripostes of its own. Accordingly, the United States Any U.S. space deterrence strategy that is predicated on an all-or-nothing retaliation to space attacks will become increasingly incredible and thus decreasingly effective. needs a more discriminate deterrent for space. In particular, it needs a flexible deterrent capable of meeting the intensifying challenge of deterring an adversary – and particularly a highly capable potential opponent like China or Russia – from attacking (or attacking to a sufficient degree) those U.S. space assets needed for the United States to effectively and decisively project power and ultimately prevail in a conflict in a distant theater. At the same time, this flexible deterrent must contribute to dissuading such an enemy from striking at the nation’s broader military and civilian space architecture, and in particular those core strategic space assets needed for central deterrence.

#### Squo solves residual debris -- Removal initiatives and international norms

**Colombo et. al 18**—Camilla Colombo, PhD, visiting academic in Spacecraft Engineering within Engineering and Physical Sciences at the University of Southampton; Francesca Letizia, PhD, Space Debris Engineer at ESA Space Debris Office; Mirko Trisolini, PhD, Postdoctoral researcher at the Politecnico di Milano Department of Aerospace Engineering; Hugh Lewis, PhD, Professor within Engineering and Physical Sciences at the University of Southampton (“Space Debris: Risk Mitigation,” from Frontiers of Space Risk: Natural Cosmic Hazards & Societal Challenges, Chapter 5, p 128-136)

5.4 MITIGATION MEASURES The space debris problem is nowadays internationally recognized, therefore mitigation measures are being taken and guidelines discussed. These can be divided into two classes: The avoidance or protection measures and the active and passive debris removal measures. The avoidance or protection measures include the design of satellites to withstand impacts by small debris, or the selection of safe procedures for operational spacecraft such as orbits with less debris, specific attitude configurations, or implementing active avoidance maneuvers to avoid collisions. On the other hand, measures for debris removal currently consist in limiting the creation of new debris (by prevention of in-orbit explosions and ensuring spacecraft subsystems reliability), to free some orbital implementing end-of-life disposal maneuvers protected regions, or to reenter in the atmosphere. Active debris removal is also being considered as a mean to stabilize the growth of space debris by removing from orbit some selected noncompliant objects. The e.Deorbit mission will target an ESA-owned derelict satellite in low orbit, capture it with a net or robotic arm technology, and reenter with a controlled atmospheric reentry (Biesbroek et al. 2014). Acknowledging the fact that the projected growth in the number of satellites orbiting the Earth will increase in the future, space agencies and international organizations have been discussing and building a set of guidelines to ensure the sustainability of future space activities. The InterAgency Debris Coordination Committee (IADC) was founded in 1993 by ESA (Europe), NASA (the United States), the Japan Aerospace Exploration Agency (JAXA, Japan), and the Roscosmos Russian Federation. As of January 2017, the IADC also includes the Italian Space Agency (ASI, Italy), the Centre National d'Études Spatiales (CNES, France), the China National Space Administration (CNSA, China), the Canadian Space Agency (CSA, Canada), the German Aerospace Centre (DLR, Germany), the Korea Aerospace Research Institute (KARI, South Korea), the Indian Space Research Organisation (ISRO, India), the National Space Agency of Ukraine (NSAU, Ukraine), and the UK Space Agency (UKSA, United Kingdom). This international cooperation decided a set of space debris mitigation measures (Inter-Agency Space Debris Coordination Commitee, 2002), which includes: 1. Limitation of debris released during normal operations. 2. Minimization of the potential for on-orbit breakups (resulting from stored energy after the completion of mission operations, or during the operational phases of the mission and by avoiding intentional destruction and other harmful activities). 3. Post Mission Disposal in particular in geosynchronous regions and for objects passing through the LEO region. 4. Prevention of on-orbit collisions.

### 1NC – adv 2

#### Privatization is necessary for space colonization – disruptions kill that potential

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It was one small step for man, one giant leap for capitalism. Only three countries have ever launched human beings into orbit. This past weekend, SpaceX became the first private company ever to do so, when it sent its Crew Dragon capsule into space aboard its Falcon 9 rocket and docked with the International Space Station. This was accomplished by a company Elon Musk started in 2002 in a California strip mall warehouse with just a dozen employees and a mariachi band. At a time when our nation is debating the merits of socialism, SpaceX has given us an incredible testament to the power of American free enterprise. While the left is advocating unprecedented government intervention in almost every sector of the U.S. economy, from health care to energy, today Americans are celebrating the successful privatization of space travel. If you want to see the difference between what government and private enterprise can do, consider: It took a private company to give us the first space vehicle with touch-screen controls instead of antiquated knobs and buttons. It took a private company to give us a capsule that can fly entirely autonomously from launch to landing — including docking — without any participation by its human crew. It also took a private company to invent a reusable rocket that can not only take off but land as well. When the Apollo 11 crew reached the moon on July 20, 1969, Neil Armstrong declared “the Eagle has landed.” On Saturday, SpaceX was able to declare that the Falcon had landed when its rocket settled down on a barge in the Atlantic Ocean — ready to be used again. That last development will save the taxpayers incredible amounts of money. The cost to NASA for launching a man into space on the space shuttle orbiter was $170 million per seat, compared with just $60 million to $67 million on the Dragon capsule. The cost for the space shuttle to send a kilogram of cargo into to space was $54,500; with the Falcon rocket, the cost is just $2,720 — a decrease of 95 percent. And while the space shuttle cost $27.4 billion to develop, the Crew Dragon was designed and built for just $1.7 billion — making it the lowest-cost spacecraft developed in six decades. SpaceX did it in six years — far faster than the time it took to develop the space shuttle. The private sector does it better, cheaper, faster and more efficiently than government. Why? Competition. Today, SpaceX has to compete with a constellation of private companies — including legacy aerospace firms such as Orbital ATK and United Launch Alliance and innovative start-ups such as Blue Origin (which is designing a Mars lander and whose owner, Jeff Bezos, also owns The Post) and Virgin Orbit (which is developing rockets than can launch satellites into space from the underside of a 747, avoiding the kinds of weather that delayed the Dragon launch). In the race to put the first privately launched man into orbit, upstart SpaceX had to beat aerospace behemoth Boeing and its Starliner capsule to the punch. It did so — for more than $1 billion less than its competitor. That spirit of competition and innovation will revolutionize space travel in the years ahead. Indeed, Musk has his sights set far beyond Earth orbit. Already, SpaceX is working on a much larger version of the Falcon 9 reusable rocket called Super Heavy that will carry a deep-space capsule named Starship capable of carrying up to 100 people to the moon and eventually to Mars. Musk’s goal — the reason he founded SpaceX — is to colonize Mars and make humanity a multiplanetary species. He has set a goal of founding a million-person city on Mars by 2050 complete with iron foundries and pizza joints. Can it be done? Who knows. But this much is certain: Private-sector innovation is opening the door to a new era of space exploration. Wouldn’t it be ironic if, just as capitalism is allowing us to explore the farthest reaches of our solar system, Americans decided to embrace socialism back here on Earth?

#### That solve *every impact*

Bates 17 (Jordan, Executive Editor at HighExistence LLC, "In Order to Ensure Our Survival, We Must Become a Multi-Planetary Species", Futurism, 5-8-17, https://futurism.com/in-order-to-ensure-human-survival-we-must-become-a-multi-planetary-species/, DOA: 7-28-2017) //Snowball

We possess thousands of nuclear warheads capable of occasioning an existential catastrophe, and we are at the liberty of a fairly fragile global ecosystem with limited resources. Beyond that, our being confined to this single planet means that a single asteroid collision or some other unforeseen cataclysmic event could wipe out our entire species and potentially all intelligent life on Earth. There are numerous other theorized existential risks (e.g. risks arising from advances in artificial intelligence, biotech, nanotech, etc.) as well. In his pioneering 2002 paper, Dr. Nick Bostrom defined “existential risk” as follows: “Existential risk – One where an adverse outcome would either annihilate Earth-originating intelligent life or permanently and drastically curtail its potential. An existential risk is one where humankind as a whole is imperiled. Existential disasters have major adverse consequences for the course of human civilization for all time to come.” If it sounds far-fetched to consider earthly extinction scenarios, it shouldn’t. Many intelligent people are discussing this topic, and many are even devoting their lives to attempting to avert crisis situations that could decimate earthly intelligent life. The Future of Life Institute, Future of Humanity Institute, Global Catastrophic Risk Institute, and Centre for the Study of Existential Risk are a few prominent organizations specifically dedicated to this cause. According to Muller and Bostrom (2014), a sample of the top 100 most-cited authors on artificial intelligence ascribed a 10% chance of existential catastrophe when and if AI reaches human-level intelligence. In 2008, a group of experts at the Global Catastrophic Risk Conference at Oxford estimated a 19% chance of human extinction before 2100. If you’re curious to know more about existential risk, Bostrom’s landmark 2002 paper is the place to start. You may also want to follow this list I compiled on Twitter of the best sources of information related to existential risk. HOW TO ENSURE THE CONTINUATION OF OUR EVOLUTIONARY BRANCH The various existential risks that threaten to decimate humanity and the entire earthly biosphere in the coming decades and centuries have, as I said, compelled a multitude of very smart people to consider how best to avoid the potential catastrophes we’ve identified and how best to identify potential catastrophes that we have yet to notice. Other smart folks have begun asking a similar question: If a catastrophe does occur, how can we at least ensure that our evolutionary branch will persist? One popular answer, in certain circles, is that we must become a multi-planetary species as soon as possible.

#### Happens by 2050s---solves every impact BUT degrowth disrupts progress

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In perhaps the most eagerly anticipated aerospace announcement of the year, SpaceX founder Elon Musk has revealed his grand plan for establishing a human settlement on Mars. In short, Musk thinks it’s possible to begin shuttling thousands of people between Earth and our smaller, redder neighbor sometime within the next decade or so. And not too long after that—perhaps 40 or a hundred years later, Mars could be home to a self-sustaining colony of a million people. “This is not about everyone moving to Mars, this is about becoming multiplanetary,” he said on September 27 at the International Astronautical Congress in Guadalajara, Mexico. “This is really about minimizing existential risk and having a tremendous sense of adventure.” Musk’s timeline sounds ambitious, and that's something he readily acknowledges. “I think the technical outline of the plan is about right. He also didn’t pretend that it was going to be easy and that they were going to do it in ten years,” says Bobby Braun, NASA’s former chief technologist who’s now at Georgia Tech University. “I mean, who’s to say what’s possible in a hundred years?” And for those wondering whether we should go at all, the reason for Musk making Mars an imperative is simple. “The future of humanity is fundamentally going to bifurcate along one of two directions: Either we’re going to become a multiplanet species and a spacefaring civilization, or we’re going be stuck on one planet until some eventual extinction event,” Musk told Ron Howard during an interview for National Geographic Channel’s MARS, a global event series that premieres worldwide on November 14. “For me to be excited and inspired about the future, it’s got to be the first option. It’s got to be: We’re going to be a spacefaring civilization.” Mars Fleet Though he admitted his exact timeline is fuzzy, Musk thinks it’s possible humans could begin flying to Mars by the mid-2020s. And he thinks the plan for getting there will go something like this: It starts with a really big rocket, something at least 200 feet tall when fully assembled. In a simulation of what SpaceX calls its Interplanetary Transport System, a spacecraft loaded with astronauts will launch on top of a 39-foot-wide booster that produces a whopping 28 million pounds of thrust. Using 42 Raptor engines, the booster will accelerate the assemblage to 5,374 miles an hour. Overall, the whole thing is 3.5 times more powerful than NASA’s Saturn V, the biggest rocket built to date, which carried the Apollo missions to the moon. Perhaps not coincidentally, the SpaceX rocket would launch from the same pad, 39A, at Kennedy Space Center in Cape Canaveral, Florida. The rocket would deliver the crew capsule to orbit around Earth, then the booster would steer itself toward a soft landing back at the launch pad, a feat that SpaceX rocket boosters have been doing for almost a year now. Next, the booster would pick up a fuel tanker and carry that into orbit, where it would fuel the spaceship for its journey to Mars. Once en route, that spaceship would deploy solar panels to harvest energy from the sun and conserve valuable propellant for what promises to be an exciting landing on the Red Planet. As Musk envisions it, fleets of these crew-carrying capsules will remain in Earth orbit until a favorable planetary alignment brings the two planets close together—something that happens every 26 months. “We’d ultimately have upward of a thousand or more spaceships waiting in orbit. And so the Mars colonial fleet would depart en masse,” Musk says. The key to his plan is reusing the various spaceships as much as possible. “I just don’t think there’s any way to have a self-sustaining Mars base without reusability. I think this is really fundamental,” Musk says. “If wooden sailing ships in the old days were not reusable, I don’t think the United States would exist.” Musk anticipates being able to use each rocket booster a thousand times, each tanker a hundred times, and each spaceship 12 times. At the beginning, he imagines that maybe a hundred humans would be hitching a ride on each ship, with that number gradually increasing to more than 200. By his calculations, then, putting a million people on Mars could take anywhere from 40 to a hundred years after the first ship launches. And, no, it would not necessarily be a one-way trip: “I think it’s very important to give people the option of returning,” Musk says. Colonizing Mars After landing a few cargo-carrying spacecraft without people on Mars, starting with the Red Dragon capsule in 2018, Musk says the human phase of colonization could begin. For sure, landing a heavy craft on a planet with a thin atmosphere will be difficult. It was tough enough to gently lower NASA’s Curiosity rover to the surface, and at 2,000 pounds, that payload weighed just a fraction of Musk’s proposed vessels. For now, Musk plans to continue developing supersonic retrorockets that can gradually and gently lower a much heavier spacecraft to the Martian surface, using his reusable Falcon 9 boosters as a model. And that’s not all these spacecraft will need: Hurtling through the Martian atmosphere at supersonic speeds will test even the most heat-tolerant materials on Earth, so it’s no small task to design a spacecraft that can withstand a heated entry and propulsive landing—and then be refueled and sent back to Earth so it can start over again. The first journeys would primarily serve the purpose of delivering supplies and establishing a propellant depot on the Martian surface, a fuel reservoir that could be tapped into for return trips to Earth. After that depot is set up and cargo delivered to the surface, the fun can (sort of) begin. Early human settlers will need to be good at digging beneath the surface and dredging up buried ice, which will supply precious water and be used to make the cryo-methane propellant that will power the whole enterprise. As such, the earliest interplanetary spaceships would probably stay on Mars, and they would be carrying mostly cargo, fuel, and a small crew: “builders and fixers” who are “the hearty explorer type,” Musk said to Howard. “Are you prepared to die? If that’s OK, then you’re a candidate for going.” While there will undoubtedly be intense competition and lots of fanfare over the first few seats on a Mars-bound mission, Musk worries that too much emphasis will be placed on those early bootprints. “In the sort of grander historical context, what really matters is being able to send a large number of people, like tens of thousands if not hundreds of thousands of people, and ultimately millions of tons of cargo,” he says.