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## Off

### 1

#### Innovation is rising after a cruel period of stagnation due to the tech sector – the aff reverses that

Murphy ‘21

Murphy, Matt. “Why a Dawn of Technological Optimism Is Breaking.” The Economist, The Economist Newspaper, 16 Jan. 2021, [https://www.economist.com/leaders/2021/01/16/why-a-dawn-of-technological-optimism-is-breaking. //](https://www.economist.com/leaders/2021/01/16/why-a-dawn-of-technological-optimism-is-breaking.%20//) Phoenix

Today a dawn of technological optimism is breaking. The speed at which covid-19 vaccines have been produced has made scientists household names. Prominent breakthroughs, a tech investment boom and the adoption of digital technologies during the pandemic are combining to raise hopes of a new era of progress: optimists giddily predict a “roaring Twenties”. Just as the pessimism of the 2010s was overdone—the decade saw many advances, such as in cancer treatment—so predictions of technological Utopia are overblown. But there is a realistic possibility of a new era of innovation that could lift living standards, especially if governments help new technologies to flourish.

In the history of capitalism rapid technological advance has been the norm. The 18th century brought the Industrial Revolution and mechanised factories; the 19th century railways and electricity; the 20th century cars, planes, modern medicine and domestic liberation thanks to washing machines. In the 1970s, though, progress—measured by overall productivity growth—slowed. The economic impact was masked for a while by women piling into the workforce, and a burst of efficiency gains followed the adoption of personal computers in the 1990s. After 2000, though, growth flagged again.

There are three reasons to think this “great stagnation” might be ending. First is the flurry of recent discoveries with transformative potential. The success of the “messenger RNA” technique behind the Pfizer-BioNTech and Moderna vaccines, and of bespoke antibody treatments, shows how science continues to empower medicine. Humans are increasingly able to bend biology to their will, whether that is to treat disease, edit genes or to grow meat in a lab. Artificial intelligence is at last displaying impressive progress in a range of contexts. A program created by DeepMind, part of Alphabet, has shown a remarkable ability to predict the shapes of proteins; last summer OpenAI unveiled GPT-3, the best natural-language algorithm to date; and since October driverless taxis have ferried the public around Phoenix, Arizona. Spectacular falls in the price of renewable energy are giving governments confidence that their green investments will pay off. Even China now promises carbon neutrality by 2060.

The second reason for optimism is booming investment in technology. In the second and third quarters of 2020 America’s non-residential private sector spent more on computers, software and research and development (R&D) than on buildings and industrial gear for the first time in over a decade. Governments are keen to give more cash to scientists (see [Briefing](https://www.economist.com/briefing/2021/01/16/the-case-for-more-state-spending-on-r-and-d)). Having shrunk for years, public R&D spending across 24 OECD countries began to grow again in real terms in 2017. Investors’ enthusiasm for technology now extends to medical diagnostics, logistics, biotechnology and semiconductors. Such is the market’s optimism about electric vehicles that Tesla’s CEO, Elon Musk, who also runs a rocket firm, is the world’s richest man.

#### Private space appropriation spurs massive innovation – the three giants created a new era

Peterson ‘21

Peterson, Bob. “Commercializing the Race to Space.” Insigniam, 19 Nov. 2021, https://insigniam.com/private-space-exploration-innovating-future-space/. // Phoenix

After publicly stalling out due to cost concerns circa 2011, America’s space race is quickly heating up again. Only instead of NASA, this time it’s being spearheaded through private space exploration by three billionaire investors and the companies that mirror these entrepreneurs’ out-of-this-world ambitions: Richard Branson (Virgin Galactic), Elon Musk (SpaceX) and Jeff Bezos (Blue Origin).

Expected to be a [$1.4 trillion market by 2030](https://www.cnbc.com/2020/10/02/why-the-space-industry-may-triple-to-1point4-trillion-by-2030.html), according to analysts at Bank of America, private space exploration and tourism are already ushering in a host of new innovations outside of traditional aerospace and defense realms. For example: Morgan Stanley suggests that the business world’s growing rush to reach orbit may also help [sate the world’s ever-growing appetite for high-speed satellite broadband technology](https://www.morganstanley.com/ideas/investing-in-space) and data, kick-start rocket-fueled delivery services and even enable asteroid mining in years to come. Here, we take a closer look at the field’s three front-runners, how each is pioneering new scientific advancements, and various trickle-down innovations that private space exploration may soon bring back to dozens of industries on planet Earth.

Virgin Galactic

On July 11—just 17 years after announcing the company—Virgin Group founder Richard Branson took his inaugural trip 53 miles above the Earth’s surface in Virgin Galactic’s suborbital, rocket-powered space plane VSS Unity. Capable of holding six passengers and two pilots, the craft isn’t likely to be earthbound for very long; the company has already sold around 600 tickets for flights at the princely sum of $200,000 to $250,000 apiece. As of early August, more tickets were available starting at $450,000 each.

The first of the billionaire space company founders to reach the edge of space (depending on the definition), Branson did so thanks to myriad scientific and business innovations made by his firm. Advancements not only include a new high-speed aircraft design that leverages modular technology to improve flight rate and maintenance access. They also incorporate a livery design built from a mirrorlike material that provides heightened thermal protection and color-changing potential, a spectacular display of the plane’s advanced capabilities in keeping with Branson’s notoriously flashy brand of showmanship. These upgrades have helped power Virgin Galactic’s ongoing push to capture public and media attention, enticing armchair astronauts to fulfill childhood dreams and fueling a booming business in space tourism.

Moreover, unlike traditional crewed rockets, which launch from ground-based locales, Virgin’s ships lift off from bigger planes that drop them off in midair. It’s a highly efficient technique that consumes less fuel and reduces the need for custom launch pad infrastructure. Passengers, who can enjoy three to five minutes of weightlessness, will soon include scientists who can run experiments midflight, as opposed to primarily using traditional suborbital space testing methods—i.e., spacecraft without a crew.

SpaceX

Tesla founder Elon Musk’s SpaceX is an all-purpose space technology firm that designs and manufactures myriad cutting-edge rockets and spacecraft. Case in point: Its Dragon capsule has already proved it can cost-efficiently carry crew and cargo to the International Space Station. The company’s Starship large-scale rocket and spacecraft system is also designed to carry massive payloads into orbit—and, thanks to NASA’s support, is expected soon to land the first astronauts on the moon since the Apollo program.

Not yet 20 years old, SpaceX is additionally focused on introducing more dependable equipment at a fraction of standard production and operating costs. Other innovations include the Falcon 9, a reusable two-stage rocket for repeatedly transporting people and equipment into space, and Falcon Heavy, the world’s most powerful rocket today, which can carry twice as much weight as its closest competitor. SpaceX’s ambitions even extend to commercial space flight and ride-sharing if you or your company’s inventory need to catch a quick lift into the atmosphere.

Almost as curious as the company’s public-facing creations are those powering its operations behind the scenes, including a fleet of autonomous drone ships that catch rockets as they hurtle back to earth, landing in the ocean. SpaceX is also heavily investing in building out Starlink, a broadband internet service powered by thousands of satellites that has the potential to bring high-speed connectivity to remote and rural areas around the globe. In short, by leveraging a host of leading-edge technical advancements to power practical innovations in communications, transport and aerospace operations, SpaceX aims to privatize the field of space flight as a whole. No wonder NASA ranks among the company’s biggest customers.

Blue Origin

The brainchild of Amazon founder Jeff Bezos, Blue Origin was founded in 2000 with the mission of expanding humanity’s reach into space, fueling interstellar exploration, and powering the search for new material and energy resources. It hopes to do so by delivering low-cost, fully or partly reusable orbital launch vehicles that can serve the needs of businesses and individuals alike. One person recently [paid an astounding $28 million for a ticket](https://www.washingtonpost.com/technology/2021/06/12/jeff-bezos-blue-origin-auction/).

Unlike Virgin Galactic, Blue Origin makes spacecraft that are able to cross the Kármán line—the 62-mile-high measurement that most countries consider to be the boundary of outer space. (The U.S. uses 50 miles as a benchmark instead.) The company’s mantra is “Launch, Land, Repeat,” a testimonial to its commitment to drastically lower expenses associated with space travel, and to the built-in vertical takeoff and landing technology that allows used vehicles to be quickly refurbished and once again take flight. Note that Blue Origin is also experimenting with oversized lunar landers designed to ferry astronauts and equipment affordably to and from the moon.

Investment Opportunities and New Innovations

The increasing desire for private space exploration points to companies’ growing desire to more cost-efficiently use resources, leverage emerging or preexisting technology in new ways, optimize processes and workflows, and pioneer new markets by democratizing access to resources and equipment.

Each of the big three players has sought to tap into a mix of proprietary and community knowledge bases, leverage new high-tech and engineering advancements to lower overhead and operating costs, and boost the accessibility of space travel. Likewise, all have looked to raise public awareness, amortize their investments in new innovations and extend potential revenue streams by finding new business applications for their proprietary solutions at every turn.

#### Aerospace innovation spills over to other industries and the tech sector as a whole

Sayol ‘21

Sayol, Ignasi. “Aerospace Innovation. Pioneer towards New Horizons.” Ignasi Sayol, 4 Aug. 2021, https://ignasisayol.com/en/aerospace-innovation/. // Phoenix

During the last decade, the aerospace industry has undergone a great transformation. It has witnessed countless disruptive innovations that have materialized and laid the foundation for future developments that are already on the horizon.

The application of multisectoral technologies such as 5G, advanced satellite systems, 3D printing, Big Data, [quantum technology](https://ignasisayol.com/en/quantum-computing/), among others, has allowed to update and scale the activity of operations in the air and space. Operations that were previously considered impossible.

Aeronautics innovation includes atmosphere and outer space activity developments. Aerospace engineering consists of aeronautics and astronautics, where aerospace organizations research, design, manufacture, operate or maintain aircraft and spacecraft.

Consider that many of these sector developments have been pioneers for the later application in other branches and that many of them are now improving many business sectors and daily life. The weather forecast, GPS or satellite television are examples that depend fundamentally on space infrastructure.

On the other hand, trends in space technology (SpaceTech) are gaining ground. Combining the increase in this industry private investments and the emerge of companies focused on this sector developing new technologies that facilitate movement, operations and communications between the earth and space.

Similarly, aviation is a branch that is accelerating the technology industry rate. An important motivation to improve the way airplanes operate is strongly driven by geopolitics. Let’s not forget that aviation has the power to turn friends into enemies and vice versa.

The aerospace industry pollinates sectors towards innovation

The aerospace sector over time has traditionally been seen as one of the greatest instigators of technological change. In disciplines such as engineering, electronics, communication, the use of new materials such as metals and plastic compounds, as well as the development of more efficient and sustainable energy systems.

The aerospace industry has a strong influence on manufacturing process innovation. It serves as a testing scenario for broader developments within automation, assembly, and inspection. Aircraft manufacturing is an example of systems and assembly’s complexity, that when solved, have great implications on many other sectors.

#### Innovation is the best method to combat human extinction – prepares against every every possible threat from warming to AI to pandemics

Matthews ‘18

Matthews, Dylan. “How to Help People Millions of Years from Now.” Vox, Vox, 26 Oct. 2018, [https://www.vox.com/future-perfect/2018/10/26/18023366/far-future-effective-altruism-existential-risk-doing-good. //](https://www.vox.com/future-perfect/2018/10/26/18023366/far-future-effective-altruism-existential-risk-doing-good.%20//) rc Phoenix

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.

### 2

#### Counterplan Text: The appropriation of outer space by private entities is unjust, sans mining expeditions.

#### Private space companies are the leading drivers of mining resources off celestial bodies – that’s key to stop resource, water, and rare earth mineral shortages

Gilbert 21 (Alex Gilbert; 4/26/21;The Milken Institute Review; *“Mining in Space Is Coming”*; accessed 12/15/21; <https://www.milkenreview.org/articles/mining-in-space-is-coming>; alex gilbert, is a complex systems researcher and a PhD student in space resources at the Colorado School of Mines.) HB

As every fan of science fiction knows, the resources of the solar system appear virtually unlimited compared to those on Earth. There are whole other planets, dozens of moons, thousands of massive asteroids and millions of small ones that doubtless contain humungous quantities of materials that are scarce and very valuable (back on Earth). Visionaries including Jeff Bezos imagine heavy industry moving to space and Earth becoming a residential area. However, as entrepreneurs look to harness the riches beyond the atmosphere, access to space resources remains tangled in the realities of economics and governance. Start with the fact that space belongs to no country, complicating traditional methods of resource allocation, property rights and trade. With limited demand for materials in space itself and the need for huge amounts of energy to return materials to Earth, creating a viable industry will turn on major advances in technology, finance and business models. That said, there’s no grass growing under potential pioneers’ feet. Potential economic, scientific and even security benefits underlie an emerging geopolitical competition to pursue space mining. The United States is rapidly emerging as a front-runner, in part due to its ambitious Artemis Program to lead a multinational consortium back to the Moon. But it is also a leader in creating a legal infrastructure for mineral exploitation. The United States has adopted the world’s first space resources law, recognizing the property rights of private companies and individuals to materials gathered in space. However, the United States is hardly alone. Luxembourg and the United Arab Emirates (you read those right) are racing to codify space-resources laws of their own, hoping to attract investment to their entrepot nations with business-friendly legal frameworks. China reportedly views space-resource development as a national priority, part of a strategy to challenge U.S. economic and security primacy in space. Meanwhile, Russia, Japan, India and the European Space Agency all harbor space-mining ambitions of their own. Governing these emerging interests is an outdated treaty framework from the Cold War. Sooner rather than later, we’ll need new agreements to facilitate private investment and ensure international cooperation. What’s Out There Back up for a moment. For the record, space is already being heavily exploited, because space resources include non-material assets such as orbital locations and abundant sunlight that enable satellites to provide services to Earth. Indeed, satellite-based telecommunications and global positioning systems have become indispensable infrastructure underpinning the modern economy. Mining space for materials, of course, is another matter. In the past several decades, planetary science has confirmed what has long been suspected: celestial bodies are potential sources for dozens of natural materials that, in the right time and place, are incredibly valuable. Of these, water may be the most attractive in the near-term, because — with assistance from solar energy or nuclear fission — H2O can be split into hydrogen and oxygen to make rocket propellant, facilitating in-space refueling. So-called “rare earth” metals are also potential targets of asteroid miners intending to service Earth markets. Consisting of 17 elements, including lanthanum, neodymium, and yttrium, these critical materials (most of which are today mined in China at great environmental cost) are required for electronics. And they loom as bottlenecks in making the transition from fossil fuels to renewables backed up by battery storage. The Moon is a prime space mining target. Boosted by NASA’s mining solicitation, it is likely the first location for commercial mining. The Moon has several advantages. It is relatively close, requiring a journey of only several days by rocket and creating communication lags of only a couple seconds — a delay small enough to allow remote operation of robots from Earth. Its low gravity implies that relatively little energy expenditure will be needed to deliver mined resources to Earth orbit. The Moon may look parched — and by comparison to Earth, it is. But recent probes have confirmed substantial amounts of water ice lurking in permanently shadowed craters at the lunar poles. Further, it seems that solar winds have implanted significant deposits of helium-3 (a light stable isotope of helium) across the equatorial regions of the Moon. Helium-3 is a potential fuel source for secondand third-generation fusion reactors that one hopes will be in service later in the century. The isotope is packed with energy (admittedly hard to unleash in a controlled manner) that might augment sunlight as a source of clean, safe energy on Earth or to power fast spaceships in this century. Between its water and helium-3 deposits, the Moon could be the resource stepping-stone for further solar system exploration. Asteroids are another near-term mining target. There are all sorts of space rocks hurtling through the solar system, with varying amounts of water, rare earth metals and other materials on board. The asteroid belt between the orbits of Mars and Jupiter contains most of them, many of which are greater than a kilometer in diameter. Although the potential water and mineral wealth of the asteroid belt is vast, the long distance from Earth and requisite travel times and energy consumption rule them out as targets in the near term. Wannabe asteroid miners will thus be looking at smaller near-Earth asteroids. While they are much further away than the Moon, many of them could be reached using less energy — and some are even small enough to make it technically possible to tow them to Earth orbit for mining. Space mining may be essential to crewed exploration missions to Mars. Given the distance and relatively high gravity of Mars (twice that of the Moon), extraction and export of minerals to Earth seems highly unlikely. Rather, most resource extraction on Mars will focus on providing materials to supply exploration missions, refuel spacecraft and enable settlement. Technology Is the Difference The prospects for space mining are being driven by technological advances across the space industry. The rise of reusable rocket components and the now-widespread use of off-the-shelf parts are lowering both launch and operations costs. Once limited to government contract missions and the delivery of telecom satellites to orbit, private firms are now emerging as leaders in developing “NewSpace” activities — a catch-all term for endeavors including orbital tourism, orbital manufacturing and mini-satellites providing specialized services. The space sector, with a market capitalization of $400 billion, could grow to as much as $1 trillion by 2040 as private investment soars. But despite the high-profile commercial advances, governments still call the shots on the leading edge of space resource technologies. The United States extracted the first extraterrestrial materials in space from the Moon during the Apollo missions, followed by the Soviet Union’s recoveries from crewless Luna missions. President Biden recently borrowed one of the Apollo lunar rocks for display in the Oval Office, highlighting the awe that deep space can still summon. For the time being, scientific samples remain the goal of mining. Last October, NASA’s OSIRIS-REx mission — due to return to Earth in 2023 — collected a small amount of material from the asteroid Bennu. In December, Japan returned a sample of the asteroid Ryugu with the Hayabusa2 spacecraft. And several weeks later, China’s Chang’e 5 mission returned the first lunar samples since the 1970s. Sample collection is accelerating, with recent missions targeting Mars. Japan is planning to visit the two moons of Mars and extract a sample from one. NASA’s robotic Perseverance rover will collect and cache drilled samples on Mars that could later be returned to Earth. Perseverance also carries gear for the unique MOXIE experiment on Mars — an attempt to produce oxygen on the planet with technologies that could eventually extract oxygen for astronauts to breath and refuel spacecraft.

#### **Increasing the supply of rare earth metals is crucial to the transition to green tech which is key to resolve climate chnage**

Riley 21 (Charles Riley; 5/5/21; CNN; *“A shortage of these metals could make the climate crisis worse”*; accessed 12/15/21; <https://www.cnn.com/2021/05/05/business/climate-crisis-metals-shortage/index.html>; Charles Riley is Europe Editor at CNN Business. Before joining the London bureau, he worked as a reporter and editor in New Delhi, Hong Kong, New York and Washington D.C.) HB

The world won't be able to tackle the climate crisis unless there is a sharp increase in the supply of metals required to produce electric cars, solar panels, wind turbines and other clean energy technologies, according to the International Energy Agency. As countries switch to green energy, demand for copper, lithium, nickel, cobalt and rare earth elements is soaring. But they are all vulnerable to price volatility and shortages, the agency warned in a report published on Wednesday, because their supply chains are opaque, the quality of available deposits is declining and mining companies face stricter environmental and social standards. Limited access to known mineral deposits is another risk factor. Three countries together control more than 75% of the global output of lithium, cobalt and rare earth elements. The Democratic Republic of Congo was responsible for 70% of cobalt production in 2019, and China produced 60% of rare earth elements while refining 50% to 70% of lithium and cobalt, and nearly 90% of rare earth elements. Australia is the other power player. In the past, mining companies have responded to higher demand by increasing their investment in new projects. But it takes on average 16 years from the discovery of a deposit for a mine to start production, according to the IEA. Current supply and investment plans are geared to "gradual, insufficient action on climate change," it warned. "These risks to the reliability, affordability and sustainability of mineral supply are manageable, but they are real," the Paris-based agency said in the most comprehensive report on the issue to date. "How policy makers and companies respond will determine whether critical minerals are a vital enabler for clean energy transitions, or a bottleneck in the process." The minerals are essential to technologies that are expected to play a leading role in combating climate change. The average electric car requires six times more minerals than a conventional car, according to the IEA. Lithium, nickel, cobalt, manganese and graphite are crucial to batteries. Electricity networks need huge amounts of copper and aluminum, while rare earth elements are used in the magnets needed to make wind turbines work. Meeting the goals of the Paris climate agreement will require a "significant" increase in clean energy, according to the IEA, which estimates that the annual installation of wind turbines would need to grow threefold by 2040 and electric car sales would need to expand 25 times over the same period. Reaching net zero emissions by 2050 would require even more investment. "The data shows a looming mismatch between the world's strengthened climate ambitions and the availability of critical minerals that are essential to realizing those ambitions," Fatih Birol, executive director of the IEA, said in a statement. "The challenges are not insurmountable, but governments must give clear signals about how they plan to turn their climate pledges into action." The agency said that policymakers should provide more clarity on the energy transition, promote the development of new technology and recycling, enhance supply chain resilience and encourage higher environmental, social and governance (ESG) standards. The IEA, which advises the world's richest countries and was founded after the oil supply shocks in the 1970s, said that mineral supplies will be the energy security challenge of the 21st century. "Concerns about price volatility and security of supply do not disappear in an electrified, renewables-rich energy system," it said.

**Climate change causes extinction – ocean acidification, water and resource wars, econ collapse, and regional conflicts.**

Pachauri and Meyer 15 (Rajendra K. Pachauri Chairman of the IPCC, Leo Meyer Head, Technical Support Unit IPCC were the editors for this IPCC report, “Climate Change 2014 Synthesis Report” <http://epic.awi.de/37530/1/IPCC_AR5_SYR_Final.pdf> IPCC, 2014: Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland, 151 pp)

SPM 2.3 Future risks and impacts caused by a changing climate Climate change will amplify existing risks and create new risks for natural and human systems. Risks are unevenly distributed and are generally greater for disadvantaged people and communities in countries at all levels of development. {2.3} Risk of climate-related impacts results from the interaction of climate-related hazards (including hazardous events and trends) with the vulnerability and exposure of human and natural systems, including their ability to adapt. Rising rates and magnitudes of warming and other changes in the climate system, accompanied by ocean acidification, increase the risk of severe, pervasive and in some cases irreversible detrimental impacts. Some risks are particularly relevant for individual regions (Figure SPM.8), while others are global. The overall risks of future climate change impacts can be reduced by limiting the rate and magnitude of climate change, including ocean acidification. The precise levels of climate change sufficient to trigger abrupt and irreversible change remain uncertain, but the risk associated with crossing such thresholds increases with rising temperature (medium confidence). For risk assessment, it is important to evaluate the widest possible range of impacts, including low-probability outcomes with large consequences. {1.5, 2.3, 2.4, 3.3, Box Introduction.1, Box 2.3, Box 2.4} A large fraction of species faces increased extinction risk due to climate change during and beyond the 21st century, especially as climate change interacts with other stressors (high confidence). Most plant species cannot naturally shift their geographical ranges sufficiently fast to keep up with current and high projected rates of climate change in most landscapes; most small mammals and freshwater molluscs will not be able to keep up at the rates projected under RCP4.5 and above in flat landscapes in this century (high confidence). Future risk is indicated to be high by the observation that natural global climate change at rates lower than current anthropogenic climate change caused significant ecosystem shifts and species extinctions during the past millions of years. Marine organisms will face progressively lower oxygen levels and high rates and magnitudes of ocean acidification (high confidence), with associated risks exacerbated by rising ocean temperature extremes (medium confidence). Coral reefs and polar ecosystems are highly vulnerable. Coastal systems and low-lying areas are at risk from sea level rise, which will continue for centuries even if the global mean temperature is stabilized (high confidence). {2.3, 2.4, Figure 2.5} Climate change is projected to undermine food security (Figure SPM.9). Due to projected climate change by the mid-21st century and beyond, global marine species redistribution and marine biodiversity reduction in sensitive regions will challenge the sustained provision of fisheries productivity and other ecosystem services (high confidence). For wheat, rice and maize in tropical and temperate regions, climate change without adaptation is projected to negatively impact production for local temperature increases of 2°C or more above late 20th century levels, although individual locations may benefit (medium confidence). Global temperature increases of ~4°C or more 13 above late 20th century levels, combined with increasing food demand, would pose large risks to food security globally(high confidence). Climate change is projected to reduce renewable surface water and groundwater resources in most dry subtropical regions (robust evidence, high agreement), intensifying competition for water among sectors (limited evidence, medium agreement). {2.3.1, 2.3.2} Until mid-century, projected climate change will impact human health mainly by exacerbating health problems that already exist (very high confidence). Throughout the 21st century, climate change is expected to lead to increases in ill-health in many regions and especially in developing countries with low income, as compared to a baseline without climate change (high confidence). By 2100 for RCP8.5, the combination of high temperature and humidity in some areas for parts of the year is expected to compromise common human activities, including growing food and working outdoors (high confidence). {2.3.2} In urban areas climate change is projected to increase risks for people, assets, economies and ecosystems, including risks from heat stress, storms and extreme precipitation, inland and coastal flooding, landslides, air pollution, drought, water scarcity, sea level rise and storm surges (very high confidence). These risks are amplified for those lacking essential infrastructure and services or living in exposed areas. {2.3.2} Rural areas are expected to experience major impacts on water availability and supply, food security, infrastructure and agricultural incomes, including shifts in the production areas of food and non-food crops around the world (high confidence). {2.3.2} Aggregate economic losses accelerate with increasing temperature (limited evidence, high agreement), but global economic impacts from climate change are currently difficult to estimate. From a poverty perspective, climate change impacts are projected to slow down economic growth, make poverty reduction more difficult, further erode food security and prolong existing and create new poverty traps, the latter particularly in urban areas and emerging hotspots of hunger (medium confidence). International dimensions such as trade and relations among states are also important for understanding the risks of climate change at regional scales. {2.3.2} Climate change is projected to increase displacement of people (medium evidence, high agreement). Populations that lack the resources for planned migration experience higher exposure to extreme weather events, particularly in developing countries with low income. Climate change can indirectlyincrease risks of violent conflicts by amplifying well-documented drivers of these conflicts such as poverty and economic shocks (medium confidence). {2.3.2} 2010 )

### 3

#### Private space appropriation is crucial for getting off the rock – it’s space-for-space instead of space-for-earth. Profits incentivize colonies as fast as possible to create demand for future investment.

Sarang ‘21

Sarang, Mehak. “The Commercial Space Age Is Here.” Harvard Business Review, 12 Feb. 2021, [https://hbr.org/2021/02/the-commercial-space-age-is-here. //](https://hbr.org/2021/02/the-commercial-space-age-is-here.%20//) Phoenix

In our [recent research](https://www.hbs.edu/faculty/Publication%20Files/jep.32.2.173_Space,%20the%20Final%20Economic%20Frontier_413bf24d-42e6-4cea-8cc5-a0d2f6fc6a70.pdf), we examined how the model of centralized, government-directed human space activity born in the 1960s has, over the last two decades, made way for a new model, in which public initiatives in space increasingly share the stage with private priorities. Centralized, government-led space programs will inevitably focus on space-for-earth activities that are in the public interest, such as national security, basic science, and national pride. This is only natural, as expenditures for these programs must be justified by demonstrating benefits for citizens — and the citizens these governments represent are (nearly) all on earth.

In contrast to governments, the private sector is eager to put people in space to pursue their own personal interests, not the state’s — and then supply the demand they create. This is the vision driving SpaceX, which in its first twenty years has entirely upended the rocket launch industry, securing 60% of the global commercial launch market and building ever-larger spacecraft designed to ferry passengers not just to the International Space Station (ISS), but also to its own promised [settlement on Mars](https://www.spacex.com/media/making_life_multiplanetary_transcript_2017.pdf).

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

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

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

Another major area of space-for-space investment is in building and operating space infrastructure such as habitats, laboratories, and factories. Axiom Space, a current leader in this field, recently [announced](https://www.theverge.com/2021/1/26/22250327/space-tourists-axiom-private-crew-iss-price) that it would be flying the “first fully private commercial mission to space” in 2022 onboard SpaceX’s Crew Dragon Capsule. Axiom was also [awarded](https://spacenews.com/nasa-selects-axiom-space-to-build-commercial-space-station-module/) a contract for exclusive access to a module of the ISS, facilitating its plans to develop modules for commercial activity on the station (and eventually, beyond it).

This infrastructure is likely to spur investment in a wide array of complementary services to supply the demand of the people living and working within it. For example, in February 2020, Maxar Technologies was awarded a [$142 million contract](https://www.builtincolorado.com/2020/02/03/maxar-technologies-142m-nasa-contract) from NASA to develop a robotic construction tool that would be assembled in space for use on low-Earth orbit spacecraft. Private sector spacecraft or settlements will no doubt have need for a variety of similar construction and repair tools.

And of course, the private sector isn’t just about industrial products. Creature comforts also promise to be an area of rapid growth, as companies endeavor to support the human side of life in the harsh environment of space. In 2015, for example, [Argotec and Lavazza](https://www.lavazza.com/en/about-us/media-centre/isspresso-successfully-completes-the-mission-coffee-in-space.html) collaborated to build an espresso machine that could function in the zero-gravity environment of the ISS, delivering a bit of everyday luxury to the crew.

To be sure, people have dreamt of using the vacuum and weightlessness of space to source or make things that cannot be made on earth for half a century, and time and again the business case has failed to pan out. Skepticism is natural. Those failures, however, have been in space-for-earth applications. For example, two startups of the 2010s, [Planetary Resources, Inc.](https://store.hbr.org/product/planetary-resources-inc-property-rights-and-the-regulation-of-the-space-economy/717053) and [Deep Space Industries](https://spacenews.com/deep-space-industries-acquired-by-bradford-space/), recognized the potential of space mining early on. For both companies, however, the lack of a space-for-space economy meant that their near-term survival depended on selling mined material — precious metals or rare elements — to earthbound customers. When it became clear that demand was insufficient to justify the high costs, funding dried up, and both companies pivoted to other ventures.

These were failures of space-for-earth business models — but the demand for in-space mining of raw building material, metals, and water will be enormous once humans are living in space (and are therefore far cheaper to supply). In other words, when people are living and working in space, we are likely to look back on these early asteroid mining companies less as failures and more as simply [ahead of their time](https://interestingengineering.com/asteroid-mining-to-shape-the-future-of-our-wealth).

#### Getting off the rock prevents extinction

Pelton ‘17

former Dean and Chairman of the Board of Trustees of the International Space University, Founder of the Arthur C. Clarke Foundation and the founding President of the Society of Satellite Professionals International, serves on the Executive Board of the International Association for the Advancement of Space Safety, Director Emeritus of the Space and Advanced Communications Research Institute (SACRI) at George Washington University [Joseph N. Pelton, 2017, Chapter 1: Why This Gold Rush Is Different in *The New Gold Rush The Riches of Space Beckon!*, pgs 1-2, Springer, DOI: 10.1007/978-3-319-39273-8] AMarb

What will we do when Earth’s resources are used up by humanity? The world is now hugely over populated, with billions and billions crammed into our overcrowded cities. By 2050, we may be 9 billion strong, and by 2100 well over 11 billion people on Planet Earth. Some at the United Nations say we might even be an amazing 12 billion crawling around this small globe. And over 80 % of us will be living in congested cities. These cities will be ever more vulnerable to terrorist attack, natural disaster, and other plights that come with overcrowding and a dearth of jobs that will be fueled by rapid automation and the rise of artificial intelligence across the global economy. We are already rapidly running out of water and minerals. Climate change is threatening our very existence. Political leaders and even the Pope have cautioned us against inaction. Perhaps the naysayers are right. All humanity is at tremendous risk. Is there no hope for the future? This book is about hope. We think that there is literally heavenly hope for humanity. But we are not talking here about divine intervention. We are envisioning a new space economy that recognizes that there is more water in the skies that all our oceans. There is a new wealth of natural resources and clean energy in the reaches of outer space—more than most of us could ever dream possible. There are those that say why waste money on outer space when we have severe problems here at home? Going into space is not a waste of money. It is our future. It is our hope for new jobs and resources. The great challenge of our times is to reverse public thinking to see space not as a resource drain but as the doorway to opportunity. The new space frontier can literally open up a “gold rush in the skies.” In brief, we think there is new hope for humanity. We see a new a pathway to the future via new ventures in space. For too long, space programs have been seen as a money pit. In the process, we have overlooked the great abundance available to us in the skies above. It is important to recognize there is already the beginning of a new gold rush in space—a pathway to astral abundance. “New Space” is a term increasingly used to describe radical new commercial space initiatives—many of which have come from Silicon Valley and often with backing from the group of entrepreneurs known popularly as the “space billionaires.” New space is revolutionizing the space industry with lower cost space transportation and space systems that represent significant cost savings and new technological breakthroughs. “New Commercial Space” and the “New Space Economy” represent more than a new way of looking at outer space. These new pathways to the stars could prove vital to human survival.

### 4

#### Plan - States ought to develop a international right of way for satellite maneuvering and communication efforts

#### Our solvency advocate is Boley & Byers 21 in yellow – only increased communication and international organization efforts solve for the entirety of aff’s miscalc

1AC Boley & Byers 21 [Aaron C., Department of Physics and Astronomy @ The University of British Columbia\*, and Michael, Department of Political Science @ The University of British Columbia; Published: 20 May 2021; Scientific Reports; “Satellite mega-constellations create risks in Low Earth Orbit, the atmosphere and on Earth,” <https://www.nature.com/articles/s41598-021-89909-7>] brett

Companies are placing satellites into orbit at an unprecedented frequency to build ‘mega-constellations’ of communications satellites in Low Earth Orbit (LEO). In two years, the number of active and defunct satellites in LEO has increased by over 50%, to about 5000 (as of 30 March 2021). SpaceX alone is on track to add 11,000 more as it builds its Starlink mega-constellation and has already filed for permission for another 30,000 satellites with the Federal Communications Commission (FCC)1. Others have similar plans, including OneWeb, Amazon, Telesat, and GW, which is a Chinese state-owned company2. The current governance system for LEO, while slowly changing, is ill-equipped to handle large satellite systems. Here, we outline how applying the consumer electronic model to satellites could lead to multiple tragedies of the commons. Some of these are well known, such as impediments to astronomy and an increased risk of space debris, while others have received insufficient attention, including changes to the chemistry of Earth’s upper atmosphere and increased dangers on Earth’s surface from re-entered debris. The heavy use of certain orbital regions might also result in a de facto exclusion of other actors from them, violating the 1967 Outer Space Treaty. All of these challenges could be addressed in a coordinated manner through multilateral law-making, whether in the United Nations, the Inter-Agency Debris Committee (IADC), or an ad hoc process, rather than in an uncoordinated manner through different national laws. Regardless of the law-making forum, mega-constellations require a shift in perspectives and policies: from looking at single satellites, to evaluating systems of thousands of satellites, and doing so within an understanding of the limitations of Earth’s environment, including its orbits.

Thousands of satellites and 1500 rocket bodies provide considerable mass in LEO, which can break into debris upon collisions, explosions, or degradation in the harsh space environment. Fragmentations increase the cross-section of orbiting material, and with it, the collision probability per time. Eventually, collisions could dominate on-orbit evolution, a situation called the Kessler Syndrome3. There are already over 12,000 trackable debris pieces in LEO, with these being typically 10 cm in diameter or larger. Including sizes down to 1 cm, there are about a million inferred debris pieces, all of which threaten satellites, spacecraft and astronauts due to their orbits crisscrossing at high relative speeds. Simulations of the long-term evolution of debris suggest that LEO is already in the protracted initial stages of the Kessler Syndrome, but that this could be managed through active debris removal4. The addition of satellite mega-constellations and the general proliferation of low-cost satellites in LEO stresses the environment further5,6,7,8.

Results

The overall setting

The rapid development of the space environment through mega-constellations, predominately by the ongoing construction of Starlink, is shown by the cumulative payload distribution function (Fig. 1). From an environmental perspective, the slope change in the distribution function defines NewSpace, an era of dominance by commercial actors. Before 2015, changes in the total on-orbit objects came principally from fragmentations, with effects of the 2007 Chinese anti-satellite test and the 2009 Kosmos-2251/Iridium-33 collisions being evident on the graph.

Figure 1

[Figure 1 omitted]

Cumulative on-orbit distribution functions (all orbits). Deorbited objects are not included. The 2007 and 2009 spikes are a Chinese anti-satellite test and the Iridium 33-Kosmos 2251 collision, respectively. The recent, rapid rise of the orange curve represents NewSpace (see "Methods").

Full size image

Although the volume of space is large, individual satellites and satellite systems have specific functions, with associated altitudes and inclinations (Fig. 2). This increases congestion and requires active management for station keeping and collision avoidance9, with automatic collision-avoidance technology still under development. Improved space situational awareness is required, with data from operators as well as ground- and space-based sensors being widely and freely shared10. Improved communications between satellite operators are also necessary: in 2019, the European Space Agency moved an Earth observation satellite to avoid colliding with a Starlink satellite, after failing to reach SpaceX by e-mail. Internationally adopted ‘right of way’ rules are needed10 to prevent games of ‘chicken’, as companies seek to preserve thruster fuel and avoid service interruptions. SpaceX and NASA recently announced11 a cooperative agreement to help reduce the risk of collisions, but this is only one operator and one agency.

Figure 2

[Figure 2 omitted]

Orbital distribution and density information for objects in Low Earth Orbit (LEO). (Left) Distribution of payloads (active and defunct satellites), binned to the nearest 1 km in altitude and 1° in orbital inclination. The centre of each circle represents the position on the diagram, and the size of the circle is proportional to the number of satellites within the given parameter space. (Right) Number density of different space resident objects (SROs) based on 1 km radial bins, averaged over the entire sky. Because SRO objects are on elliptical orbits, the contribution of a given object to an orbital shell is weighted by the time that object spends in the shell. Despite significant parameter space, satellites are clustered in their orbits due to mission requirements. The emerging Starlink cluster at 550 km and 55° inclination is already evident in both plots (Left and Right).

Full size image

When completed, Starlink will include about as many satellites as there are trackable debris pieces today, while its total mass will equal all the mass currently in LEO—over 3000 tonnes. The satellites will be placed in narrow orbital shells, creating unprecedented congestion, with 1258 already in orbit (as of 30 March 2021). OneWeb has already placed an initial 146 satellites, and Amazon, Telesat, GW and other companies, operating under different national regulatory regimes, are soon likely to follow.

Enhanced collision risk

Mega-constellations are composed of mass-produced satellites with few backup systems. This consumer electronic model allows for short upgrade cycles and rapid expansions of capabilities, but also considerable discarded equipment. SpaceX will actively de-orbit its satellites at the end of their 5–6-year operational lives. However, this process takes 6 months, so roughly 10% will be de-orbiting at any time. If other companies do likewise, thousands of de-orbiting satellites will be slowly passing through the same congested space, posing collision risks. Failures will increase these numbers, although the long-term failure rate is difficult to project. Figure 3 is similar to the righthand portion of Fig. 2 but includes the Starlink and OneWeb mega-constellations as filed (and amended) with the FCC (see “Methods”). The large density spikes show that some shells will have satellite number densities in excess of n=10−6 km−3.

Figure 3

[Figure 3 omitted]

Satellite density distribution in LEO with the Starlink and OneWeb mega-constellations as filed (and amended) with the FCC. Provided that the orbits are nearly circular, the number densities in those shells will exceed 10–6 km−3. Because the collisional cross-section in those shells is also high, they represent regions that have a high collision risk whenever debris is too small to be tracked or collision avoidance manoeuvres are impossible for other reasons.

Full size image

Deorbiting satellites will be tracked and operational satellites can manoeuvre to avoid close conjunctions. However, this depends on ongoing communication and cooperation between operators, which at present is ad hoc and voluntary. A recent letter12 to the FCC from SpaceX suggests that some companies might be less-than-fully transparent about events13 in LEO.

Despite the congestion and traffic management challenges, FCC filings by SpaceX suggest that collision avoidance manoeuvres can in fact maintain collision-free operations in orbital shells and that the probability of a collision between a non-responsive satellite and tracked debris is negligible. However, the filings do not account for untracked debris6, including untracked debris decaying through the shells used by Starlink. Using simple estimates (see “Methods”), the probability that a single piece of untracked debris will hit any satellite in the Starlink 550 km shell is about 0.003 after one year. Thus, if at any time there are 230 pieces of untracked debris decaying through the 550 km orbital shell, there is a 50% chance that there will be one or more collisions between satellites in the shell and the debris. As discussed further in “Methods”, such a situation is plausible. Depending on the balance between the de-orbit and the collision rates, if subsequent fragmentation events lead to similar amounts of debris within that orbital shell, a runaway cascade of collisions could occur.

Fragmentation events are not confined to their local orbits, either. The India 2019 ASAT test was conducted at an altitude below 300 km in an effort to minimize long-lived debris. Nevertheless, debris was placed on orbits with apogees in excess of 1000 km. As of 30 March 2021, three tracked debris pieces remain in orbit14. Such long-lived debris has high eccentricities, and thus can cross multiple orbital shells twice per orbit. A major fragmentation event from a single satellite could affect all operators in LEO.

Even if debris collisions were avoidable, meteoroids are always a threat. The cumulative meteoroid flux15 for masses m > 10–2 g is about 1.2 × 10–4 meteoroids m−2 year−1 (see “Methods”). Such masses could cause non-negligible damage to satellites16. Assuming a Starlink constellation of 12,000 satellites (i.e. the initial phase), there is about a 50% chance of 15 or more meteoroid impacts per year at m > 10–2 g. Satellites will have shielding, but events that might be rare to a single satellite could become common across the constellation.

One partial response to these congestion and collision concerns is for operators to construct mega-constellations out of a smaller number of satellites. But this does not, individually or collectively, eliminate the need for an all-of-LEO approach to evaluating the effects of the construction and maintenance of any one constellation.

#### Net benefit:

#### cooperation – existing debris will be floating in space – only increase communication efforts and an international right of way solves miscalc

#### Misses the blockade on innovation – LEO restriction literally restricts innovation stemmed from corporations like SpaceX

## Case

#### Their case specifies a plantext – this is abusive – means they can shift the aff infinitely to kill my offense – just watch how in the next speech they will go for no link in the 1AR proving and supercharging over offense

### no space debris impact

#### No impact to debris:

#### It hits stations all the time.

Cain ’15 (Fraser; 12/23/15; writer for Universe Today; “How Do Astronauts Avoid Debris”; http://www.universetoday.com/121067/how-do-astronauts-avoid-debris)

So, just how do we keep our space stations, ships and astronauts from being riddled with holes from all of the space junk in orbit around Earth? We revel in the terror grab bag of all the magical ways to get snuffed in space. Almost as much as we celebrate the giant brass backbones of the people who travel there. We’ve already talked about all the scary ways that astronauts can die in space. My personal recurring “Hail Mary full of grace, please don’t let me die in space” nightmare is orbital debris. We’re talking about a vast collection of spent rockets, dead satellites, flotsam, jetsam, lagan and derelict. It’s not a short list. NASA figures there are **21,000 bits of junk** bigger than 10 cm, **500,000 particles** between 1 and 10 cm, and more than **100 million** smaller than 1 cm. Sound familiar, humans? This is our high tech, sci fi great Pacific garbage patch. Sure, a tiny rivet or piece of scrap foil doesn’t sound very dangerous, but consider the fact that astronauts are orbiting the Earth at a velocity of about 28,000 km/h. And the Tang packets, uneaten dehydrated ice cream, and astronaut poops are also traveling at 28,000 km/h. Then think about what happens when they collide. Yikes… or yuck. Here’s the International Space Station’s solar array. See that tiny hole? Embiggen and clarinosticate! That’s a tiny puncture hole made in the array by a piece of orbital crap. The whole station is **pummeled by tiny pieces of space program junk drawer contents**. Back when the Space Shuttle was flying, NASA had to **constantly replace their windows because of the damage they were experiencing** from the orbital equivalent of Dennis the Menace hurling paint chips, fingernail clippings, and frozen scabs.