## Nebel

#### Interpretation – the aff may not defend that the appropriation of outer space by a certain set of private entities is unjust.

#### Entities is a generic bare plural

Nebel 20 [Jake Nebel is an assistant professor of philosophy at the University of Southern California and executive director of Victory Briefs. He writes a lot of this stuff lol – duh.] “Indefinite Singular Generics in Debate” Victory Briefs, 19 August 2020. no url AG

I agree that if “a democracy” in the resolution just meant “one or more democracy,” then a country-specific affirmative could be topical. But, as I will explain in this topic analysis, that isn’t what “a democracy” means in the resolution. To see why, we first need to back up a bit and review (or learn) the idea of generic generalizations.

The most common way of expressing a generic in English is through a *bare plural*. A bare plural is a plural noun phrase, like “dogs” and “cats,” that lacks an overt determiner. (A determiner is a word that tells us which or how many: determiners include quantifier words like “all,” “some,” and “most,” demonstratives like “this” and “those,” posses- sives like “mine” and “its,” and so on.) LD resolutions often contain bare plurals, and that is the most common clue to their genericity.

We have already seen some examples of generics that are not bare plurals: “A whale is a mammal,” “A beaver builds dams,” and “The woolly mammoth is extinct.” The first two examples use indefinite singulars—singular nouns preceded by the indefinite article “a”—and the third is a definite singular since it is preceded by the definite article “the.” Generics can also be expressed with bare singulars (“Syrup is viscous”) and even verbs (as we’ll see later on). The resolution’s “a democracy” is an indefinite singular, and so it very well might be—and, as we’ll soon see, is—generic.

But it is also important to keep in mind that, just as not all generics are bare plurals, not all bare plurals are generic. “Dogs are barking” is true as long as some dogs are barking. Bare plurals can be used in particular ways to express existential statements. The key question for any given debate resolution that contains a bare plural is whether that occurrence of the bare plural is generic or existential.

The same is true of indefinite singulars. As debaters will be quick to point out, some uses of the indefinite singular really do mean “some” or “one or more”: “A cat is on the mat” is clearly not a generic generalization about cats; it’s true as long as some cat is on the mat. The question is whether the indefinite singular “a democracy” is existential or generic in the resolution.

Now, my own view is that, if we understand the difference between existential and generic statements, and if we approach the question impartially, without any invest- ment in one side of the debate, we can almost always just tell which reading is correct just by thinking about it. It is clear that “In a democracy, voting ought to be compul- sory” doesn’t mean “There is one or more democracy in which voting ought to be com- pulsory.” I don’t think a fancy argument should be required to show this any more than a fancy argument should be required to show that “A duck doesn’t lay eggs” is a generic—a false one because ducks do lay eggs, even though some ducks (namely males) don’t. And if a debater contests this by insisting that “a democracy” is existen- tial, the judge should be willing to resolve competing claims by, well, judging—that is, by using her judgment. Contesting a claim by insisting on its negation or demanding justification doesn’t put any obligation on the judge to be neutral about it. (Otherwise the negative could make every debate irresolvable by just insisting on the negation of every statement in the affirmative speeches.) Even if the insistence is backed by some sort of argument, we can reasonably reject an argument if we know its conclusion to be false, even if we are not in a position to know exactly where the argument goes wrong. Particularly in matters of logic and language, speakers have more direct knowledge of particular cases (e.g., that some specific inference is invalid or some specific sentence is infelicitious) than of the underlying explanations.

But that is just my view, and not every judge agrees with me, so it will be helpful to consider some arguments for the conclusion that we already know to be true: that, even if the United States is a democracy and ought to have compulsory voting, that doesn’t suffice to show that, in a democracy, voting ought to be compulsory—in other words, that “a democracy” in the resolution is generic, not existential.

Second, existential uses of the indefinite, such as “A cat is on the mat,” are upward- entailing.3 This means that if you replace the noun with a more general one, such as “An animal is on the mat,” the sentence will still be true. So let’s do that with “a democracy.” Does the resolution entail “In a society, voting ought to be compulsory”? Intuitively not, because you could think that voting ought to be compulsory in democracies but not in other sorts of societies. This suggests that “a democracy” in the resolution is not existential.

#### It applies to this topic – a] entities is an existential bare plural bc it has no determiner b] The sentence “The appropriation of outer space by private entities is unjust” does not imply “the appropriation of outer space by US private entities is unjust”

#### Violation – they spec the United States.

#### 1. Precision – a] jurisdiction – judge is contractually obligated to vote aff if the rez is proven true – they can’t vote aff if there isn’t one. Vote on jurisdiction – semantics come before pragmatics. For instance, we wouldn’t debate military aid again even if it was a better topic, because it’s not what this topic is about.

#### 2. Limits and ground-There are dozens of states with space programs and you can also specify within states like US space tourism which explodes the amount of limits. Debaters can then change up things like framework which means we need to prep out every single possible spec affs with different frameworks, while they only need to frontline one aff and have 2 months to do so.

#### 3. TVA—they can defend whole rez with their aff as an advantage. Weighing and framing your advantage solve education tradeoffs since you can focus the debate.

#### Edu- funded ny schools

#### DTD- dta illogical, time skew

#### No RVI’s- illogical, baiting

#### CI- intervention, race to bottom, collapses, yours vs best

## REM PIC

#### CP Text: States, except the United States, should ban the appropriation of outer space for asteroid mining by private entities. The United States should fund the appropriation of outer space for the mining of rare earth metals from asteroids by private entities.

#### The PIC is key to beat China and protect against Chinese REM gatekeeping

Stavridis 21 [(James, retired US Navy admiral, chief international diplomacy and national security analyst for NBC News, senior fellow at JHU Applied Physics Library, PhD in Law and Diplomacy from Tufts) “U.S. Needs a Strong Defense Against China’s Rare-Earth Weapon,” Bloomberg Opinion, March 4, 2021, <https://www.bloomberg.com/opinion/articles/2021-03-04/u-s-needs-a-strong-defense-against-china-s-rare-earth-weapon>] TDI

You could be forgiven if you are confused about what’s going on with rare-earth elements. On the one hand, news reports indicate that China may increase production quotas of the minerals this quarter as a [goodwill gesture](https://www.scmp.com/news/china/diplomacy/article/3122501/china-raises-rare-earth-quotas-goodwill-trade-signal-us) to the Joe Biden administration. But other sources say that China may ultimately ban the export of the rare earths altogether on “[security concerns](https://www.bloomberg.com/news/articles/2021-02-19/china-may-ban-rare-earth-technology-exports-on-security-concerns?sref=QYxyklwO).” What’s really going on here? There are 17 elements considered [rare earths](https://www.bloomberg.com/news/articles/2021-02-16/why-rare-earths-are-achilles-heal-for-europe-u-s-quicktake) — lanthanum, cerium, praseodymium, neodymium, promethium, samarium, europium, gadolinium, terbium, dysprosium, holmium, erbium, thulium, ytterbium, lutetium, scandium and yttrium — and while many aren’t actually rare in terms of global deposits, extracting them is difficult and expensive. They are used across high-tech manufacturing, including smartphones, fighter aircraft and components in virtually all advanced electronics. Of particular note, they are essential to many of the clean-energy technologies expected to come online in this decade. I began to focus on rare-earth elements when I commanded the North Atlantic Treaty Organization’s presence in Afghanistan, known as the International Security Assistance Force. While Afghans live in an extremely poor country, [studies](https://thediplomat.com/2020/02/afghanistans-mineral-resources-are-a-lost-opportunity-and-a-threat/) have assessed that they sit atop $1 trillion to $3 trillion in a wide variety of minerals, including rare earths. Some [estimates](https://www.fraserinstitute.org/article/afghanistans-rare-earth-element-bonanza) put the rare-earth levels alone at 1.4 million metric tons. But every time I tried to visit a mining facility, the answer I got from my security team was, “It’s too dangerous right now, admiral.” Unfortunately, despite a great deal of effort by the U.S. and NATO, those security challenges remain, deterring the large foreign-capital investments necessary to harvest the lodes. Which brings us back to Beijing. China controls roughly 80% of the rare-earths market, between what it mines itself and processes in raw material from elsewhere. If it decided to wield the weapon of restricting the supply — something it has repeatedly [threatened](https://www.wsj.com/articles/china-trade-fight-raises-specter-of-rare-earth-shortage-11559304000) to do — it would create a significant challenge for manufacturers and a geopolitical predicament for the industrialized world. It could happen. In 2010, Beijing threatened to cut off exports to Japan over the disputed Senkaku Islands. Two years ago, Beijing was reportedly considering restrictions on exports to the U.S. generally, as well as against specific companies (such as defense giant Lockheed Martin Corp.) that it deemed in violation of its policies against selling advanced weapons to Taiwan. President Donald Trump’s administration issued an executive order to spur the production of rare earths domestically, and created an [Energy Resource Governance Initiative](https://www.state.gov/wp-content/uploads/2019/06/Energy-Resource-Governance-Initiative-ERGI-Fact-Sheet.pdf) to promote international mining. The European Union and Japan, among others, are also aggressively seeking newer sources of rare earths. Given this tension, it was superficially surprising that China announced it would boost its mining quotas in the first quarter of 2021 by nearly 30%, reflecting a continuation in strong (and rising) demand. But the increase occurs under a shadow of uncertainty, as the Chinese Communist Party is undertaking a “review” of its policies concerning future sales of rare earths. In all probability, the tactics of the increase are temporary, and fit within a larger strategy. China will go to great lengths to maintain overall control of the global rare-earths supply. This fits neatly within the geo-economic approach of the [One Belt, One Road](https://www.bloomberg.com/opinion/articles/2019-10-30/china-is-determined-to-reshape-the-globe) initiative, which seeks to use a variety of carrots and sticks — economic, trade, diplomatic and security — to create zones of influence globally. In terms of rare earths, the strategy seems to be allowing carefully calibrated access to the elements at a level that makes it economically less attractive for competitors to undertake costly exploration and mining operations. This is similar to the oil-market strategy used by Russia and the Organization of Petroleum Exporting Countries for decades. Some free-market advocates believe that China will not take aggressive action choking off supply because that could [precipitate retaliation](https://www.bloomberg.com/opinion/articles/2021-02-22/china-weaponizing-rare-earths-technology-will-probably-backfire) or accelerate the search for alternate sources in global markets. What seems more likely is a series of targeted shutdowns directed against specific entities such as U.S. defense companies, Japanese consumer electronics makers, or European industrial concerns that have offended Beijing. The path to rare-earth independence for the U.S. must include: Ensuring supply chains of rare earths necessary for national security; promoting the exploitation of the elements domestically (and removing barriers to responsibly doing so); mandating that defense contractors and other critical-infrastructure entities wean themselves off Chinese rare earths; sponsoring research and development to find alternative materials, especially for clean energy technology; and creating a substantial stockpile of the elements in case of a Chinese boycott. This is a bipartisan agenda. The Trump administration’s [strategic assessment](https://www.commerce.gov/news/press-releases/2019/06/department-commerce-releases-report-critical-minerals) of what needs to be done (which goes beyond just 17 rare earths to include a total of 35 critical minerals) is thoughtful, and should serve as a basis for the Biden administration and Congress.

#### REM access key to military primacy and tech advancement – alternatives fail

Trigaux 12 (David, University Honors Program University of South Florida St. Petersburg) “The US, China and Rare Earth Metals: The Future Of Green Technology, Military Tech, and a Potential Achilles‟ Heel to American Hegemony,” USF St. Petersberg, May 2, 2012, <https://digital.stpetersburg.usf.edu/cgi/viewcontent.cgi?article=1132&context=honorstheses>] TDI

The implications of a rare earth shortage aren’t strictly related to the environment, and energy dependence, but have distinct military implications as well that could threaten the position of the United States world’s strongest military. The United States place in the world was assured by powerful and decisive deployments in World War One and World War Two. Our military expansion was built upon a large, powerful industrial base that created more, better weapons of war for our soldiers. During the World Wars, a well-organized draft that sent millions of men into battle in a short amount of time proved decisive, but as the war ended, and soldiers drafted into service returned to civilian life, the U.S. technological superiority over its opponents provided it with sustained dominance over its enemies, even as the numerical size of the army declined. New technologies, such as the use of the airplane in combat, rocket launched missiles, radar systems, and later, GPS, precision guided missiles, missile defense systems, high tech tanks, lasers, and other technologies now make the difference between victory and defeat. The United States military now serves many important functions, deterring threats across the world. The United States projects its power internationally, through a network of bases and allied nations. Thus, the United States is a powerful player in all regions of the world, and often serves as a buffer against conflict in these regions. US military presence serves as a buffer against Chinese military modernization in Eastern Asia, against an increasingly nationalist Russia in Europe, and smaller regional actors, such as Venezuela in South America and Iran in the Middle East. The U.S. Navy is deployed all over the world, as the guarantor of international maritime trade routes. The US Navy leads action against challenges to its maritime sovereignty on the other side of the globe, such as current action against Somali piracy. Presence in regions across the world prevents escalation of potential crisis. These could result in either a larger power fighting a smaller nation or nations (Russia and Georgia, Taiwan and China), religious opponents (Israel and Iran), or traditional foes (Ethiopia and Eretria, Venezuela and Colombia, India and Pakistan). US projection is also key deterring emerging threats such as terrorism and nuclear proliferation. While not direct challenges to US primacy, both terrorism and nuclear prpoliferation can kill thousands. The US Air Force has a commanding lead over the rest of the world, in terms of both numbers and capabilities. American ground forces have few peers, and are unmatched in their ability to deploy to anywhere in the world at an equally unmatched pace. The only perceived challenge to the United States militarily comes from the People’s Republic of China.76 While the United States outspends all other nations in the world put together in terms of military spending, China follows as a close second, and has begun an extensive modernization program to boot.77 The Chinese military however, is several decades behind the United States in air power and nuclear capabilities.78 To compensate, China has begun the construction of access-denial technology, preventing the US from exercising its dominance in China’s sphere of influence.79 Chinese modernization efforts have a serious long-term advantage over the United States; access to rare earth metals, and a large concentration of rare earth chemists doing research.80 This advantage, coupled with the U.S. losing access to rare earth metals, will even the odds much quicker than policymakers had previously anticipated. 81 The largest example is US airpower. With every successive generation of military aircraft, the U.S. Air Force becomes more and more dependent on Rare Earth Metals.82 As planes get faster and faster, they have to get lighter and lighter, while adding weight from extra computers and other features on board.83 To lighten the weight of the plane, scandium is used to produce lightweight aluminum alloys for the body of the plane. Rare Earth metals are also useful in fighter jet engines, and fuel cells.84 For example, rare earths are required to producing miniaturized fins, and samarium is required to build the motors for the F-35 fighter jet.85 F-35 jets are the next generation fighter jet that works together to form the dual plane combination that cements U.S. dominance in air power over the Russian PAK FA.86 Rare earth shortages don’t just affect air power, also compromising the navigation system of Abrams Tanks, which need samarium cobalt magnets. The Abrams Tank is the primary offensive mechanized vehicle in the U.S. arsenal. The Aegis Spy 1 Radar also uses samarium.87 Many naval ships require neodymium. Hell Fire missiles, satellites, night vision goggles, avionics, and precision guided munitions all require rare earth metals. 88 American military superiority is based on technological advancement that outstrips the rest of the world. Command and control technology allows the U.S. to fight multiple wars at once and maintain readiness for other issues, as well as have overwhelming force against rising challengers. This technology helps the U.S. know who, where, and what is going to attack them, and respond effectively, regardless of the source of the threat. Rare Earth Elements make this technological superiority possible. To make matters worse, the defense industrial base is often a single market industry, dependent on government contracts for its business. If China tightens the export quotas further, major US defense contractors will be in trouble.89 Every sector of the defense industrial base is dependent on rare earth metals. Without rare earths, these contractors can’t build anything, which collapses the industry.90 Rare Earth shortages are actually already affecting our military, with shortages of lanthanum, cerium, europium and gadolinium happening in the status quo. This prevents us not only from building the next generation of high tech weaponry, but also from constructing more of the weapons and munitions that are needed in the status quo. As current weapon systems age and they can’t be replaced, the US primacy will be undermined. Of special concern is that U.S. domestic mining doesn’t produce “heavy” rare earth metals that are needed for many advanced components of military technologies. Given the nature of many military applications, substitutions aren’t possible. 91

## Neg – Innovation 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.

## CP

#### CP text: The United States federal government should:

#### Fund a public-private partnership for deep space exploration

#### Triple NASA’s budget and earmark increased funding for cooperative 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 – k2 climate tech.

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.

# Case

## UV

### Counter – Interpretation:

#### We can read 2 conditional advocacies

#### 1] Real world education- no real world decision-maker would every compare an option and one alternative. Instead, we compare a policy and all potential alternatives in order to determine the true opportunity cost of the policy.

#### 2] Negative flexibility- Neg Flex – the aff gets plan choice, advantage area, first and last speech, and infinite prep time – we are inherently reactionary and need in round flexibility – if they had phenomenal answers to the CP, the debate would be over after the 1AR which is educationally bankrupt.

#### 3] Condo means neg’s are more likely to read new arguments they’re less comfortable with since they can learn how to defend them without being tied to them – debaters arerisk averseand more likely to read old positions unless they get condo – argument innovation is uniquely beneficial

### AT: Strat Skew

#### 1] No impact because the 2nr will inevitably do things like go for no rvis on a shell or concede defense on a disad which means that there is no impact to condo because even if these arguments weren’t conditional we wouldn’t have to answer your arguments.

#### 2] Multiple perms checks— perms are even worse since they introduce new conditional worlds — it also prevents us from getting crystallized impact calc because of the way perms interact with the net benefit.

#### 3] Straight turn checks- they can stick us with the net benefit or read add ons that apply whether or not we kick the counterplan which proves condo isn’t uniquely worse.

### Counter – Interpretation:

#### We can read pics.

#### 1] Real world policymaking – pics are key to narrow debate down and force real in-depth discussion since they force discussions that policymakers have about effects of a bill on smaller groups of people to make sure everyone is looked out for and cared for. If the majority of the plan is good but there is an adjustment that maximizes the potential of the plan a policymaker would make those adjustments.

#### 2] Strategic plan writing – our model forces the affirmative debater to write well researched plans and be familiar with all of the nuances of their affirmative so we cannot read a pic that you can’t answer. Strategic plan writing outweighs since it forces you to become a good advocate for your position and defend why your policy should actually be passed over other policies. If someone can read a Pic that is true, then you should have written a better aff.

### AT: Moots Aff

#### 1] That’s good, cross apply strategic plan writing

#### 2] Turn, pics are key to neg ground since the negative’s role is to test the affirmative and pics allow us to test the affirmative from multiple angles. All Cps are PICs because they must include all or part of the plan like taking action—that's core neg ground—otherwise we can't test the aff at all and they never have to defend their position or they can read affs that would obviously be solved by other things.

#### 3] Mooting ground is inevitable-pics bad moots the entirety of the 1nc since it gives you a ballot implication and comes before any of our arguments

#### 4] This is necessary to check back against AFF advantage/fw choice, speaking first and last, and setting the terms of the debate. They get infinite prep to choose the most strategic case so we should be able to unsettle the terms of the debate they chose.

## Debris

#### 1] Multiple early warning sats exist, no reason one going down causes nuke war, they will look via others

#### 2] ISS and other space stations can moniter satellites, and see what causes sats to explode

#### Alt cause – broad space privatization and existing debris.

Muelhapt et al 19 [(Theodore J., Center for Orbital and Reentry Debris Studies, Center for Space Policy and Strategy, The Aerospace Corporation, 30 year Space Systems Analyst and Operator, Marlon E. Sorge, Jamie Morin, Robert S. Wilson), “Space traffic management in the new space era,” Journal of Space Safety Engineering, 6/18/19, <https://doi.org/10.1016/j.jsse.2019.05.007>] TDI

The last decade has seen rapid growth and change in the space industry, and an explosion of commercial and private activity. Terms like NewSpace or democratized space are often used to describe this global trend to develop faster and cheaper access to space, distinct from more traditional government-driven activities focused on security, political, or scientific activities. The easier access to space has opened participation to many more participants than was historically possible. This new activity could profoundly worsen the space debris environment, particularly in low Earth orbit (LEO), but there are also signs of progress and the outlook is encouraging. Many NewSpace operators are actively working to mitigate their impact. Nevertheless, NewSpace represents a significant break with past experience and business as usual will not work in this changed environment. New standards, space policy, and licensing approaches are powerful levers that can shape the future of operations and the debris environment. 2. Characterizing NewSpace: a step change in the space environment In just the last few years, commercial companies have proposed, funded, and in a few cases begun deployment of very large constellations of small to medium-sized satellites. These constellations will add much more complexity to space operations. Table 1 shows some of the constellations that have been announced for launch in the next decade. Two dozen companies, when taken together, have proposed placing well over ~~20,000~~ [twenty thousand] satellites in orbit in the next ~~10~~ [10]years. For perspective, fewer than ~~8100~~[eight thousand one hundred] payloads have been placed in Earth orbit in the entire history of the space age, only 4800 [1] remain in orbit and approximately 1950 [2] of those are still active. And it isn't simply numbers – the mass in orbit will increase substantially, and long-term debris generation is strongly correlated with mass. [Table 1 Omitted] This table is in constant flux. It is based largely on U.S. filings with the Federal Communications Commission (FCC) and various press releases, but many of the companies here have already altered or abandoned their original plans, and new systems are no doubt in work. Although many of these large constellations may never be launched as listed, the traffic created if just half are successful would be more than double the number of payloads launched in the last 60 years and more than 6 times the number of currently active satellites. Current space safety, space surveillance, collision avoidance (COLA) and debris mitigation processes have been designed for and have evolved with the current population profile, launch rates and density of LEO space. By almost any metric used to measure activity in space, whether it is payloads in orbit, the size of constellations, the rate of launches, the economic stakes, the potential for debris creation, the number of conjunctions, NewSpace represents a fundamental change. 3. Compounding effects of better SSA, more satellites, and new operational concepts The changes in the space environment can be seen on this figurative map of low Earth orbit. Fig. 1 shows the LEO environment as a function of altitude. The number of objects found in each 10 km “bin” is plotted on the horizontal axis, while the altitude is plotted vertically. Objects in elliptical orbits are distributed between bins as partial objects proportional to the time spent in each bin. Some notable resident systems are indicated in blue text on the right to provide an altitude reference. The (dotted) red line shows the number of objects in the current catalog tracked by the U.S. Space Surveillance Network (SSN). All the COLA alerts and actions that must be taken by the residents are due to their neighbors in the nearby bins, so the currently visible risk is proportional to the red line.  The red line of the current catalog does not represent the complete risk; it indicates the risk we can track and perhaps avoid. A rule of thumb is that the current SSN LEO catalog contains objects about 10 cm or larger. It is generally accepted that an impact in LEO with an object 1 cm or larger will cause damage likely to be fatal to a satellite's mission. Therefore, there is a large latent risk from unobserved debris. While we cannot currently track and catalog much smaller than 10 cm, experiments have been performed to detect and sample much smaller objects and statistically model the population at this size [3]. The (solid) blue line represents the model of the 1 cm and larger debris that is likely mission-ending, usually called lethal but not trackable. If LEO operators avoid collisions with all the objects in the red line, they are nonetheless inherently accepting the risk from the blue line. This risk is already present. The (dashed) orange line is an estimate of the population at 5 cm and larger and is thus an estimate of what the catalog might conservatively be a few years after the Space Fence, a new radar system being built by the Air Force, comes on line (currently planned for 2019) [4]. Commercial companies offering space surveillance services, such as LeoLabs, ExoAnalytics, Analytic Graphics Inc., Lockheed, and Boeing, might also add to the number of objects currently tracked. Space Policy Directive 3 (SPD-3) [13] specifically seeks to expand the use of commercial SSA services. Existing operators can expect a sharp increase in the number of warnings and alerts they will receive because of the increase in the cataloged population. Almost all the increase will come from newly detected debris [5]. The pace of safety operations for each satellite on orbit will significantly change because of the increase in the catalog from the Space Fence. This effect is compounded because the NewSpace constellations described in Table 1 will drastically change the profile of satellites in LEO. The green bars in Fig. 1 represent the number of objects that will be added to the catalog (red or orange lines) from only the NewSpace large LEO constellations at their operational altitudes. This does not include the rocket stages that launch them, or satellites in the process of being phased into or removed from the operational orbits. Neighbors of one of these new constellations may face a radically different operations environment than their current practices were designed to address. Satellites in these large LEO constellations typically have planned operational lifetimes of 5–10 years. Some companies have proposed to dispose of their satellites using low thrust electric propulsion systems, which would spiral satellites down over a period of months or years from operating altitudes as high as 1500 km through lower orbits where the Hubble Space Telescope, the International Space Station, and other critical LEO satellites operate [6]. Similar propulsive techniques would raise replacement satellites from lower launch injection orbits to higher operational orbits. These disposal and replenishment activities will add thousands of satellites each year transiting through lower altitudes and posing a risk to all resident satellites in those lower orbits. More importantly, failures will occur both among transiting satellites and operational constellations, potentially leaving hundreds more stranded along the transit path.

**Probability – 0.1% chance of a collision.**

**Salter 16** [(Alexander William, Economics Professor at Texas Tech) “SPACE DEBRIS: A LAW AND ECONOMICS ANALYSIS OF THE ORBITAL COMMONS” 19 STAN. TECH. L. REV. 221 \*numbers replaced with English words] TDI

The probability of a collision is currently low. Bradley and Wein estimate that the maximum probability in LEO of a collision over the lifetime of a spacecraft remains below one in one thousand, conditional on continued compliance with NASA’s deorbiting guidelines.3 However, the possibility of a future “snowballing” effect, whereby debris collides with other objects, further congesting orbit space, remains a significant concern.4 Levin and Carroll estimate the average immediate destruction of wealth created by a collision to be approximately $30 million, with an additional $200 million in damages to all currently existing space assets from the debris created by the initial collision.5 The expected value of destroyed wealth because of collisions, currently small because of the low probability of a collision, can quickly become significant if future collisions result in runaway debris growth.

**Time frame – Kessler effect 200 years away**

**Stubbe 17** [(Peter, PhD in law @ Johann Wolfgang Goethe University Frankfurt) “State Accountability for Space Debris: A Legal Study of Responsibility for Polluting the Space Environment and Liability for Damage Caused by Space Debris,” Koninklijke Brill Publishing, ISBN 978-90-04-31407-8, p. 27-31] TDI

The prediction of possible scenarios of the future evolution of the debris p o p ulation involves many uncertainties. Long-term forecasting means the prediction of the evolution of the future debris environment in time periods of decades or even centuries. Predictions are based on models84 that work with certain assumptions, and altering these parameters significantly influences the outcomes of the predictions. Assumptions on the future space traffic and on the initial object environment are particularly critical to the results of modeling efforts.85 A well-known pattern for the evolution of the debris population is the so-called Kessler effect’, which assumes that there is a certain collision probability among space objects because many satellites operate in similar orbital regions. These collisions create fragments, and thus additional objects in the respective orbits, which in turn enhances the risk of further collisions. Consequently, the num ber of objects and collisions increases exponentially and eventually results in the formation of a self-sustaining debris belt aroundthe Earth. While it has long been assumed that such a process of collisional cascading is likely to occur only in a very long-term perspective (meaning a time 1 n of several hundred years),87 a consensus has evolved in recent years that an uncontrolled growth of the debris population in certain altitudes could become reality much sooner.88 In fact, a recent cooperative study undertaken by various space agencies in the scope of i a d c shows that the current l e o debris population is unstable, even if current mitigation measures are applied. The study concludes: Even with a 90% implementation of the commonly-adopted mitigation measures [...] the l e o debris population is expected to increase by an average of 30% in the next 200 years. The population growth is primarily driven by catastrophic collisions between 700 and 1000 km altitudes and such collisions are likely to occur every 5 to 9 years.89

#### Public sector mining thumps

NASA 19 [“NASA Invests in Tech Concepts Aimed at Exploring Lunar Craters, Mining Asteroids,” NASA, June 11, 2019, <https://www.nasa.gov/press-release/nasa-invests-in-tech-concepts-aimed-at-exploring-lunar-craters-mining-asteroids>] TDI

NASA Invests in Tech Concepts Aimed at Exploring Lunar Craters, Mining Asteroids Robotically surveying lunar craters in record time and mining resources in space could help NASA establish a sustained human presence at the Moon – part of the agency’s broader [Moon to Mars exploration](https://www.nasa.gov/specials/moon2mars/) approach. Two mission concepts to explore these capabilities have been selected as the first-ever Phase III studies within the [NASA Innovative Advanced Concepts](https://www.nasa.gov/niac) (NIAC) program. “We are pursuing new technologies across our development portfolio that could help make deep space exploration more Earth-independent by utilizing resources on the Moon and beyond,” said Jim Reuter, associate administrator of NASA’s Space Technology Mission Directorate. “These NIAC Phase III selections are a component of that forward-looking research and we hope new insights will help us achieve more firsts in space.” The Phase III proposals outline an aerospace architecture, including a mission concept, that is innovative and could change what’s possible in space. Each selection will receive as much as $2 million. Over the course of two years, researchers will refine the concept design and explore aspects of implementing the new technology. The inaugural Phase III selections are: Robotic Technologies Enabling the Exploration of Lunar Pits William Whittaker, Carnegie Mellon University, Pittsburgh This mission concept, called Skylight, proposes technologies to rapidly survey and model lunar craters. This mission would use high-resolution images to create 3D model of craters. The data would be used to determine whether a crater can be explored by human or robotic missions. The information could also be used to characterize ice on the Moon, a crucial capability for the sustained surface operations of NASA’s Artemis program. On Earth, the technology could be used to autonomously monitor mines and quarries. [Mini Bee Prototype to Demonstrate the Apis Mission Architecture and Optical Mining Technology](https://www.nasa.gov/directorates/spacetech/niac/2019_Phase_I_Phase_II/Mini_Bee_Prototype) Joel Sercel, TransAstra Corporation, Lake View Terrace, California This flight demonstration mission concept proposes a method of asteroid resource harvesting called optical mining. Optical mining is an approach for excavating an asteroid and extracting water and other volatiles into an inflatable bag. Called Mini Bee, the mission concept aims to prove optical mining, in conjunction with other innovative spacecraft systems, can be used to obtain propellant in space. The proposed architecture includes resource prospecting, extraction and delivery.

#### Non UQ – squo debris thumps

Orwig 16 [(Jessica, MS in science and tech journalism from Texas A&M, BS in astronomy and physics from Ohio State) “Russia says a growing problem in space could be enough to spark a war,” Insider,’ January 26, 2016, <https://www.businessinsider.com/russia-says-space-junk-could-spark-war-2016-1>] TDI

NASA has already [warned that](https://www.businessinsider.com/space-junk-at-critical-density-2015-9) the large amount of space junk around our planet is growing beyond our control, but now a team of Russian scientists has cited another potentially unforeseen consequence of that debris: War. Scientists estimate that anywhere from 500,000 to 600,000 pieces of human-made space debris between 0.4 and 4 inches in size are currently orbiting the Earth and traveling at speeds over [17,000 miles per hour](https://www.nasa.gov/mission_pages/station/news/orbital_debris.html). If one of those pieces smashed into a military satellite it "may provoke political or even armed conflict between space-faring nations," Vitaly Adushkin, a researcher for the Institute of Geosphere Dynamics at the Russian Academy of Sciences, reported in a paper set to be published in the peer-reviewed journal [Acta Astronautica](https://www.sciencedirect.com/science/article/pii/S0094576515303416), which is sponsored by the International Academy of Astronautics.

#### Space debris creates existential deterrence and a taboo

Bowen 18 [(Bleddyn, lecturer in International Relations at the University of Leicester) “The Art of Space Deterrence,” European Leadership Network, February 20, 2018, <https://www.europeanleadershipnetwork.org/commentary/the-art-of-space-deterrence/>] TDI

Fourth, the ubiquity of space infrastructure and the fragility of the space environment may create a degree of existential deterrence. As space is so useful to modern economies and military forces, a large-scale disruption of space infrastructure may be so intuitively escalatory to decision-makers that there may be a natural caution against a wholesale assault on a state’s entire space capabilities because the consequences of doing so approach the mentalities of total war, or nuclear responses if a society begins tearing itself apart because of the collapse of optimised energy grids and just-in-time supply chains. In addition, the problem of space debris and the [political-legal hurdles to conducting debris clean-up](https://doi.org/10.1080/14777622.2014.890489) operations mean that even a handful of explosive events in space can render a region of Earth orbit unusable for everyone. This could caution a country like China from excessive kinetic intercept missions because its own military and economy is increasingly reliant on outer space, but perhaps not a country like North Korea which does not rely on space. The usefulness, sensitivity, and fragility of space may have some existential deterrent effect. [China’s catastrophic anti-satellite weapons test in 2007](https://defenceindepth.co/2017/01/11/chinas-space-weapons-test-ten-years-on-behemoth-pulls-the-peasants-plough/) is a valuable lesson for all on the potentially devastating effect of kinetic warfare in orbit.

## Multilat

#### 1] Their first piece of ev is ONLY about US and Russia co op, missing the IL to US china war

#### 2] Crews such as Sirius – 21, a join mission vbetween the US and Russia prove that we already have enough co op

#### 3] UCS 14 ev lists alt causes – nuclear weapons, chinas growing economic power, etc.

#### No war—deterrence makes Russia war impossible.

Alexander Lanoszka 20. Lanoszka is an Assistant Professor of International Relations at the University of Waterloo. “Thank goodness for NATO enlargement.” https://link.springer.com/article/10.1057/s41311-020-00234-8

Pessimism regarding the defensibility of NATO’s so-called northeastern flank is also unwarranted. To begin with, much of the policy literature on this region concentrates on Russia’s strengths while ignoring its key weaknesses. The Baltic countries would almost surely lose set piece battles against Russia, but deterrence ultimately hinges less on being victorious in a potential war than on imposing unacceptable costs on the adversary. The Baltic states have already begun embracing unconventional strategies intended to boost national resiliency and make occupation difficult (Collins and Beehner 2019). Guerrilla tactics and territorial defense serve to augment their denial capabilities that in turn would complicate Russian efforts to hold territory and pacify the local population. Moreover, Russia may have local escalation dominance, but it does not have global escalation dominance, given the forces that NATO members possess. A large-scale land grab made at the expense of any of the Baltic countries might precipitate escalatory dynamics that it could not control. Nuclear war may be a remote possibility, but it cannot be discounted altogether. One reason why Russia has resorted to so-called hybrid tactics against the Baltic countries—such as political subversion and eforts to foment unrest—is that it does not wish to provoke a reaction that it cannot handle (Lanoszka 2016). Put simply, Russia may believe in NATO’s Article Five collective defense commitment more than NATO members themselves do. Russia’s ability to mount a major assault on the Baltic littoral region should not be exaggerated either. Strategic assets that Russia supposedly has at its disposal can become liabilities. Its one formal defense partner—Belarus—has proved reluctant to accept additional forward deployed military assets and to provide diplomatic support in Russia’s territorial disputes with its neighbors. Because Belarus has potentially much to lose from getting involved in any sort of military confrontation between Russia and NATO, its leaders will be hesitant to offer material support to Russia, especially if they fear becoming the target of NATO countermeasures. Moreover, any massive assault on Poland and the Baltic countries would require extensive stockpiling of military hardware, ammunition, medical equipment, and other supplies, which would provide NATO defense planners with early warning. The Russian exclave of Kaliningrad might also be vulnerable. Swedish researchers have called into question Russian A2/AD capabilities located in Kaliningrad and elsewhere, alleging that its missile systems have much shorter ranges than commonly presumed and may be vulnerable to countermeasures (Dalsjö et al. 2019). NATO militaries like the Polish Armed Forces could hold at risk Kaliningrad. The question should not necessarily be whether the United States would trade ‘Toledo for Tallinn’ but whether Russia would trade Kaliningrad for Vilnius. And indeed, Russia would need the Suwałki Gap as much as NATO would because the area provides a bridge between Belarus and Kaliningrad. Attempts to close it necessarily involve violating Poland’s territorial integrity and would provide justification for NATO to escalate. Partly because of these difficulties associated with a major conventional attack, regional experts and government officials judge the probability of something of this sort happening to be low (Lanoszka and Hunzeker 2019, 29–30, 79). That is not to say Russia is weak; for example, its widening missile advantages still create gaps in NATO’s deterrence posture. But Russia is not a military juggernaut either. Even the use of so-called hybrid tactics may have limited efficacy in the Baltic region. The three Baltic countries have been subject to an intense Russian disinformation campaign since at least 2014. Nevertheless, local public opinion remains largely supportive of NATO and other defense policy measures aimed at boosting deterrence. One reason why these societies may be inoculated against Russian disinformation is that they have grown accustomed to seeing Russia in adversarial terms, thus making average citizens critical of pro-Kremlin narratives (Lanoszka 2019). In addition, the Baltic states have integrated their minority populations far better than is often assumed. Although many Russophones may still lack citizenship rights in Estonia and Latvia and so are more likely to experience political discrimination and economic hardship, they nevertheless retain key benefits associated with living in the European Union (Trimbach and O’Lear 2015). They may have sympathies for aspects of Russian foreign policy, but these sympathies do not translate into a preference to be reunited with Russia (Kallas 2016). Accordingly, Russia faces serious obstacles replicating what it did in Crimea. Russians living in Crimea were generally sympathetic to being part of Russkiy Mir (‘Russian World’), making them more willing to be the objects of an annexation efort (O’Loughlin, Toal, and Kolosov 2016, 761). Further, Russia does not have an existing military presence in the Baltic countries—as it did with the Black Sea Fleet stationed in Sevastopol—that it could leverage to achieve easy faits accomplis and dissuade potential challengers from organizing. In sum, NATO does not need to have a heavy footprint in the Baltic region to deter Russian aggression. Russia would have to overcome major operational challenges if it wished to undertake a successful conquest of the Baltic countries. Of course, none of this is to invite complacency about Baltic security. The Baltic states and Poland should deepen regional cooperation in order to ensure that no key policy differences exist between them (Jermalavicius et al. 2018). They also face potential vulnerabilities at sea and so need to improve the resilience of their undersea and maritime infrastructure (Schaub et al. 2017). Still, the defensibility of the Baltic region helps illuminate why Russia resorts to disinformation campaigns, airspace incursions, vague nuclear threats, and other attempts at subversion. It cannot do much more lest it would provoke an unwanted response.