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#### 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

* Asteroid mining aff restricts private companies’ asteroid which is a significant financial loss
* As a result of this, companies will move them to other countries
* SpaceX with lower tax, safety standards, liability

**Cahan and Sadat 1/6** [(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.

### **Mining**

#### “Appropriation” includes claims to natural resources, not just real property.

Amanda M. Leon, Associate\*, Caplin & Drysdale, Chtd., ’18, Virginia Law Review [“MINING FOR MEANING: AN EXAMINATION OF THE LEGALITY OF PROPERTY RIGHTS IN SPACE RESOURCES” Vol. 104:497 2018]

Appropriation. The term “appropriation” also remains ambiguous. Webster’s defines the verb “appropriate” as “to take to oneself in exclusion of others; to claim or use as by an exclusive or pre-eminent right; as, let no man appropriate a common benefit.”165 Similarly, Black’s Law Dictionary describes “appropriate” as an act “[t]o make a thing one’s own; to make a thing the subject of property; to exercise dominion over an object to the extent, and for the purpose, of making it subserve one’s own proper use or pleasure.”166 Oftentimes, appropriation refers to the setting aside of government funds, the taking of land for public purposes, or a tort of wrongfully taking another’s property as one’s own. The term appropriation is often used not only with respect to real property but also with water. According to U.S. case law, a person completes an appropriation of water by diversion of the water and an application of the water to beneficial use.167 This common use of the term “appropriation” with respect to water illustrates two key points: (1) the term applies to natural resources—e.g., water or minerals—not just real property, and (2) mining space resources and putting them to beneficial use—e.g., selling or manufacturing the mined resources— could reasonably be interpreted as an “appropriation” of outer space. While the ordinary meaning of “appropriation” reasonably includes the taking of natural resources as well as land, whether the drafters and parties to the OST envisioned such a broad meaning of the term remains difficult to determine with any certainty. The prohibition against appropriation “by any other means” supports such a reading, though, by expanding the prohibition to other types not explicitly described.168 As illustrated by this analysis, considerable ambiguity remains after this ordinary-meaning analysis and thus, the question of Treaty obligations and property rights remains unresolved. In order to resolve these ambiguities, an analysis of preparatory materials, historical context, and state practice follows.

#### Asteroid mining is starting now. New legal frameworks and massive investments bring it closer than you think-but we need to focus on maintaining progress

**Gilbert 4/26** Alex Gilbert, 4-26-2021, "Mining in Space Is Coming," Milken Institute Review, https://www.milkenreview.org/articles/mining-in-space-is-coming//SJJK

Space exploration is back. after decades of disappointment, **a combination of better technology, falling costs and a rush of competitive energy from the private sector has put space travel front and cente**r. indeed, **many analysts** (even some with their feet on the ground) **believe that commercial developments in the space industry may be on the cusp** **of starting the largest resource rush in history: mining on the Moon, Mars and asteroids.** While this may sound fantastical, some baby **steps toward the goal have already been taken**. Last year, N**ASA awarded contracts to four companies to extract small amounts of lunar regolith by 2024**, effectively beginning the [era of commercial space mining](https://payneinstitute.mines.edu/wp-content/uploads/sites/149/2020/09/Payne-Institute-Commentary-The-Era-of-Commercial-Space-Mining-Begins.pdf). Whether this proves to be the dawn of a gigantic adjunct to mining on earth — and more immediately, a key to unlocking cost-effective space travel — will turn on the answers to a host of questions ranging from what resources can be efficiently. As every fan of science fiction knows, the resources of the solar system appear virtually unlimited compared to those on Earth. There are whole other planets, dozens of moons, thousands of massive asteroids and millions of small ones that doubtless contain humungous quantities of materials that are scarce and very valuable (back on Earth). Visionaries including Jeff Bezos [imagine heavy industry moving to space](https://www.fastcompany.com/90347364/jeff-bezos-wants-to-save-earth-by-moving-industry-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](https://nationalinterest.org/feature/geostrategic-importance-outer-space-resources-154746) 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 spaceresources 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](https://issues.org/new-policies-needed-to-advance-space-mining/) to facilitate private investment and ensure international cooperation.

#### Prohibitions on appropriation prevent asteroid mining despite growing space industries

**Myers 16** -- Ross Myers (J.D. candidate at the University of Oregon Law School.), The Doctrine of Appropriation and Asteroid Mining: Incentivizing the Private Exploration and Development of Outer Space, 2016, Oregon Review of International Law, https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/19850/Meyers.pdf?sequence=1 WJ

**Despite a decrease in national space program funding, corporate space missions are on the rise**. In 2010, President Obama proposed that NASA exit the business of flying astronauts from Earth to low Earth orbit and move it to private companies.52 Several companies have stepped up to bat, and **corporate space programs now include space tourism, supply missions, and in one case a one-way colonization mission to Mars.53 Corporate interest in space tourism and development demonstrates a strong private commercial interest in space as an industry, which could serve to finance the exploration of space in a period where national governments do not have an active financial interest in space. However, under current international treaties, the ownership of asteroids is prohibited, preventing corporations willing to invest in asteroid mining from having a secure claim.**

#### Asteroid Mining key to prevent terrestrial mining and solve warming.

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

In the next sixty years, scientists predict that certain **elements crucial to modern industry** such as platinum, zinc, copper, phosphorous, lead, gold, and indium could be **exhausted** on Earth. 12 Many of these have no synthetic alternative, unlike chemical elements such as oil or diamonds.13 Liquid-crystal display (LCD) televisions, cellphones, and laptops are among the various consumer technologies that use precious metals.14Further, **green technologies** including wind turbines, solar panels, and catalytic converters require these rare elements. 15 As demand rises for both types of technologies, and as reserves of rare metals fall, prices skyrocket.16 Demand for nonrenewable resources creates **conflict**, and consumerism in rich countries results in harsh labor treatment for poorer countries.17 In general, **the mining industry is extremely destructive to Earth’s environment**.18 In fact, depending on the method employed, mining can destroy **entire ecosystems** by **polluting water** sources and contributing to **deforestation**.19 It is by its nature an unsustainable practice, because it involves the extraction of a finite and non-renewable resource.20 Moreover, by extracting tiny amounts of metals from relatively large quantities of ore, the mining industry contributes the **largest portion** of solid wastes in the world.21 The Environmental Protection Agency (EPA) describes the industry as the source of **more toxic and hazardous waste than any other industrial sector** [in the United States], costing billions of dollars to address the public health and environmental threats to communities. 22 Poor regulations and oxymoronic corporate definitions of sustainability, however, make it unclear as to just how much waste the industry actually produces.23 Platinum provides an excellent case study of the issue, because it is an extremely rare and expensive metal—an ore expected to exist in **vast quantities** in **asteroids**.24 Further, production of platinum has increased sharply in the past sixty years in order to keep up with growing demand for use in new technologies.25 In fact, despite their high costs, platinum group metals are so useful that **[one] of [four]** industrial goods on Earth require them in production. 26 Scholars do not expect demand to slow any time soon.27 Among other technologies, industries use platinum in products such as catalytic converters, jewelry production, various catalysts for chemical processing, and hydrogen fuel cells.28 While there is no consensus on how far the Earth’s reserves of platinum will take humanity, many scientists agree that platinum ore reserves will deplete in a relatively **short amount of time**.29 With the rate of mining at an all-time high,30 it is increasingly clear that historical patterns of mineral resources and development cannot simply be assumed to continue unaltered into the future. 31 The platinum mining industry, however, has a strong incentive to increase its rate of extraction as profits grow with the rate of demand. Without any alternative, this destructive practice will continue into the future.32 So-called platinum-group metal (PGM) ores are mined through underground or open cut techniques.33 Due to these practices, all but a very small fraction of the mined platinum ore is disposed of as solid waste.34 The environmental consequences of platinum production are thus quite significant, but like the mining industry in general, the amount of waste is typically under-reported.35 While this is due to high production levels at the moment, those levels will only increase given the estimated future demand of platinum.36 In spite of the negative consequences, mining continues unabated because it is economically important to many areas.37 The future environmental costs provide a major challenge in creating a sustainable system. **Relegating at least some mining companies to near-Earth asteroids would reduce the negative effects of future mining levels on Earth**. The economic benefits of mining need not be sacrificed for the sake of the environment.38

#### Extinction—contrary models are incorrect.

**Specktor 19** [Brandon; 6/4/19; Writes about the science of everyday life for Live Science, and previously for Reader's Digest magazine, where he served as an editor for five years; "Human Civilization Will Crumble by 2050 If We Don't Stop Climate Change Now, New Paper Claims," livescience, <https://www.livescience.com/65633-climate-change-dooms-humans-by-2050.html>] Justin

The current climate crisis, they say, is larger and more complex than any humans have ever dealt with before. General climate models — like the one that the [United Nations' Panel on Climate Change](https://www.ipcc.ch/sr15/) (IPCC) used in 2018 to predict that a global temperature increase of 3.6 degrees Fahrenheit (2 degrees Celsius) could put hundreds of millions of people at risk — fail to account for the **sheer complexity of Earth's many interlinked geological processes**; as such, they fail to adequately predict the scale of the potential consequences. The truth, the authors wrote, is probably far worse than any models can fathom. How the world ends What might an accurate worst-case picture of the planet's climate-addled future actually look like, then? The authors provide one particularly grim scenario that begins with world governments "politely ignoring" the advice of scientists and the will of the public to decarbonize the economy (finding alternative energy sources), resulting in a global temperature increase 5.4 F (3 C) by the year 2050. At this point, the world's ice sheets vanish; brutal droughts kill many of the trees in the [Amazon rainforest](https://www.livescience.com/57266-amazon-river.html) (removing one of the world's largest carbon offsets); and the planet plunges into a feedback loop of ever-hotter, ever-deadlier conditions. "Thirty-five percent of the global land area, and **55 percent of the global population, are subject to more than 20 days a year of** [**lethal heat conditions**](https://www.livescience.com/55129-how-heat-waves-kill-so-quickly.html), beyond the threshold of human survivability," the authors hypothesized. Meanwhile, droughts, floods and wildfires regularly ravage the land. Nearly **one-third of the world's land surface turns to desert**. Entire **ecosystems collapse**, beginning with the **planet's coral reefs**, the **rainforest and the Arctic ice sheets.** The world's tropics are hit hardest by these new climate extremes, destroying the region's agriculture and turning more than 1 billion people into refugees. This mass movement of refugees — coupled with [shrinking coastlines](https://www.livescience.com/51990-sea-level-rise-unknowns.html) and severe drops in food and water availability — begin to **stress the fabric of the world's largest nations**, including the United States. Armed conflicts over resources, perhaps culminating in **nuclear war, are likely**. The result, according to the new paper, is "outright chaos" and perhaps "the end of human global civilization as we know it."

#### Commercial mining solves extinction from scarcity, climate, terror, war, and disease.

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

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

### Case

**Debris**

**The risk of this advantage should be close to 0 -**

**1] Probability – 0.1 percent chance of a collision.**

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

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.

**2] Time frame – Kessler effect 200 years away.**

Peter **Stubbe**, PhD in law @ Johann Wolfgang Goethe University Frankfurt, **’17**, 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

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 number of objects and collisions increases exponentially and eventually results in the formation of a self-sustaining debris belt around the 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

**3] Status quo solves – mitigation and remediation compliance growing.**

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

5.4 MITIGATION MEASURES The space debris problem is nowadays internationally recognized, therefore mitigation measures are being taken and guidelines discussed. These can be divided into two classes: The avoidance or protection measures and the active and passive debris removal measures. The avoidance or protection measures include the design of satellites to withstand impacts by small debris, or the selection of safe procedures for operational spacecraft such as orbits with less debris, specific attitude configurations, or implementing active avoidance maneuvers to avoid collisions. On the other hand, measures for debris removal currently consist in limiting the creation of new debris (by prevention of in-orbit explosions and ensuring spacecraft subsystems reliability), to free some orbital implementing end-of-life disposal maneuvers protected regions, or to reenter in the atmosphere. Active debris removal is also being considered as a mean to stabilize the growth of space debris by removing from orbit some selected noncompliant objects. The e.Deorbit mission will target an ESA-owned derelict satellite in low orbit, capture it with a net or robotic arm technology, and reenter with a controlled atmospheric reentry (Biesbroek et al. 2014). Acknowledging the fact that the projected growth in the number of satellites orbiting the Earth will increase in the future, space agencies and international organizations have been discussing and building a set of guidelines to ensure the sustainability of future space activities. The InterAgency Debris Coordination Committee (IADC) was founded in 1993 by ESA (Europe), NASA (the United States), the Japan Aerospace Exploration Agency (JAXA, Japan), and the Roscosmos Russian Federation. As of January 2017, the IADC also includes the Italian Space Agency (ASI, Italy), the Centre National d'Études Spatiales (CNES, France), the China National Space Administration (CNSA, China), the Canadian Space Agency (CSA, Canada), the German Aerospace Centre (DLR, Germany), the Korea Aerospace Research Institute (KARI, South Korea), the Indian Space Research Organisation (ISRO, India), the National Space Agency of Ukraine (NSAU, Ukraine), and the UK Space Agency (UKSA, United Kingdom). This international cooperation decided a set of space debris mitigation measures (Inter-Agency Space Debris Coordination Commitee, 2002), which includes: 1. Limitation of debris released during normal operations. 2. Minimization of the potential for on-orbit breakups (resulting from stored energy after the completion of mission operations, or during the operational phases of the mission and by avoiding intentional destruction and other harmful activities). 3. Post Mission Disposal in particular in geosynchronous regions and for objects passing through the LEO region. 4. Prevention of on-orbit collisions. The IADC guidelines were presented to the United Nations Committee on the Peaceful Uses of Outer Space (UN COPUOS) and contributed to the creation of the Space Debris Mitigation Guidelines of the Committee on the Peaceful Uses of Outer Space to be considered for the mission planning, design, manufacture and operational phases of spacecraft and launch vehicle orbital stages” (United Nations Office for Outer Space Affairs 2010): 1. Limit debris released during normal operations. 2. Minimize the potential for breakups during operational phases. 3. Limit the probability of accidental collision in orbit. 4. Avoid intentional destruction and other harmful activities. 5. Minimize potential for post-mission breakups resulting from stored energy 6. Limit the long-term presence of spacecraft and launch vehicle orbital stages in the low Earth orbit region after the end of their mission. 7. Limit the long-term interference of spacecraft and launch vehicle orbital stages with the geosynchronous region after the end of their mission. 5.4.1 Mitigation Guidelines for Post Mission Disposal In this section we focus on the third of the measures dictated by the IADC, namely Post Mission Disposal. A “25-year rule” was defined to limit the presence of satellites in the LEO region to no more than 25 years after their decommissioning. The 25-year limit was selected to ensure that a reasonable reduction in lifetime could be achieved without greatly affecting satellite resources. After 25 years a satellite has to be removed from the LEO protected region by placing it in a graveyard orbit or by disposing of it through atmospheric reentry. According to the IADC Space Debris Mitigation Guidelines (Inter-Agency Space Debris Coordination Commitee 2002) if "a spacecraft or orbital stage is to be disposed of by re-entry into the atmosphere, debris that survives to reach the surface of the Earth should not pose an undue risk to people or property.” The low Earth orbit protected region (LEO region) is the spherical shell region that extends from the Earth's surface up to an altitude of 2000 km. The geosynchronous protected region (GEO region) is a segment of a spherical shell with a lower and upper altitude boundary of 200 km below and above the geostationary altitude of 35,786 km, and which is constrained by a latitude sector extending between plus and minus 15 degrees from south to north (Inter-Agency Space Debris Coordination Committee 2002; United Nations Office for Outer Space Affairs 2010). At altitudes below 600 kilometers, spacecraft with a conventional area-to-mass ratio (i.e., conventional satellites have a value of area-tomass ratio around 0.012 m?/kg) will reenter within a few years due to atmospheric drag. Intervention to remove and prevent further creation of debris above that altitude should therefore be the primary focus of passive mitigation measures. As described in the document on the “Requirements on Space Debris Mitigation for ESA Projects” (ESA 2008) and the "ESA Space Debris Mitigation Compliance Verification Guidelines” (ESA 2015), end-of-life measures can be distinguished in: (1) Disposal, (2) passivation, and (3) reentry. Required measures for disposal currently cover spacecraft in LEO and GEO through a series of Operational Requirements (OR) (ESA 2008): "OR-01. Space systems operating in the LEO protected region shall be disposed of by reentry into the Earth's atmosphere within 25 years after the end of the operational phase." "OR-02. Space systems operating in the GEO protected region shall be disposed of by permanently removing them from the GEO protected region.” The GEO disposal orbit should be almost circular (i.e., eccentricity less of equal to 0.005) and with a minimum perigee altitude above the geostationary altitude, which is given as a function of the solar radiation pressure coefficient of the space system at the beginning of its life and its cross-sectional area. This is done to take into account the eccentricity oscillation due to the effects of solar radiation pressure and to ensure that such oscillation would not make the orbit interfere with the GEO protected regions. "OR-03. Where practicable and economically feasible, space systems outside the LEO and GEO protected regions shall implement means of end-of-life orbit disposal to avoid long-term interference with operational orbit regions, such as the Galileo orbit." OR-04. Launcher stages shall also perform end-of-life disposal maneuvers by targeting "direct reentry as part of the launcher sequence.” Alternatively, they should be injected into a LEO orbit with a maximum reentry time of 25 years. As other space systems, they should be removed from LEO and GEO protecting region and orbit that interfere with other operational orbits such as the one of the Galileo orbit. OR-05. Passivation of the system (spacecraft or launcher stage) has to be completed within 2 months of the end of mission. End-of-life measures for reentry include: OR-06. "For space systems that are disposed of by reentry," an "analysis has to be performed to determine the characteristics of fragments surviving to ground impact, and assess the total casualty risk to the population on ground assuming an uncontrolled reentry.” OR-07. Such a casualty risk has to be lower than 10-4 if an uncontrolled reentry is targeted; otherwise if the casualty risk is higher than the threshold of 10-4, "a controlled reentry must be performed such that the impact footprint can be ensured over an ocean area, with sufficient clearance of landmasses and traffic routes." The rate of compliance of missions to the end-of-life mitigation guidelines was analyzed by the ESA Space Debris Office in 2017). Between 2006 and 2015, the rate of compliance of LEO missions (including naturally compliant missions and satellites performing end-of-life maneuvers) was 53.3% for the payloads (corresponding to 60.3% of the payload mass), reaching end of life in the LEO protected region (Frey and Lemmens 2017). The compliant objects, with a lifetime after decommissioning of less than 25 years, include naturally compliant objects due to their initial altitude well inside the Earth's atmosphere (this constitutes the biggest part of the compliant share), compliant objects after a deorbit maneuver, or spacecraft having performed a maneuver leading to a direct reentry. In terms of mass, this share is constantly sloping downward. Between 2007 and 2016, 71.6% of the rocket bodies reaching end of life in the LEO protected region was compliant, and this fraction has remained virtually unchanged for 8 years in a row despite an increase in end-of-life maneuver activity. 5.4.2 Passive End-of-Life Disposal In order to meet the mitigation guidelines LEO satellites at the end of their life would use the remaining propellant to perform either a perigeelowering maneuver (to decrease the orbit perigee well inside the Earth's atmosphere to guarantee a reentry within 25 years) or a direct reentry. Spacecraft in GEO are instead currently re-orbited to quasi circular orbits outside the GEO protected ring, with a perigee line aligned with the SunEarth direction (where possible) in order to bind the long-term oscillations in the eccentricity caused by solar radiation pressure. Recently, ESA funded projects on the design of disposal trajectories for medium Earth orbits (MEO) (Alessi et al. 2014; Rossi et al. 2015), highly elliptical orbits (HEO), and libration Earth orbits (LPO) (Armellin et al. 2014; Colombo et al. 2014; Colombo et al. 2015). These have demonstrated the possibility of exploiting natural orbit perturbations for designing passive mitigation strategies for debris disposal. Disposal strategies enhancing the effects of orbit perturbations have been further analyzed in LEO (Alessi et al. 2017), in MEO (Rosengren et al. 2015; Alessi et al. 2016; Armellin and San-Juan; Daquin et al. 2016; Gkolias et al. 2016), in GEO (Colombo and Gkolias 2017), and in HEO (Colombo et al. 2014; Armellin et al. 2015). Indeed, it was shown that, rather than performing an expensive maneuver to lower the perigee, the optimal maneuver should be given in a way to change the disposal orbit to another neighborhood orbit where the effect of orbit perturbations causes the orbit perigee to enter into the atmosphere. Indeed, the effects of luni-solar perturbation causes long-term oscillation on the eccentricity, which can be exploited so that the spacecraft's trajectory over a long period (from 5 to 70 years, depending on the initial orbit) could lead to natural reentry. This effect can be enhanced by solar radiation pressure, especially if considering a spacecraft equipped with large solar panels or a deployable reflective surface (Lücking et al. 2012, 2013). Moreover, resonances with the Earth's nonuniform potential can enhance the eccentricity growth effects. 5.4.2.1 An Example of End-of-Life Deorbiting Exploiting Luni-Solar Perturbations One of the most beautiful demonstrations of how natural dynamics can be enhanced is given by the INTEGRAL mission designed by ESA, the United States, Russia, the Czech Republic, and Poland. The INTErnational Gamma-Ray Astrophysics Laboratory, launched in 2002, gathered some of the most energetic radiation from space (Eismont et al. 2003). A reentry of this spacecraft with a pure impulsive maneuver would have not been possible due to the limited amount of propellant left onboard. In an ESA-funded study, the end-of-life disposal of INTEGRAL mission--expected to end in 2016-was designed with a time window for disposal between January 1, 2013 and January 1, 2029. Reentry solutions with a delta-velocity requirement below 40-50 m/s were found (Colombo et al. 2014). The main perturbations acting on the dynamics of the reentry were luni-solar perturbations, which affect the evolution of eccentricity, inclination, and anomaly of the perigee measured with respect to the Earth-Moon plane. It was shown that depending on the set of initial elements, which depends on the date the reentry maneuver is performed, the proposed maneuver would then aim at further increasing or decreasing the eccentricity. In particular, if we focus on the natural evolution of the eccentricity under luni-solar perturbation and Earth's oblateness, when the nominal eccentricity is low, the optimal reentry maneuver further decrease the eccentricity value; as a consequence, the following long-term propagation will reach a higher eccentricity, corresponding to a reentry. In this case, the maneuver is more efficient (i.e., lower delta velocity is required) (Colombo et al. 2014). Once the initial disposal maneuver is performed, the spacecraft evolves under natural perturbations and the reentry can then be semicontrolled. The high inclination of HEOs represents an advantage as the final reentry phase can target regions at higher latitudes on the Earth's surface thereby reducing the ground hazard. In the case of HEOs, reentry is caused by luni-solar perturbation (not air drag), therefore the orbit reenter with quite a high eccentricity (high apogee and low perigee) and does not circularize. Due to the oscillations in eccentricity, the next optimal window for injecting the spacecraft into a reentry trajectory is between 2013 and the first half of 2018 for a final reentry in 2028. After that, the required maneuver would increase until reaching a next window for performing the maneuver between the second half of 2021 and the first half of 2026, for a reentry in 2028. These analytical studies were used for high fidelity parametric analyses performed by the ESA (Merz et al. 2015) to investigate the effect of a maneuver at apogee to change the perigee altitude. The final maneuver sequence was given at the beginning of 2015 and split into three major burns plus a touch-up for final fine-tuning. The spacecraft is now on its course to reentry in 2028 (see Figure 5.11).

**4] Space debris is hype---there are thousands of satellites and only 15 debris collisions ever**

Mark **Albrecht 16**, Chairman of the board of USSpace LLC & fmr. head of the National Space Council, “Congested space is a serious problem solved by hard work, not hysteria, 5/9/16, https://spacenews.com/op-ed-congested-space-is-a-serious-problem-solved-by-hard-work-not-hysteria/

There are over a half million pieces of human-made material in orbit around our planet. Some are the size of school buses, some the size of BB gun pellets. They all had a function at some point, but now most are simply space debris littered from 100 to 22,000 miles above the Earth. Yet, all behave perfectly according to the laws of physics. Many in the space community have called the collision hazard caused by space debris a crisis.

Popular culture has embraced the risks of collisions in space in films like Gravity. Some participants have dramatized the issue by producing graphics of Earth and its satellites, which make our planet look like a fuzzy marble, almost obscured by a dense cloud of white pellets meant to conceptualize space congestion.

Unfortunately, for the sake of a good visual, satellites are depicted as if they were hundreds of miles wide, like the state of Pennsylvania (for the record, there are no space objects the size of Pennsylvania in orbit). Unfortunately, this is the rule, not the exception, and almost all of these articles, movies, graphics, and simulations are **exaggerated and misleading**. Space debris and collision risk is real, but it **certainly** is **not a crisis.**

So what are the facts?

On the positive side, space is **empty** and it is **vast**. At the altitude of the International Space Station, **one half a degree** of Earth longitude is almost **40 miles long**. That same one half a degree at geostationary orbit, some 22,000 miles up is over 230 miles long. Generally, we don’t intentionally put satellites closer together than one-half degree. That means at geostationary orbit, they are no closer than 11 times as far as the eye can see on flat ground or on the sea: That’s the horizon over the horizon 10 times over. In addition, other than minute forces like solar winds and sparse bits of atmosphere that still exist 500 miles up, **nothing gets in the way of orbiting objects** and **they behave quite predictably**. The location of the smallest spacecraft can be predicated within a 1,000 feet, 24 hours in advance.

Since we first started placing objects into space there have been 11 known low Earth orbit collisions, and three known collisions at geostationary orbit. Think of it: 135 space shuttle flights, all of the Apollo, Gemini and Mercury flights, **hundreds** of telecommunications satellites, **1,300 functioning satellites** on orbit today, **half a million** total objects in space larger than a marble, and **fewer than 15 known collisions**. **Why** do people **worry?**

**5] The risk to spacecraft is miniscule compared to normal mission hazards.**

Lawrence M. **Wein 9**, Professor & Senior Fellow at Stanford’s Center for International Security and Cooperation, “Space debris: Assessing risk and responsibility,” *Advances in Space Research*, Volume 43, 2009, pp. 1372-1390

[Translated scientific notation to % probability in brackets]

More importantly, while our **numerical results** mimic earlier results (Liou and Johnson, 2005; Walker and Martin, 2004) that stressed the importance of postmission deorbiting, **we do not** necessarily **agree with the claim** that the only way to prevent future problems is to **remove existing large intacts** from space (Liou and Johnson, 2006, 2008). The divergence between our views and those in Liou and Johnson (2006, 2008) is perhaps due to the different performance metrics used. The root causes for alarm in Liou and Johnson (2006, 2008) appear to be the **growth rate** of fragments and the small increase in the rate of catastrophic collisions over the **next 200 years** (Liou and Johnson, 2008, Fig. 2). However, **the great majority of catastrophic collisions** in the SOI **do not involve operational spacecraft**, and are hazardous only in the sense that the **fragments generated** from such a collision could subsequently damage or destroy operational spacecraft. Therefore, we introduced the notion of the lifetime risk of an operational spacecraft as the primary performance metric. **Our model predicts** that the **lifetime risk is** <5x10^-4 [less than .0005%] over the next two centuries, and always stays <10^-3 **[less than .001%]** than if there is very high (>98%) spacecraft deorbiting compliance. These **risks appear to be low** relative to the **immense cost** and **considerable technological uncertainty involved** in removing large objects from space, are **dwarfed by the ~20% historical** mission-impacting (but **not** necessarily **mission-ending**) **failure rate of spacecraft** (Frost and Sullivan, 2004), and could be **overestimated** if improved traffic management techniques lower future collision risks (Johnson, 2004). Hence, the need to bring large objects down from space **does not** **appear** to be as **clear** cut as suggested in Liou and Johnson (2006, 2008). Nonetheless, our model does not incorporate the possibility of intentional catastrophic collisions (ASAT tests, space wars) that could conceivably occur in the future. In addition, Fig. 5 considers only catastrophic collisions, whereas noncatastrophic intact-fragment collisions could easily disable an operational spacecraft. If the operational lifetime risk is modified to include noncatastrophic collisions with fragments >= 10cm, then the sustainable risk rises by ~50%: it increases from 2.19x10^-2 [.0219%] to 3.09x10^-2 in the base case, and increases from 4.91x10^-4 [.000491%] to 7.94x10^-4 in the full compliance case. Moreover, if fragments >= 1 cm (rather than >= 10 cm) are harmful to spacecraft (Johnson, 2004), then we (as well as other researchers) could be underestimating the risk.

**6] No debris cascades—This ev answers all aff warrants**

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

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

What is Kessler Syndrome?

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

It is a dark picture.

Is Kessler Syndrome likely to happen?

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

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

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

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

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

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

How bad could Kessler Syndrome in High LEO be?

Let’s imagine a **worst case** scenario.

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

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

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

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

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

* Debris would be **spread** over a **volume** of space, not a **single orbital surface**, making collisions **orders of magnitudes less likely**.
* Most impact debris will have a **slower orbital velocity** than either of its original pieces - this makes it deorbit **much sooner**.
* Any collision will create large and small objects. Small objects are much more affected by atmospheric drag and deorbit faster, even in a **few months** from high LEO. Larger objects can be **tracked** by earth based radar and **avoided**.
* The planned big new constellations are **not in High LEO**, but in **Low LEO** for faster communications with the earth. They **aren’t an issue** for Kessler.
* Most importantly, all new satellite launches since the 19**90’s** are required to include a plan to get rid of the satellite at the end of its useful life (usually by deorbiting)

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

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