# 1AC

### 1AC – Plan

#### Plan – The appropriation of outer space through the production of space debris by private entities is unjust.

#### Revising the Outer Space Treaty clarifies legal loopholes and ambiguities in space debris – scope of modification below.

* Private entities: Non-governmental
* Space debris: Non-functional Space Objects

Shah 20. Sachin Shah is a write for Cornell Undergraduate Law and Society Review. 8/30/20 [CORNELL UNDERGRADUATE LAW & SOCIETY REVIEW “The International Legal Regulation of Space Debris,” <https://www.culsr.org/articles/the-international-legal-regulation-of-space-debris>] Justin

While many scholars agree that the Outer Space Treaty provides rudimentary regulation of the problem of space debris, therein lies the problem: it is only rudimentary. One of the most often cited problems with the Outer Space Treaty is that it was signed in 1967 (53 years ago) and that the technological climate of the space travel industry was not as advanced as it is today, reflected in a marked lack of specificity in the writing of these laws. [7] This lack of specificity highlights another issue: the imprecise language of the Treaty leaves unclear the definition of space debris, which leaves the regulation open to interpretation. Rather than agree with most scholars that space debris constitute “space objects,” scholar Chelsea Muñoz-Patchen uses the UN Space Debris Mitigation Guidelines’ definition of space debris along with the fact that space debris is non-functional and its ownership often untraceable in order to argue that space debris should be classified as “abandoned property” instead. [8] Furthermore, non-governmental private enterprises may be inclined to legally define space debris as something other than “space objects” in order to avoid the Outer Space Treaty’s aforementioned financial penalties, as will be explained below. The Outer Space Treaty also does not account for the fact that the space debris problem, especially as of late, has been becoming worse over time. As collisions between debris and satellites continue to occur, more debris is strewn across Earth’s orbit, endangering future spacecraft from safely orbiting Earth, supporting the theory of the Kessler Syndrome. [9] Thus, the Outer Space Treaty is not a very effective legal instrument with regards to mitigating the amount of space debris in orbit around Earth.

Due to the Treaty’s weakness, many of the aforementioned scholars support revising the Outer Space Treaty by clearly defining space debris, increasing its technology-specific language to combat space debris issues, and outlining specific punishments to negate the complete lack of enforcement built into the current Treaty. While nations do recognize the danger that space debris pose to orbital operations, stronger laws must be enacted in order to de-escalate an imminent arms race and incentivize them to mitigate their debris. [10] Believing that one convention or treaty would be insufficient, N. Jasentuliyana recommends the creation of a regulatory regime to solve the growing problem of space debris. Such a regime would “effectively deal with these technical problems and establish international legal rules, standards and procedures on a continuing basis.” [11] Thus, one potential solution to the legal lack of space debris mitigation is establishing a lawmaking agency which specifically focuses on the issue of space debris. In addition to the creation of a legal agency which could hold actors accountable for the amount of space debris produced, international laws guiding the actions of private companies’ activities may also provide an answer, as will be discussed in greater detail below.

Although there do exist international laws and regulations governing the use of space for states and governmental entities (albeit weak ones), the private enterprises sending objects into space are subject to even less stringent regulations than states are. SpaceX, for example, to authorize their sending of 42,000 Starlink satellites into orbit, only had to submit paperwork to the U.S. Federal Communications Commission (FCC) and the International Telecommunication Union (ITU). [12] Paul Larsen posits that, in the face of less stringent regulations, nongovernmental satellite companies send many satellites into orbit in order to maximize their profit, which is their primary objective. Unlike the vagueness and lack of enforcement that came with written law (which is apparent in the Outer Space Treaty), the unwritten market-oriented incentives for profit by large-scale satellite providers and operators provide a reason for actors to mitigate space debris in orbit around Earth. Larsen states that “They have huge sums of money invested in each satellite, perhaps as much as a half-billion dollars, when all costs are included. Loss of one satellite is a major event. They want their assets to be safe.” [13] Thus, these satellite companies have a major stake in space traffic management and their market incentives do a better job of mitigating space debris than the existing legal regulation does. The company SpaceX, as mentioned above, plans to send 42,000 satellites into space. While doing so would likely result in significant profits for the company, many believe this will diminish astronomical visibility as well as increase the chance of collisions with space debris. [14] Due to these effects, scientists and space law experts alike have called for a legal delay to the ITU’s decision on whether or not to accept SpaceX’s proposal to launch more satellites. If these parties are successful, a precedent-setting legal case regarding space debris mitigation and satellite use in space may well provide a solution to the outdated Outer Space Treaty of 1967.

#### The aff interprets OST enforcement as an OUF (Orbital Use Fee). That incentivizes remediation, removal, and mitigation efforts without harming the space industry. Any other countermeasures aren’t the silver bullet and fail.

Runnels 22. Michael is a professor and writer for the American Bar Association. 1/13/22. [American Bar Association “On Clearing Earth’s Orbital Debris & Enforcing the Outer Space Treaty in the U.S.” <https://www.americanbar.org/groups/business_law/publications/blt/2022/01/orbital-debris/>] Justin **\*\*OUF: Proportional fee for amount of debris put into Space**

A number of technological and regulatory solutions, such as active debris removal[119] and voluntary orbital debris mitigation guidelines,[120] are currently being explored by regulatory authorities.[121] While these efforts are important in ensuring the sustainable use of LEO orbits, they do not address the underlying incentive problem for satellite operators. Namely, they are incentivized to view both their orbital debris and the costs that it imposes on others as externalities.[122] As such, without the internalization of these externalities, efforts to fully address the orbital debris problem will likely be ineffective.[123] Notably, a National Academy of Sciences study found that orbital debris removal may worsen the economic damages from congestion by increasing incentives to launch.[124] As satellite operators are prohibited from securing exclusive property rights to orbital shells under the OST,[125] and are unlikely to recover economic damages resulting from orbital debris collisions under the Liability Convention,[126] prospective operators “face a choice between launching profitable satellites, thereby imposing current and future collision risk on others, or not launching and leaving those profits to competitors.”[127] This dynamic represents a classic tragedy of the commons problem.[128] However, under Article VI of the OST,[129] this problem can be partially solved through an OUF[130] levied by the FCC. The monies received from this fee would then be used to fund private orbital debris clearing projects[131] and research related to orbital debris removal.

Though such an OUF may be seen as an unreasonable growth restraint on the nascent space industry,[132] a Pew study found that in the case of nearly a dozen industries, the costs of implementing new regulations were less than estimated while the economic benefits were greater than estimated.[133] Moreover, these regulations did not significantly impede the economic competitiveness of the industry.[134] An OUF consistent with what this article proposes would even the playing field for commercial-satellite operators in a manner consistent with OST principles[135] and, as OneWeb’s founder argued, while “thoughtful, common-sense rules” likely increase operating costs for commercial-satellite operators, they protect the environment and ensure that the U.S. commercial satellite industry continues to grow.[136] While the U.S. cannot address the issue of reducing orbital debris on its own, it can make a substantial contribution through demonstrating responsible orbital debris mitigation measures, such as those advocated in this article.

In support of the aforementioned OST language,[137] this article’s second proposed amendment to Title 51 of United States Code would read:

Title 51, of the United States Code, is further amended by adding at the end the following:

CHAPTER 802—ADMINISTRATIVE PROVISIONS RELATED TO CERTIFICATION AND PERMITTING

§ 802XX. Orbital use fee purpose

The Administrator, in conjunction with the heads of other Federal agencies, shall take steps to fund orbital debris removal projects, technologies, and research that will enable the Administration to decrease the risks associated with orbital debris.

§ 802XX. Administrative authority

In order to carry out the responsibilities specified in this subtitle, the Secretary may impose an orbital use fee for the placement of objects in low Earth orbits on a nongovernmental entity holder of, or applicant for:

(1) a certification under chapter 801; or

(2) a permit under chapter 802.

V. Conclusion

The OST establishes space as the “province of all mankind”[138] and promotes its peaceful use and exploration for the “benefit and in the interests of all mankind.”[139] The OST further requires that “Parties to the Treaty … bear international responsibility for national activities in outer space … whether such activities are carried on by governmental agencies or by non-governmental entities,”[140] and requires that each “Party to the treaty … [be] internationally liable” for damages caused by an object launched into outer space.[141] Finally, the OST prohibits claims of “national appropriation” of both outer space and celestial bodies “by claim of sovereignty, by means of use or occupation, or by other means.”[142] The Space Act “facilitate[s] commercial exploration for and commercial recovery of space resources by [U.S.] citizens … ”[143] and exempts companies from regulatory oversight until 2023.[144] However, the FCC’s laissez-faire enforcement of satellite mega-constellation projects is arguably in violation of the OST[145] due to the saturation of these mega-constellations in LEO and their likely resulting orbital debris.[146]

#### Proportional fees solve industry startup problems and avoids the tragedy of the commons.

Lavars 20. Nick has been writing and editing at New Atlas for over five years, where he has covered everything from distant space probes to self-driving cars to oddball animal science, and everything in between. He previously spent time at The Conversation, Mashable and The Santiago Times, earning a Masters degree in communications from Melbourne’s RMIT University along the way. When not tapping away at his desk, you might find him traveling the world in search of the weird and wonderful. Failing that, he’ll probably be watching sport. 5/26/20. [New Atlas, “Could orbital fees force satellite operators to deal with space junk?,” <https://newatlas.com/space/orbital-fees-satellite-space-debris/#:~:text=The%20orbital%2Duse%20fee%20would,for%20the%20scheme%20to%20work>.] Justin

"That's not the same as a launch fee," Rao says, "Launch fees by themselves can't induce operators to deorbit their satellites when necessary, and it's not the launch but the orbiting satellite that causes the damage." The orbital-use fee would function like a carbon tax or fisheries management fees, with all countries launching and operating satellites needing to participate and charge the same fee per unit of collision risk for the scheme to work. It could function as a one-off payment or tradable permits, with the fee calculated to correlate with the cost to the industry of another satellite entering orbit, which demands more resources to reduce the collision risk. The fee could also be determined by the orbit the operator wishes to use, with different orbits carrying different risks of collision. "In our model, what matters is that satellite operators are paying the cost of the collision risk imposed on other operators," says Daniel Kaffine, professor of economics at the University of Colorado Boulder and co-author on the paper. As part of their study, the researchers also projected how the introduction of an orbital-use fee would impact the value of the satellite industry as a whole. Due to the reduction in collisions and associated costs, like replacing damaged satellites, for example, the team estimates the value of the industry would increase from US$600 billion to around $3 trillion. In line with this and the rising value of cleaner orbits, the fee would also increase. The team found the optimal rate of rise to be 14 percent per year, meaning the fee would equate to around $235,000 per satellite, per year, by 2040. "In other sectors, addressing the Tragedy of the Commons has often been a game of catch-up with substantial social costs,” says co-author Matthew Burgess from the University of Colorado Boulder. “But the relatively young space industry can avoid these costs before they escalate.”

#### Aff solves better.

David 21 – Leonard, 4/14/21, Leonard David is author of Moon Rush: The New Space Race (National Geographic, 2019) and Mars: Our Future on the Red Planet (National Geographic, 2016). He has been reporting on the space industry for more than five decades, [“Space Junk Removal Is Not Going Smoothly,” Scientific American, <https://www.scientificamerican.com/article/space-junk-removal-is-not-going-smoothly/>] Justin

“From my perspective, the best solution to dealing with space debris is not to generate it in the first place,” says T. S. Kelso, a scientist at CelesTrak, an analytic group that keeps an eye on Earth-orbiting objects. “Like any environmental issue, it is easier and far less expensive to prevent pollution than to clean it up later. Stop leaving things in orbit after they have completed their mission.” There simply is no “one-size-fits-all solution” to the problem of space junk, Kelso says. Removing large rocket bodies is a significantly different task than removing the equivalent mass of a lot more smaller objects, which are in a wide range of orbits, he observes. Meanwhile innovations by companies such as SpaceX are dramatically lowering launch costs, opening the floodgates for far more satellites to reach low-Earth orbit, where some will inevitably fail and become drifting, debris-generating hazards (unless they are removed by ELSA-d-like space tugs). “Many of these operators are starting to understand the difficulty and complexity of continuing to dodge the growing number of debris.” Space junk ranges from nanoparticles to whole spacecraft such as the European Space Agency’s Envisat, which is the size of a double-decker bus and at the top of everyone's removal hit list, says Alice Gorman, a space archaeologist and space junk expert at Flinders University in Australia. There are also objects such as despin weights, which are solid lumps of metal, and thermal blankets, which are paper-thin. “They’ll cause different types of damage and may need different strategies to remove. There is no way that a one-size-fits-all approach is going to do it,” Gorman says. The most serious risks, she says, come from debris particles between one and 10 centimeters in size. “There’s far more of them than whole defunct spacecraft, and there is a far greater probability of collision,” Gorman says. “While debris this size might not cause a catastrophic breakup, collision with it can certainly damage working satellites and create new debris particles.” Turning her attention to satellite mega constellations, Gorman worries about their effects in a low-Earth orbital environment that is already congested. “We also know that orbital dynamics can be unpredictable,” she says. “I want to see some of these mega constellation operators releasing their long-term modeling for collisions as more and more satellites are launched.” There is no doubt that active orbital debris removal is technically challenging, Gorman says. “However, the big issue is that any successful technology that can remove an existing piece of debris can also be used as an antisatellite weapon,” she says. “This is a whole other can of worms that requires diplomacy and negotiation and, most importantly, trust at the international level.” Indeed, the ability to cozy up to spacecraft in orbit and perform servicing or sabotage has spurred considerable interest from military planners in recent years, says Mariel Borowitz, an associate professor at the Georgia Institute of Technology’s Sam Nunn School of International Affairs. “These rapidly advancing technologies have the potential to be used for peaceful space activities or for warfare in space,” she says. “Given the dual-use nature of their capabilities, it’s impossible to know for sure in advance how they’ll be used on any given day.” TAKING UP SPACE For now, according to Moriba Jah, an orbital debris expert at the University of Texas at Austin, the business case for space debris removal is not monetizable and is more a “PowerPoint talk” than a real marketplace. “I think people are hoping that government basically comes to some common sense to help create and establish a marketplace for industries to engage in these sorts of activities,” Jah says. In order for that to happen, he believes that spacefaring nations have to agree that near-Earth space is an ecosystem like land, air and the ocean. “It’s not infinite, so we need environmental protection,” he says.

### 1AC – Adv – Debris

#### The advantage is debris:

#### Massive satellite development incoming and cascades debris – lack of regulations raises the risk and turns any reason satellites are good.

Hattenbach 19. Jan Hattenbach sat down with Stijn Lemmens, Senior Space Debris Mitigation Analyst at the European Space Agency (ESA) in Darmstadt, Germany, to talk about how Starlink plays into the space junk problem. 6/3/19. [Sky Telescope, “DOES STARLINK POSE A SPACE DEBRIS THREAT? AN EXPERT ANSWERS,” <https://skyandtelescope.org/astronomy-news/starlink-space-debris/>] Justin

Jan Hattenbach: The recent launch of the first 60 “Starlink” satellites has sparked outrage on social media. Some critics claim the “mega-constellation” of satellites by the U.S. company SpaceX will increase the risk of creating more space junk, even calling it a threat to space flight itself. What is your opinion — is this criticism justified or exaggerated?

Web around the worldWhen up and running Starlink will provide internet access to locations across the planet. SpaceX

Stijn Lemmens: We're talking about a constellation that — if it ever comes to full fruition — would include up to 12,000 members. Several nations have launched almost 9,000 satellites over the past six decades. Of these, about 5,000 are still in orbit. So we are talking about doubling the amount of traffic in space over a couple of years, or over a decade at most, compared to the last 60 years.

However, the space debris issue is mostly caused by the fact that we leave objects behind in orbit, which are then a target for collisions either with fragments of a previous collision event or with big, intact objects. Currently, most space debris comes from explosive break-up events; in the future, we predict collisions will be the driver. It's like a cascade event: Once you have one collision, other satellites are at risk for further collisions.

Over the past two decades, there has been a lot of effort to establish guidelines and codes of conduct. For low-Earth orbit (LEO), there is a well-known guideline to take out your spacecraft, satellite, or launch vehicle upper stage, within 25 years after the end of mission.

To have a reasonable shot at having a stable space environment, the goal is to have at least 90% of the satellites and launch-vehicle upper stages with lifetimes longer than 25 years take themselves out of orbit, or put themselves into orbits with lifetimes less than 25 years.

However, we are not really good at doing this at the moment. We’re talking about success rates of 5% to 15% for satellites (launch vehicle orbital stages do notably better, with success rates of 40-70% in low-Earth orbit). Already with current traffic, we have reasonable concerns that we're creating a real debris issue out there.

If we're now thinking about putting another couple of thousands of satellites up there, with levels of compliance similar to what we've been doing so far, then we're talking about a possible catastrophe.

Operators of any type of large satellite constellation would have to behave far better than most current actors in spaceflight have been doing. And this is the concern: Before you launch, operators can of course say and demonstrate that they are going to comply with all international norms and guidelines. But it's only after launch that we know how responsible their behavior actually was.

JH: Do you have the impression that SpaceX is aware of their responsibility?

SL: They are certainly aware of the problem. For example, to get a license to launch in the U.S. with a mission like theirs, where they are exchanging data between the mainland, space, and other operators, you need to request a license, in this case from the Federal Communications Commission (FCC). To obtain this license, they must demonstrate what they will do with respect to space debris mitigation. So they needed to demonstrate a certain adherence to the norms.

But the real question is whether the current norms are actually sufficient for large constellations, or if we are putting the bar too low with respect to future sustainability. We are talking about thousands of new satellites — the risk is that the cumulative effect is not captured in the current level of guidelines. So SpaceX would have to voluntarily demonstrate higher levels of commitment.

JH: When asked about these issues, SpaceX responded that they believe they have the “most advanced system” for space debris mitigation, e.g. that the Starlink satellites are “designed to be capable of fully autonomous collision avoidance – meaning zero humans in the loop.” Are you confident that such a system will work, especially considering the numbers?

SL: I have no technical visibility on how they implement their system, so I cannot make a judgment if it will work with their satellites or not. What I can say is that it will require a certain improvement on the current state-of-the-art. On the other hand, if a pair of Starlink satellites does collide within the operation orbit, SpaceX will be the first one who will be badly affected by the fragmentation cloud the collision generates. It's in their own best interest to make sure their system works.

JH: You mentioned the launch license issued by the FCC, which is a federal commission of the United States. However, space is not the property of the U.S. or any other country. Is there an international body that has a say in these matters?

SL: Five outer space treaties, established in the 1960s, 70s and 80s, do not mention space debris. Instead, there is a lot of coordination, first of all on the agency level. The Inter-agency Space Debris Coordination Committee coordinates 13 of the world's space agencies, including the ESA, NASA, the China National Space Administration, and Russia’s Roscosmos,to come up with debris mitigation guidelines, share best practices, and try to address the problem in a way that makes sense to everyone. The United Nations Committee on the Peaceful Uses of Outer Space has taken on these guidelines . This committee includes politicians from many countries, including those not currently flying in space. Industries in many countries likewise discuss these issues within the International Organization for Standardization.

So there is a lot of coordination internationally to make sure that we play by the same rules and implement the same set of standards. But right now there is no way to directly interface with any nation's sovereignty over what it launches — the outer space treaties make nation states responsible for the behavior of their individuals or private companies.

#### Democratization of technology spurs rapid development – feedback loops ensures debris cascades

BERNAT 20. Pawel @ Military University of Aviation. 11/4/20. [SAFETY ENGINEERING OF ANTHROPOGENIC OBJECTS, “ORBITAL SATELLITE CONSTELLATIONS AND THE GROWING THREAT OF KESSLER SYNDROME IN THE LOWER EARTH ORBIT,” Volume 4, PDF] Justin

The second decade of the 21st century has brought a dynamic and somewhat surprising development of the space industry. Since 1972 – the Apollo 17 crew mission to the Moon, the humankind has not left the safe environment of Earth’s orbit, and for years the global space sector has been progressing in slow but steady pace run by a few largest space agencies like American NASA, European ESA, Japanese JAXA, and Chinese CNSA. The most significant achievement of the “old ways” of managing outer space exploration is the International Space Stations (ISS) that has facilitated more than 20 years of continuous crewed operations.

The situation started to change at the turn of the century when new generations of private entrepreneurs began to invest in and develop space technologies like rocket boosters, spaceships, and what most important for the subject of the paper – satellites and their constellations. This new shift is known among the space industry as “Space 2.0”, and its emergence is dated around 2000-2002 when the companies like SpaceX, Blue Origin, and Virgin Galactic were established. (Pyle, 2019). The real change, however, came in 2012 when the first SpaceX commercial mission was successfully launched to the ISS (NASA, 2012).

Since then, the participation of the private sector in the space industry has skyrocketed, especially in the United States. Today, SpaceX is the only entity that provides reusable rockets (first stage and fairings) that is capable of vertical launch and landing. Their current flagship rocket – Falcon 9 has carried out 23 successful missions in 2020 (SpaceX, 2020) and another four are planned for December of that year (Weitering, 2020). Moreover, thanks to Crew Dragon spaceship developed by the company, Americans have regained this year the capacity of sending astronauts from their own soil after nine years of buying the seats on Russian Soyuz capsule. SpaceX is now in the process of building a communication satellites constellation that will be addressed and analyzed in the paper.

Nowadays, in the space industry, we witness a very productive cybernetic feedback look between the development of space technologies, the democratization of those technologies, and a substantial reduction of prices. The latter is even more significant if we compare the cost of launching cargo into orbit now and 20 years ago – Falcon 9 is over ten times cheaper than Space Shuttle (Jones, 2018). This, of course, directly translates into the mass and number of objects that we are able to put in the orbit viably. Once the constellations consisting of thousands of satellites were unthinkable, but in the current environment, they become a reality.

Space 2.0 also has brought new threats and challenges in the sphere of national and international security. The increase in launch capacity, among other factors, has led to progressive militarization and weaponization of space and new arms race (Bernat, 2019), which has also contributed to the growing numbers of orbiting objects.

The goal of the paper is to present the argumentation that the threat posed by the cascading collisions in the Earth’s orbit (Kessler syndrome) is becoming more severe due to the construction of orbital satellite constellations; the threat that presents a real danger for people during their EVAs and orbital infrastructure, which may bare immediate consequences for safety and security systems on Earth. In order to provide the theoretical context for the above claim, the following issues will be presented and discussed: (1) space debris, (2) the Kessler syndrome, (3) orbital debris models, (4) the legal issues related to space debris and mitigation actions against their proliferation, and (5) the planned and being currently developed orbital satellite constellations and how they contribute to the growing threat of the Kessler syndrome.

#### Privatization drive rivalries and exponentially increases debris – lack of regulations spikes it.

BERNAT 20. Pawel @ Military University of Aviation. 11/4/20. [SAFETY ENGINEERING OF ANTHROPOGENIC OBJECTS, “ORBITAL SATELLITE CONSTELLATIONS AND THE GROWING THREAT OF KESSLER SYNDROME IN THE LOWER EARTH ORBIT,” Volume 4, PDF] Justin

5. Orbital satellite constellations and the growing threat of the Kessler syndrome

Space 2.0 – the new era of space exploration that we witness now in the 21st century means, in words of Buzz Aldrin, “moving human enterprise into space” (Pyle, 2019, p. xiv). The process of commercialization of outer space has already begun and is not limited to private companies providing technologies and services for national or international space agencies, as it was in the past. On the contrary, private companies from the space sector have now matured to carry out their own independent projects.

As for 2020, SpaceX is a company that serves as the best example – it launches satellites to the orbit, both for state and private contractors, it successfully realized two crew missions to the International Space Station, and is in the process of constructing Starlink satellite constellation that will provide high-speed internet access across the planet.

Each satellite weighs around 260 kg, is equipped with an ion propulsion system, autonomous collision avoidance system, and orbits Earth at approximately 540-560 km altitude (Starlink, 2020). At the beginning of November 2020, more than 860 Starlink satellites were orbiting the Earth (Jewett, 2020). Immediate plans include launching 12,000 satellites, but they assume a potential later extension to 42,000 (Henry, 2019a). Of course, SpaceX has employed, at least declaratively, all necessary measures to keep the space clean – the satellites are equipped with the deorbiting system, and in the event of inoperability of the propulsion system (Starlink, 2020). The orbital collisions are, however, inevitable. As it was shown before, the possibility of collisions grows with the number of orbital objects. Bastida Virgili with the team compared (2016, p. 154-155) orbital debris environment development without and with a large hypothetical constellation consisting of merely 1080 satellites, distributed across 20 orbital planes at 1,100 km altitude (Fig. 5).

Chart, line chart

Description automatically generated

Figure 5. Comparison of long term evolution of the number of objects in LEO with and without the constellation (Virgili et al., 2016, p. 155)

It has to be noted that although SpaceX’s Starlink is the only constellation that is being built in orbit, it is not the only one planned. There are at least a few initiatives aiming at the same goal – to construct internet infrastructure at the Earth’s orbit. The planned Kuiper Systems LLC, which is a subsidiary of Amazon and intends to place 3,236 broadband satellites in the LEO, is one of Starlink’s biggest competitors (Henry, 2019b). Now, there is even a rivalry between the two companies because Kuiper’s lowest orbital shell is planned to be 590 km, with a tolerance of 9 km either above or below (Cao, 2020), which is the altitude of Starlink satellites. Moreover, the race for space in orbit is now at the beginning.

The outer space is vast. It increasingly becomes more cluttered with both operational satellites and space debris. The threat of collisions increases and no institution or body has enough power to license, coordinate and regulate what is sent to the orbit. The UNOOSA has not such power. National states decide what the companies from the space industry can launch to space. In the United States, which is most advanced in the area of private constellations, it is the Federal Aviation Administration (FAA) that issues the appropriate approvals. The race to put broadband internet satellites bears similarities to the gold rush – there are no rules, at the global level, apart from first-come, first-served.

#### Models are rigorous—inserted below.

Virgili et al. 16. Bastida, J.C. Dolado, H.G. Lewis, J. Radtke, H. Krag, B. Revelin, C. Cazaux b , C. Colombo, R. Crowther, M. Metz. 4/26/16. [Act Astranautica “Risk to space sustainability from large constellations of satellites,” <https://sci-hub.se/10.1016/j.actaastro.2016.03.034>.] Justin

1.3. Simulation approach and result analysis A Monte Carlo (MC) approach was used to simulate the evolution of the object population over a period of 200 years under different post-mission disposal requirements, with four different tools (MEDEE – Modelling the Evolution of Debris on Earth's Environment [9], LUCA – Long Term Utility for Collision Analysis [10], DAMAGE – Debris Analysis and Monitoring Architecture to the Geosynchronous Environment [11] and DELTA – Debris Environment Long Term Analysis [12]). For analysis purposes, the effective number of objects was used where the contribution to the population by each object was weighted by the proportion of the orbital period spent in LEO. In a first step, four different evolutionary models performed an analysis of two reference scenarios. One scenario considered only the evolution of the background population and non-constellation traffic. The second scenario augmented the first with the addition of the representative constellation, with the requirement that 90% of the constellation satellites achieved post-mission disposal to orbits with remaining lifetimes of 25 years. The manoeuvres performed at the mission end to meet the disposal requirement are assumed to be impulsive (i.e. instantaneous) and result in an eccentric orbit with the apogee near the original (constellation) altitude and the perigee at an altitude such that the effects of atmospheric drag would cause the orbit to decay within 25 years. Two of the models considered an apogee remaining at the operational constellation altitude, while the other two reduced the apogee by 50 km. The purpose of these scenarios is to provide a cross-comparison of the models in terms of their predictions of the total object population, which take into account the effects of the constellation. As the distribution of the MC results for the models is of the same nature and the results are independent, a bootstrapping [20] approach is used to derive the mean, the standard deviation and the confidence levels at 95% of the combined results of all the MC runs from the four models (cf. Fig. 1), although not all the models performed the same number of MC runs (see Table 1). The main source of variation inside a particular model's MC runs included the randomness in collision activity, while the different models used their own solar activity forecast.

#### Conflicts of orbits turns good usages of satellites—responsible behavior is key to satellite effectiveness.

Hattenbach 19. Jan Hattenbach sat down with Stijn Lemmens, Senior Space Debris Mitigation Analyst at the European Space Agency (ESA) in Darmstadt, Germany, to talk about how Starlink plays into the space junk problem. 6/3/19. [Sky Telescope, “DOES STARLINK POSE A SPACE DEBRIS THREAT? AN EXPERT ANSWERS,” <https://skyandtelescope.org/astronomy-news/starlink-space-debris/>] Justin

JH: What about competitors like OneWeb or Amazon, who want to set up a similar system as Starlink? Who “owns” the orbits – whoever comes first?

SL: According to the Outer Space Treaty there is no appropriation of space. But of course if you put a large constellation into a certain orbit, it means that a lot of coordination is required with anybody else who wants to operate near that constellation or even has to pass through those orbital regions. You can take this even further: If an object of a constellation fragments for whatever reason, these fragments will not remain limited to the region of the constellation itself. It will affect operators below and above. So from this perspective, putting a large number of satellites in orbit does influence the other activities that can take place.

JH: Politics and law aside, is there a physical limit of how many constellations of thousands of satellites can operate at the same time. How much space is there in space?

SL: If we don't keep the current guidelines mentioned above, we will run into the so-called “Kessler syndrome,” which is the name of this cascading effect. And at that point, there would indeed be regions that even without large constellations would become so packed with debris that it would become impractical to put your satellites there. This is why we actively promote a notion that space is a shared resource, and it's a limited resource. It is not infinite when we think about it in terms of how many objects we can put there. Exactly where this threshold is is in certain cases computable, but it depends on the behavior of operators. So you cannot say a priori that several thousand satellites are too much. That amount might be feasible, but it would need to come with stringent requirements for responsible behavior, which have yet to be demonstrated.

#### That drives a space arms race which enhances the risk of debris cascades, closes off space exploration, and causes conflict.

Shah 20. Sachin Shah is a write for Cornell Undergraduate Law and Society Review. 8/30/20 [CORNELL UNDERGRADUATE LAW & SOCIETY REVIEW “The International Legal Regulation of Space Debris,” <https://www.culsr.org/articles/the-international-legal-regulation-of-space-debris>] Justin

The body of legal regulations regarding the use of space (space being defined as the area above the jurisdiction of air law) by public and private entities is referred to as space law. Currently, there are only about five such regulations of space, the most significant of those being the United Nations’ Treaty on Principles Governing the Activities of States in the Exploration and Use of Outer Space, including the Moon and Other Celestial Bodies (hereinafter referred to as the Outer Space Treaty) of 1967. In this article, I would like to specifically describe and analyze the laws and regulations’ handling of the increasingly prevalent issue of space debris in orbit around Earth. The National Aeronautics and Space Administration (NASA) defines space debris as “any man-made object in orbit about the Earth which no longer serves a useful function.” [1] However, a major point of confusion discussed below is that the Outer Space Treaty does not explicitly define what it refers to as “space objects,” nor does it mention whether space debris are space objects. An excessive clustering of space debris is a problem for a few reasons. It may result in a phenomenon known as the Kessler Syndrome, in which there is a “cascade created when debris hits a space object, creating new debris and setting off a chain reaction of collisions that eventually closes off entire orbits.” [2] This endangerment of Earth’s future ability to explore extraterrestrial planets and life must be avoided at all costs. Furthermore, space debris in orbit around Earth limits the amount of available space for satellites to orbit, which may result in the Tragedy of the Commons: multiple actors will aggressively vie, in an arms race, for their right to space as it is a limited resource. [3] Space debris is thus a potentially pressing issue in our increasingly technological world. In this essay, I will analyze the existing regulation of space debris as outlined in the Outer Space Treaty, point out the issues with these regulations of space debris and discuss potential solutions, and, finally, discuss legal considerations for private enterprises as well.

#### Space exploration solves a laundry list of threats.

GREEN 21. Brian Patrick Green, director of technology ethics @ Markkula Center for Applied Ethics, Santa Clara University, “Space Ethics,” 2021, Rowman, pp. 5

Gaining access to new critical resources may be another reason to go into space. Earth is a finite planet, and certain elements on Earth are very rare in the planetary crust, particularly platinum group metals that are very dense and siderophilic (iron-loving) and so have tended to sink toward the core over the natural history of the planet. However, asteroids and other objects in space (for example, planets, comets, and moons) can sometimes have these elements in abundance and in more available locations, making them potentially excellent sources for these valuable materials. Now-defunct asteroid-mining startup Planetary Resources once estimated that one “platinum-rich 500 meter wide asteroid contains . . . 1.5 times the known world-reserves of platinum group metals (ruthenium, rhodium, palladium, osmium, iridium, and platinum).” 7 In addition to returning elements to a resource-hungry Earth, further exploration and development of space will require access to resources that are not purely sourced from Earth. In particular, it will be necessary to gain access to water, which is relatively rare in the inner solar system and which would be far too costly to transport in any significant amounts from the Earth’s surface.

Another reason that humans may want to explore space would be to create a “backup Earth” to hedge against global catastrophic and existential risks (risks that may cause widespread disaster or human extinction, respectively) on our home planet. 8 Earth has always been a dangerous place for humans, with asteroid impacts, supervolcanic eruptions, pandemic disease, and other natural hazards threatening civilization. Now, in addition to these natural threats, human-made hazards such as nuclear weapons, climate change, biotechnology, nanotechnology, and artificial intelligence may threaten not only the viability of technological civilization but perhaps the survival of human life itself. A serious global-scale catastrophe could set back civilization many decades or centuries, and the worst disasters could cause human extinction. In one scenario, in which 100 percent of humanity dies, all of human effort for all of history would be for nothing. However, were the same global catastrophe to happen to Earth, yet humans were a multiplanetary species with just one self-sustaining settlement off-Earth, it would not result in the end of human civilization or human extinction. Instead while the same unimaginable fate would befall the Earth (certainly no mere triviality, with perhaps the deaths of 99.999 percent of all humans and possibly the destruction of the ecosphere and everything in it), at least all of human and planetory history would not be for nothing. Human life and culture would go on elsewhere, as well as other Earth species. This is a dire fate, but less terrible than the first.

#### There are no checks on mega-constellations – specifically decks the environment.

Boley and Byers 21. Aaron Boley is at the Department of Physics and Astronomy, The University of British Columbia, Vancouver, Canada and Michael Byers is at the Department of Physics and Astronomy, The University of British Columbia, Vancouver, Canada. 5/20/21. [Nature, “Satellite mega-constellations create risks in Low Earth Orbit, the atmosphere and on Earth,” <https://www.nature.com/articles/s41598-021-89909-7>] Justin

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 fled 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 . Te 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 insufcient attention, including changes to the chemistry of Earth’s upper atmosphere and increased dangers on Earth’s surface from re-entered debris. Te 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 diferent national laws. Regardless of the law-making forum, mega-constellations require a shif 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.

Tousands 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 . Tere 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, spacecraf 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 . Te addition of satellite mega-constellations and the general proliferation of low-cost satellites in LEO stresses the environment further5–8 .

[Omitted Figures 1 and 2]

Results

The overall setting. Te 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 defnes NewSpace, an era of dominance by commercial actors. Before 2015, changes in the total on-orbit objects came principally from fragmentations, with efects of the 2007 Chinese anti-satellite test and the 2009 Kosmos-2251/Iridium-33 collisions being evident on the graph.

Although the volume of space is large, individual satellites and satellite systems have specifc functions, with associated altitudes and inclinations (Fig. 2). Tis 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, afer 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

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. Te 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 diferent national regulatory regimes, are soon likely to follow.

Enhanced collision risk. Mega-constellations are composed of mass-produced satellites with few backup systems. Tis 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 difcult to project. Figure 3 is similar to the righthand portion of Fig. 2 but includes the Starlink and OneWeb megaconstellations as fled (and amended) with the FCC (see “Methods”). Te large density spikes show that some shells will have satellite number densities in excess of n = 10−6 km−3 .

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-thanfully transparent about events13 in LEO.

Despite the congestion and trafc management challenges, FCC flings 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 flings 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 afer one year. Tus, 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 confned to their local orbits, either. Te India 2019 ASAT test was conducted at an altitude below 300 km in an efort 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 afect all operators in LEO.

Surface impacts and atmospheric efects. Although failures do occur, frst stages of SpaceX rockets are usually landed and re-used, while second stages are usually controlled through re-entry and deposited in remote areas of ocean. Tis best practice might not be followed by others. For example, the frst stages of the Soyuz rockets employed by OneWeb are not reusable, nor are the second stage re-entries controllable. Te Long March rockets that will likely be employed by GW are similar. Uncontrolled re-entries do not always meet safety standards17, a situation that may be exacerbated by mega-constellations. Moreover, the cumulative impact of thousands of rocket stages on the ocean environment could be signifcant should those stages contain hazardous materials, such as unspent hydrazine fuels17–19. In the 1990s, Pacifc island countries opposed the Sea Launch project because of environmental concerns, including from discarded rocket stages20. In 2016, Inuit in the Canadian Arctic protested the Russian practice of disposing rocket stages in the North Water Polynya, a biologically rich area of year-round open water21.

Te frst Starlink satellites contained some components that survive re-entry, with the highest human casualty risk for a single satellite calculated to be 1:17,40022, below NASA’s recommended 1:10,000 threshold. However, the initial approval process did not account for the cumulative casualty risk, and if all the then-planned 12,000 satellites had contained the same components, a continuous 5-year replacement cycle would have seen a 45% probability of one or more casualties per cycle. When the subsequent FCC petition process identifed the problem, SpaceX reportedly replaced some materials with a view to having all of the satellite components now demise in the atmosphere23. Other companies, based in other countries, might not follow this best practice or be required to do so.

Te demise of satellite components during re-entry introduces a diferent problem, since none of that material actually disappears. Starlink satellites have a dry mass of about 260 kg; 12,000 satellites will total 3100 tonnes. A 5-year cycle would see on average almost 2 tonnes re-entering Earth’s atmosphere daily. While small compared to the 54 daily tonnes of meteoroid mass24, the satellites are mostly aluminum; most meteoroids, in contrast, contain less than 1% Al by mass25. Tus, depending on the atmospheric residence time of material from reentered satellites, each mega-constellation will produce fne particulates that could greatly exceed natural forms of high-altitude atmospheric aluminum deposition, particularly if the full numbers of envisaged satellites are launched. Anthropogenic deposition of aluminum in the atmosphere has long been proposed in the context of geoengineering as a way to alter Earth’s albedo26. Tese proposals have been scientifcally controversial and controlled experiments encountered substantial opposition27. Mega-constellations will begin this process as an uncontrolled experiment28.

Rocket launches themselves afect the atmosphere. While cumulative CO2 emissions are small compared to other sources, CO2 is not the relevant metric. Black carbon produced by kerosene-fueled rockets such as SpaceX’s Falcon 9 and alumina particles produced by solid-fueled rockets lead to instantaneous radiative forcing. Modelling of the cumulative efect of emissions from 1000 annual launches of hydrocarbon-fuelled rockets found that, afer one decade, the black carbon would result in radiative forcing comparable to that resulting from sub-sonic aviation29. Although 1000 launches annually is 10 times the current rate, the construction and renewal of multiple mega-constellations will require dramatic increases in launches. Current launches likely cause non-negligible radiative forcing already30.

#### Climate change causes extinction.

Dr. Peter Kareiva 18 – Ph.D. in Ecology and Applied Mathematics from Cornell University, Director of the Institute of the Environment and Sustainability at UCLA, Pritzker Distinguished Professor in Environment & Sustainability at UCLA, et al., September 2018, “Existential Risk Due To Ecosystem Collapse: Nature Strikes Back”, Futures, Volume 102, p. 39-50

In summary, six of the nine proposed planetary boundaries (phosphorous, nitrogen, biodiversity, land use, atmospheric aerosol loading, and chemical pollution) are unlikely to be associated with existential risks. They all correspond to a degraded environment, but in our assessment do not represent existential risks. However, the three remaining boundaries (climate change, global freshwater cycle, and ocean acidification) do pose existential risks. This is because of intrinsic positive feedback loops, substantial lag times between system change and experiencing the consequences of that change, and the fact these different boundaries interact with one another in ways that yield surprises. In addition, climate, freshwater, and ocean acidification are all directly connected to the provision of food and water, and shortages of food and water can create conflict and social unrest.

Climate change has a long history of disrupting civilizations and sometimes precipitating the collapse of cultures or mass emigrations (McMichael, 2017). For example, the 12th century drought in the North American Southwest is held responsible for the collapse of the Anasazi pueblo culture. More recently, the infamous potato famine of 1846–1849 and the large migration of Irish to the U.S. can be traced to a combination of factors, one of which was climate. Specifically, 1846 was an unusually warm and moist year in Ireland, providing the climatic conditions favorable to the fungus that caused the potato blight. As is so often the case, poor government had a role as well—as the British government forbade the import of grains from outside Britain (imports that could have helped to redress the ravaged potato yields).

Climate change intersects with freshwater resources because it is expected to exacerbate drought and water scarcity, as well as flooding. Climate change can even impair water quality because it is associated with heavy rains that overwhelm sewage treatment facilities, or because it results in higher concentrations of pollutants in groundwater as a result of enhanced evaporation and reduced groundwater recharge. Ample clean water is not a luxury—it is essential for human survival. Consequently, cities, regions and nations that lack clean freshwater are vulnerable to social disruption and disease.

Finally, ocean acidification is linked to climate change because it is driven by CO2 emissions just as global warming is. With close to 20% of the world’s protein coming from oceans (FAO, 2016), the potential for severe impacts due to acidification is obvious. Less obvious, but perhaps more insidious, is the interaction between climate change and the loss of oyster and coral reefs due to acidification. Acidification is known to interfere with oyster reef building and coral reefs. Climate change also increases storm frequency and severity. Coral reefs and oyster reefs provide protection from storm surge because they reduce wave energy (Spalding et al., 2014). If these reefs are lost due to acidification at the same time as storms become more severe and sea level rises, coastal communities will be exposed to unprecedented storm surge—and may be ravaged by recurrent storms.

A key feature of the risk associated with climate change is that mean annual temperature and mean annual rainfall are not the variables of interest. Rather it is extreme episodic events that place nations and entire regions of the world at risk. These extreme events are by definition “rare” (once every hundred years), and changes in their likelihood are challenging to detect because of their rarity, but are exactly the manifestations of climate change that we must get better at anticipating (Diffenbaugh et al., 2017). Society will have a hard time responding to shorter intervals between rare extreme events because in the lifespan of an individual human, a person might experience as few as two or three extreme events. How likely is it that you would notice a change in the interval between events that are separated by decades, especially given that the interval is not regular but varies stochastically? A concrete example of this dilemma can be found in the past and expected future changes in storm-related flooding of New York City. The highly disruptive flooding of New York City associated with Hurricane Sandy represented a flood height that occurred once every 500 years in the 18th century, and that occurs now once every 25 years, but is expected to occur once every 5 years by 2050 (Garner et al., 2017). This change in frequency of extreme floods has profound implications for the measures New York City should take to protect its infrastructure and its population, yet because of the stochastic nature of such events, this shift in flood frequency is an elevated risk that will go unnoticed by most people.

4. The combination of positive feedback loops and societal inertia is fertile ground for global environmental catastrophes.

Humans are remarkably ingenious, and have adapted to crises throughout their history. Our doom has been repeatedly predicted, only to be averted by innovation (Ridley, 2011). However, the many stories of human ingenuity successfully addressing existential risks such as global famine or extreme air pollution represent environmental challenges that are largely linear, have immediate consequences, and operate without positive feedbacks. For example, the fact that food is in short supply does not increase the rate at which humans consume food—thereby increasing the shortage. Similarly, massive air pollution episodes such as the London fog of 1952 that killed 12,000 people did not make future air pollution events more likely. In fact it was just the opposite—the London fog sent such a clear message that Britain quickly enacted pollution control measures (Stradling, 2016). Food shortages, air pollution, water pollution, etc. send immediate signals to society of harm, which then trigger a negative feedback of society seeking to reduce the harm.

In contrast, today’s great environmental crisis of climate change may cause some harm but there are generally long time delays between rising CO2 concentrations and damage to humans. The consequence of these delays are an absence of urgency; thus although 70% of Americans believe global warming is happening, only 40% think it will harm them (http://climatecommunication.yale.edu/visualizations-data/ycom-us-2016/). Secondly, unlike past environmental challenges, the Earth’s climate system is rife with positive feedback loops. In particular, as CO2 increases and the climate warms, that very warming can cause more CO2 release which further increases global warming, and then more CO2, and so on. Table 2 summarizes the best documented positive feedback loops for the Earth’s climate system. These feedbacks can be neatly categorized into carbon cycle, biogeochemical, biogeophysical, cloud, ice-albedo, and water vapor feedbacks. As important as it is to understand these feedbacks individually, it is even more essential to study the interactive nature of these feedbacks. Modeling studies show that when interactions among feedback loops are included, uncertainty increases dramatically and there is a heightened potential for perturbations to be magnified (e.g., Cox, Betts, Jones, Spall, & Totterdell, 2000; Hajima, Tachiiri, Ito, & Kawamiya, 2014; Knutti & Rugenstein, 2015; Rosenfeld, Sherwood, Wood, & Donner, 2014). This produces a wide range of future scenarios.

Positive feedbacks in the carbon cycle involves the enhancement of future carbon contributions to the atmosphere due to some initial increase in atmospheric CO2. This happens because as CO2 accumulates, it reduces the efficiency in which oceans and terrestrial ecosystems sequester carbon, which in return feeds back to exacerbate climate change (Friedlingstein et al., 2001). Warming can also increase the rate at which organic matter decays and carbon is released into the atmosphere, thereby causing more warming (Melillo et al., 2017). Increases in food shortages and lack of water is also of major concern when biogeophysical feedback mechanisms perpetuate drought conditions. The underlying mechanism here is that losses in vegetation increases the surface albedo, which suppresses rainfall, and thus enhances future vegetation loss and more suppression of rainfall—thereby initiating or prolonging a drought (Chamey, Stone, & Quirk, 1975). To top it off, overgrazing depletes the soil, leading to augmented vegetation loss (Anderies, Janssen, & Walker, 2002).

Climate change often also increases the risk of forest fires, as a result of higher temperatures and persistent drought conditions. The expectation is that forest fires will become more frequent and severe with climate warming and drought (Scholze, Knorr, Arnell, & Prentice, 2006), a trend for which we have already seen evidence (Allen et al., 2010). Tragically, the increased severity and risk of Southern California wildfires recently predicted by climate scientists (Jin et al., 2015), was realized in December 2017, with the largest fire in the history of California (the “Thomas fire” that burned 282,000 acres, https://www.vox.com/2017/12/27/16822180/thomas-fire-california-largest-wildfire). This catastrophic fire embodies the sorts of positive feedbacks and interacting factors that could catch humanity off-guard and produce a true apocalyptic event. Record-breaking rains produced an extraordinary flush of new vegetation, that then dried out as record heat waves and dry conditions took hold, coupled with stronger than normal winds, and ignition. Of course the record-fire released CO2 into the atmosphere, thereby contributing to future warming.

Out of all types of feedbacks, water vapor and the ice-albedo feedbacks are the most clearly understood mechanisms. Losses in reflective snow and ice cover drive up surface temperatures, leading to even more melting of snow and ice cover—this is known as the ice-albedo feedback (Curry, Schramm, & Ebert, 1995). As snow and ice continue to melt at a more rapid pace, millions of people may be displaced by flooding risks as a consequence of sea level rise near coastal communities (Biermann & Boas, 2010; Myers, 2002; Nicholls et al., 2011). The water vapor feedback operates when warmer atmospheric conditions strengthen the saturation vapor pressure, which creates a warming effect given water vapor’s strong greenhouse gas properties (Manabe & Wetherald, 1967).

Global warming tends to increase cloud formation because warmer temperatures lead to more evaporation of water into the atmosphere, and warmer temperature also allows the atmosphere to hold more water. The key question is whether this increase in clouds associated with global warming will result in a positive feedback loop (more warming) or a negative feedback loop (less warming). For decades, scientists have sought to answer this question and understand the net role clouds play in future climate projections (Schneider et al., 2017). Clouds are complex because they both have a cooling (reflecting incoming solar radiation) and warming (absorbing incoming solar radiation) effect (Lashof, DeAngelo, Saleska, & Harte, 1997). The type of cloud, altitude, and optical properties combine to determine how these countervailing effects balance out. Although still under debate, it appears that in most circumstances the cloud feedback is likely positive (Boucher et al., 2013). For example, models and observations show that increasing greenhouse gas concentrations reduces the low-level cloud fraction in the Northeast Pacific at decadal time scales. This then has a positive feedback effect and enhances climate warming since less solar radiation is reflected by the atmosphere (Clement, Burgman, & Norris, 2009).

The key lesson from the long list of potentially positive feedbacks and their interactions is that runaway climate change, and runaway perturbations have to be taken as a serious possibility. Table 2 is just a snapshot of the type of feedbacks that have been identified (see Supplementary material for a more thorough explanation of positive feedback loops). However, this list is not exhaustive and the possibility of undiscovered positive feedbacks portends even greater existential risks. The many environmental crises humankind has previously averted (famine, ozone depletion, London fog, water pollution, etc.) were averted because of political will based on solid scientific understanding. We cannot count on complete scientific understanding when it comes to positive feedback loops and climate change.

#### Debris triggers miscalculated war.

Acton and McDonald 21. James M. Acton is co-director of the Nuclear Policy Program and holds the Jessica T. Mathews Chair at the Carnegie Endowment for International Peace. Thomas D. MacDonald is a fellow in the Nuclear Policy Program. 12/10/21. [Defense One, “Nuclear Command-and-Control Satellites Should Be Off Limits,” <https://www.defenseone.com/ideas/2021/12/nuclear-command-and-control-satellites-should-be-limits/187472/>] Justin

When Russia blew up an old satellite with a new missile on November 15, it created an expanding cloud of debris that will menace the outer space environment for years to come.

Hypersonic fragments from the collision with Moscow’s ground-launched, anti-satellite weapon risk destroying other satellites used for communications, meteorology, and agriculture. They even pose a danger to China’s Tiangong Space Station and the International Space Station, where personnel—including Russia’s own cosmonauts—were forced to don spacesuits and flee into their escape capsules ahead of approaching debris.

But the greatest danger that this careless stunt highlighted is to a different potential target: high-altitude satellites used for nuclear command and control. Those critical satellites face the threat of being attacked by co-orbital anti-satellite weapons, that is, other spacecraft with offensive capabilities. Destroying a nuclear command-and-control satellite, even unintentionally, could lead a conventional conflict to escalate into a nuclear war. As such, the United States, China, and Russia have a shared interest in ensuring the security of each other’s high-altitude satellites.

Satellites are integral to the United States’ nuclear command-and-control system. They would be the preferred means to transmit a presidential order to use nuclear weapons and would provide the first warning of an incoming nuclear attack. Russia uses satellites for similar purposes, even if it appears not to rely on them quite as much as the United States. While little is publicly known about China’s nuclear command-and-control system, the U.S. Department of Defense has assessed that China is in the process of developing a space-based early-warning system.

The most important nuclear command-and-control satellites—those for communications and early warning—are located in high-altitude orbits. Fortunately, most are strung out about 22,500 miles above the equator—far above the debris from Russia’s ground-launched anti-satellite weapon test. These satellites, however, are growing more vulnerable, particularly to co-orbital anti-satellite weapons.

Nuclear command-and-control satellites might be attacked deliberately, as the prelude to a nuclear war. In a conventional conflict, if China, Russia, or the United States decided to use nuclear weapons first—or believed that its opponent was about to do so—it might try to degrade the adversary’s nuclear command-and-control system preemptively. China, for example, might attack U.S. early-warning satellites to weaken the United States’ homeland missile defenses. Conversely, the United States might target Chinese communication satellites to interfere with Beijing’s ability to wield its nuclear forces.

In a conventional war, however, nuclear command-and-control satellites might be attacked and threatened for altogether different reasons—creating the risk that nuclear war might be triggered inadvertently.

The United States, in particular, is deeply reliant on satellites to enable conventional operations. Moreover, most, if not all, nuclear command-and-control satellites also support nonnuclear missions—making them tempting targets even in a purely conventional conflict. For example, some U.S. satellites transmit orders to both U.S. conventional and nuclear forces. Russia might attack these satellites to try to undermine the United States’ ability to prosecute a conventional war, but with the added and unintended effect of degrading the U.S. nuclear command-and-control system.

Washington would be hard pressed to determine the intent behind such attacks. It could easily misinterpret them as preparations for a nuclear war and respond accordingly. It might threaten to use nuclear weapons unless its adversary backed off. In fact, the Trump administration’s nuclear policy explicitly threatened the use of nuclear weapons in precisely this circumstance. The Biden administration can and should remove this threat as part of its ongoing Nuclear Posture Review.

To make matters worse, it might not take actual attacks against nuclear command-and-control satellites to spark this kind of escalation. Satellites in high-altitude orbits are periodically moved to different positions to optimize their performance. Especially in a conventional conflict, a repositioning operation that led one spacecraft to approach a nuclear command-and-control satellite might appear to the latter’s owner as the beginning of an attack against its nuclear command-and-control system. Once again, the potential consequences could be catastrophic.

#### **No checks on escalation.**

MacDonald 18. Bruce W. MacDonald, professor at the Johns Hopkins University School of Advanced International Studies (SAIS), ("Outer Space; Earthly Escalation? Chinese Perspectives on Space Operations and Escalation," August 2018, *NSI* white paper, <https://nsiteam.com/social/wp-content/uploads/2018/08/SMA-White-Paper_Chinese-Persepectives-on-Space_-Aug-2018.pdf>, accessed 7-14-2019) bm

Challenges across all five phases: Another escalation threat is the inexperience that nations share in the space and cyber domains, unlike in conventional domains of conflict and in the nuclear domain to a lesser extent. This inexperience gives rise to a “sorcerer’s apprentice” problem, placing leaders at risk of making potentially unwise judgment calls without a full grasp of their implications. The space and cyber domains are sufficiently new and dynamic that such decisions are highly likely. Adding to this uncertainty is the ever-growing interdependence of infrastructures within and among advanced countries, making the impact of major attacks against a country’s space and/or cyber infrastructures inherently unknowable. In considering all these factors, it is important to keep in mind that events in space do not happen in isolation. Any space conflict would likely be part of a multidimensional field of play, with space being important because of the effects it has on the earth. Significant instability in space is unlikely to lead to war if there is stability in other domains and in the larger geopolitical relationship between participants, while conflict could easily spread to a stable space domain if war in other domains appeared preferable to the alternative. While any use of nuclear weapons would pose a serious threat of escalation to full-scale nuclear war, any use of space or cyber offense would not pose a comparable escalation threat. That said, a series of reciprocal escalations could easily become unstable. No clear-cut escalation barrier exists in the space and cyber domains, and given the short-term tactical benefits of escalating ahead of an adversary, each additional escalation could create incentives for further escalation that an adversary would not always anticipate. Escalation in space, then, is a slippery slope with few off-ramps.

#### Any nuclear war causes extinction – ice age and famine.

Steven Starr 15 [Director of the University of Missouri’s Clinical Laboratory Science Program, as well as a senior scientist at the [Physicians for Social Responsibility](http://www.psr.org/). He has worked with the Swiss, Chilean, and Swedish governments in support of their efforts at the United Nations to eliminate thousands of high-alert, launch-ready U.S. and Russian nuclear weapons. “Nuclear War: An Unrecognized Mass Extinction Event Waiting To Happen.” Ratical. March 2015. <https://ratical.org/radiation/NuclearExtinction/StevenStarr022815.html>] TG

A war fought with 21st century strategic nuclear weapons would be more than just a great catastrophe in human history. If we allow it to happen, such a war would be a mass extinction event that [ends human history](https://ratical.org/radiation/NuclearExtinction/StarrNuclearWinterOct09.pdf). There is a profound difference between extinction and “an unprecedented disaster,” or even “the end of civilization,” because even after such an immense catastrophe, human life would go on.

But extinction, by definition, is an event of utter finality, and a nuclear war that could cause human extinction should really be considered as the ultimate criminal act. It certainly would be the crime to end all crimes.

The world’s leading climatologists now tell us that nuclear war threatens our continued existence as a species. Their studies predict that a large nuclear war, especially one fought with strategic nuclear weapons, would create [a post-war environment in which for many years it would be too cold and dark to even grow food](http://climate.envsci.rutgers.edu/pdf/RobockToonSAD.pdf). Their findings make it clear that not only humans, but most large animals and many other forms of complex life would likely vanish forever in a nuclear darkness of our own making.

The environmental consequences of nuclear war would attack the ecological support systems of life at every level. Radioactive fallout, produced not only by nuclear bombs, but also by the destruction of nuclear power plants and their spent fuel pools, would poison the biosphere. Millions of tons of smoke would act to [destroy Earth’s protective ozone layer](https://www2.ucar.edu/atmosnews/just-published/3995/nuclear-war-and-ultraviolet-radiation) and block most sunlight from reaching Earth’s surface, creating Ice Age weather conditions that would last for decades.

Yet the political and military leaders who control nuclear weapons strictly avoid any direct public discussion of the consequences of nuclear war. They do so by arguing that nuclear weapons are not intended to be used, but only to deter.

Remarkably, the leaders of the Nuclear Weapon States have chosen to ignore the authoritative, long-standing scientific research done by the climatologists, research that predicts virtually any nuclear war, fought with even a fraction of the operational and deployed nuclear arsenals, will leave the Earth essentially uninhabitable.

#### Satellites solves the grid and every extinction scenario.

Pellegrino & Stang 16. Massimo Pellegrino, Master’s Degree in Space Studies from ISU, with Gerald Stang, Senior Associate Analyst at the EUISS, holds BSc and MSc degrees in chemical engineering from the University of Saskatchewan and an MA in international affairs from the School of International and Public Affairs at Columbia University (“Space Security for Europe”, *EU Institute for Security Studies*, published July 2016, <https://www.iss.europa.eu/content/space-security-europe>, accessed 7-10-2019) bm

Modern societies are highly dependent on the continuous operation of critical infrastructure to ensure the provision of basic goods and services. They consist of assets, systems or parts thereof which are so vital, that their disruption would significantly impact the economy, national security, public health, safety, or social well-being. Examples of critical infrastructure include energy, water, food supply, communication, transportation, and waste processing systems. Space assets are so deeply embedded in developed economies that a day without fully functioning space capabilities would severely restrict or even endanger our lives.

Space systems are critical for running energy grids and telecommunication networks, border and maritime surveillance, crisis management and humanitarian operations, environmental and climate monitoring, verification of international treaties and arms control agreements, and the fight against organised crime and terrorism. Space assets also provide the technological backbone for other critical infrastructures. The synchronisation of power grids and telecommunication networks, for example, is heavily dependent on GNSS timing signals and any disruption would create a domino effect on other critical infrastructures (see Figure 5).

Satellites also play a central role in supporting defence systems and military operations. They are force multipliers that provide intelligence, surveillance, and reconnaissance (ISR) capabilities, as well as communication, navigation, positioning and timing signals. Armed forces do not only use their own space systems, but are also significant consumers of space services provided by private operators. In fact, about 90% of US military communications traffic passes through civilian satellites, many of which privately owned, rather than through dedicated systems designed to withstand attempted interruptions.1 The reliance of both civilian and military users on space systems therefore places them firmly in the area of critical infrastructure. Some critical space systems, such as the American GPS, are under foreign control, and the governments controlling those systems retain the authority to disrupt services, even for allies, in case of a national emergency. While the United States announced that it has no intention of ever intentionally degrading public GPS signals (also known as ‘Selective Availability’) and that the next generation of GPS satellites will not include this feature, other governments might still do so.2

These dependences engender new and growing vulnerabilities. Reliance on space is likely to increase further as space capabilities and services improve in diversity, quality and affordability. Close to 1,500 satellites with a launch mass of over 50 kg are expected to be launched over the next decade; an increase of 50% compared to 2005-2014. This estimate excludes both the expected proliferation of smaller satellites (such as CubeSats), but also the planned OneWeb and Steam mega-constellations for global internet broadband service. Advances in small satellite capabilities and in launch technology (e.g. SpaceX’s Falcon rocket family) have already lowered the cost of access to space. About 45% more CubeSats were launched in 2014 than in 2013 (130 vs. 91), accounting for 63% of all satellites launched3 . However, just as the reliance on space increases, so too do threats and vulnerabilities. Therefore, in order to realise the full potential of investments in space, critical space systems need to be adequately protected and the space environment properly managed.

#### Grid security is an impact filter.

Denkenberger 21 [David Denkenberger, Anders Sandberg, Ross John Tieman, and Joshua M. Pearce, \* assistant professor of mechanical engineering at University of Alaska Fairbanks, “Long-term cost-effectiveness of interventions for loss of electricity/industry compared to artificial general intelligence safety,” 2021, *European Journal of Futures Research*, Vol. 9, Issue 1, https://doi.org/10.1186/s40309-021-00178-z, EA]

Civilization relies on a network of highly interdependent critical infrastructure (CI) to provide basic necessities (water, food, shelter, basic goods), as well as complex items (computers, cars, space shuttles) and services (the internet, cloud computing, global supply chains), henceforth referred to as industry. Electricity and the electrical infrastructure that distributes it plays an important role within industry, providing a convenient means to distribute energy able to be converted into various forms of useful work. Electricity is one component of industry albeit a critical one. Industry provides the means to sustain advanced civilization structures and the citizens that inhabit them. These structures play a critical role in realizing various futures by allowing humanity to discover and utilize new resources, adapt to various environments, and resist natural stressors.

Though industry is capable of resisting small stressors, a sufficiently large event can precipitate cascading failure of CI systems, resulting in a collapse of industry. If one does not temporally discount the value of future people, the long-term future (thousands, millions, or even billions of years) could contain an astronomically large amount of value [18]. Events capable of curtailing the potential of civilization (existential risks, such as human extinction or an unrecoverable collapse) would prevent such futures from being achieved, implying reducing the likelihood of such events is of the utmost importance [100]. Reducing the prevalence of existential risks factors; events, systemic structures, or biases which increase the likelihood of extinction but do not cause extinction by themselves is also highly valuable. Complete collapse or degraded function of industry would drastically reduce humanity’s capacity to coordinate and deploy technology to prevent existential risks, representing an existential risk factor. Consequently, interventions preventing loss of industry, reducing the magnitude of impacts, or increasing speed of recovery could be extremely valuable.

Existential risk research is, by nature, future focused, requiring the investigation of events that have not yet occurred. Futures studies methodologies are often applied to uncover salient trends or events, and explore potential causal structures [54, 123]. Probabilistic modeling techniques can then be used to determine the likelihood of such events occurring, including adequate treatment of uncertainty [101]. The cost-effectiveness modeling approach outlined in this paper is an example of this, attempting to assess the marginal utility of losing industry interventions on improving the long-term future. This approach could guide future efforts to assess the relative cost-effectiveness of interventions for different risks, existential or otherwise. More practically, this research can inform prioritization efforts of industrialized countries by providing estimates of the cost of global industrial collapse, and the utility of resilience interventions. This is relevant to the European Union which has a highly industrialized economy, providing $2.3 Trillion USD of the $13.7 Trillion USD global total of value add manufacturing [122]. The EU has shifted toward a more proactive foresight approach about natural and man-made disasters, noting the importance of rare high-impact events, systemic risks, and converging trends requiring better data and forecasting to drive a more ambitious crisis management system [47]. Still, it is clear that most academic and institutional emphasis has been on “ordinary” rather than extreme disasters, and risks from industry to the public and environment rather than widespread failures of industrial services causing harm.

The integrated nature of the electric grid, which is based on centralized generation makes the entire system vulnerable to disruption.1 There are a number of anthropogenic and natural catastrophes that could result in regional-scale electrical grid failure, which would be expected to halt the majority of industries and machines in that area. A high-altitude electromagnetic pulse (HEMP) caused by a nuclear weapon could disable electricity over part of a continent [16, 48, 66, 93]. This could destroy the majority of electrical grid infrastructure, and as fossil fuel extraction and industry is reliant on electricity [49], industry would be disabled. Similarly, solar storms have destroyed electrical transformers connected to long transmission lines in the past [117]. The Carrington event in 1859 damaged telegraph lines, which was the only electrical infrastructure in existence at the time. It also caused Aurora Borealis that was visible in Cuba and Jamaica [70]. This could potentially disable electrical systems at high latitudes, which could represent 10% of electricity/industry globally. Though solar storms may last less than the 12 h that would be required to expose the entire earth with direct line of sight, the earth’s magnetic field lines redirect the storm to affect the opposite side of the earth [117]. Lastly, both physical [6, 8, 69, 89, 111] and cyber attacks [3, 63, 90, 96, 118, 128, 130] could also compromise electric grids. Physical attacks include traditional acts of terrorism such as bombing or sabotage [130] in addition to EMP attacks. Significant actors could scale up physical attacks, for example by using drones. A scenario could include terrorist groups hindering individual power plants [126], while a large adversary could undertake a similar operation physically to all plants and electrical grids in a region. Unfortunately, the traditional power grid infrastructure is simply incapable of withstanding intentional physical attacks [91]. Damage to the electric grid resulting in physical attack could be long lasting, as most traditional power plants operate with large transformers that are difficult to move and source. Custom rebuilt transformers require time for replacement ranging from months and even up to years [91]. For example, a relatively mild 2013 sniper attack on California’s Pacific Gas and Electric (PG&E) substation, which injured no one directly, was able to disable 17 transformers supplying power to Silicon Valley. Repairs and improvements cost PG&E roughly $100 million and lasted about a month [10, 102]. A coordinated attack with relatively simple technology (e.g., guns) could cause a regional electricity disruption. However, a high-tech attack could be even further widespread. The Pentagon reports spending roughly $100 million to repair cyber-related damages to the electric grid in 2009 [57]. There is also evidence that a computer virus caused an electrical outage in the Ukraine [56]. Unlike simplistic physical attacks, cyber attackers are capable of penetrating critical electric infrastructure from remote regions of the world, needing only communication pathways (e.g., the Internet or infected memory sticks) to install malware into the control systems of the electric power grid. For example, Stuxnet was a computer worm that destroyed Iranian centrifuges [73] to disable their nuclear industry. Many efforts are underway to harden the grid from such attacks [51, 63]. The U.S. Department of Homeland Security responded to ~ 200 cyber incidents in 2012 and 41% involved the electrical grid [103]. Nations routinely have made attempts to map current critical infrastructure for future navigation and control of the U.S. electrical system [57].

The electric grid in general is growing increasingly dependent upon the Internet and other network connections for data communication and monitoring systems [17, 112, 118, 127, 135]. Although this conveniently allows electrical suppliers management of systems, it increases the susceptibility of the grid to cyber-attack, through denial of webpage services to consumers, disruption to supervisory control and data acquisition (SCADA) operating systems, or sustained widespread power outages [3, 72, 118, 120]. Thus global or regional loss of the Internet could have similar implications.

### Framing

#### The standard is maximizing expected well-being –

#### Only pleasure and pain are intrinsically valuable – all other frameworks collapse.

Moen 16 [Ole Martin Moen, Research Fellow in Philosophy at University of Oslo “An Argument for Hedonism” Journal of Value Inquiry (Springer), 50 (2) 2016: 267–281]

Let us start by observing, empirically, that a widely shared judgment about intrinsic value and disvalue is that pleasure is intrinsically valuable and pain is intrinsically disvaluable. On virtually any proposed list of intrinsic values and disvalues (we will look at some of them below), pleasure is included among the intrinsic values and pain among the intrinsic disvalues. This inclusion makes intuitive sense, moreover, for there is something undeniably good about the way pleasure feels and something undeniably bad about the way pain feels, and neither the goodness of pleasure nor the badness of pain seems to be exhausted by the further effects that these experiences might have. “Pleasure” and “pain” are here understood inclusively, as encompassing anything hedonically positive and anything hedonically negative.2 The special value statuses of pleasure and pain are manifested in how we treat these experiences in our everyday reasoning about values. If you tell me that you are heading for the convenience store, I might ask: “What for?” This is a reasonable question, for when you go to the convenience store you usually do so, not merely for the sake of going to the convenience store, but for the sake of achieving something further that you deem to be valuable. You might answer, for example: “To buy soda.” This answer makes sense, for soda is a nice thing and you can get it at the convenience store. I might further inquire, however: “What is buying the soda good for?” This further question can also be a reasonable one, for it need not be obvious why you want the soda. You might answer: “Well, I want it for the pleasure of drinking it.” If I then proceed by asking “But what is the pleasure of drinking the soda good for?” the discussion is likely to reach an awkward end. The reason is that the pleasure is not good for anything further; it is simply that for which going to the convenience store and buying the soda is good.3 As Aristotle observes: “We never ask [a man] what his end is in being pleased, because we assume that pleasure is choice worthy in itself.”4 Presumably, a similar story can be told in the case of pains, for if someone says “This is painful!” we never respond by asking: “And why is that a problem?” We take for granted that if something is painful, we have a sufficient explanation of why it is bad. If we are onto something in our everyday reasoning about values, it seems that pleasure and pain are both places where we reach the end of the line in matters of value.

#### Extinction outweighs:

#### A] Comes before value-to-life.

Tännsjö 11 (Torbjörn, the Kristian Claëson Professor of Practical Philosophy at Stockholm University, “Shalt Thou Sometimes Murder? On the Ethics of Killing,” <http://people.su.se/~jolso/HS-texter/shaltthou.pdf>) //BS 1-27-2018

\*\*Bracketed to avoid triggers

I suppose it is correct to say that, if Schopenhauer is right, if life is never worth living, then according to utilitarianism we should all [die] commit suicide and put an end to humanity. But this does not mean that, each of us should commit suicide. I commented on this in chapter two when I presented the idea that utilitarianism should be applied, not only to individual actions, but to collective actions as well.¶ It is a well-known fact that people rarely commit suicide. Some even claim that no one who is mentally sound commits suicide. Could that be taken as evidence for the claim that people live lives worth living? That would be rash. Many people are not utilitarians. They may avoid suicide because they believe that it is morally wrong to kill oneself. It is also a possibility that, even if people lead lives not worth living, they believe they do. And even if some may believe that their lives, up to now, have not been worth living, their future lives will be better. They may be mistaken about this. They may hold false expectations about the future.¶ From the point of view of evolutionary biology, it is natural to assume that people should rarely commit suicide. If we set old age to one side, it has poor survival value (of one’s genes) to kill oneself. So it should be expected that it is difficult for ordinary people to kill themselves. But then theories about cognitive dissonance, known from psychology, should warn us that we may come to believe that we live better lives than we do.¶ My strong belief is that most of us live lives worth living. However, I do believe that our lives are close to the point where they stop being worth living. But then it is at least not very far-fetched to think that they may be worth not living, after all. My assessment may be too optimistic.¶ Let us just for the sake of the argument assume that our lives are not worth living, and let us accept that, if this is so, we should all kill ourselves. As I noted above, this does not answer the question what we should do, each one of us. My conjecture is that we should not [die] commit suicide. The explanation is simple. If I [die] kill myself, many people will suffer. Here is a rough explanation of how this will happen: ¶ ... suicide “survivors” confront a complex array of feelings. Various forms of guilt are quite common, such as that arising from (a) the belief that one contributed to the suicidal person's anguish, or (b) the failure to recognize that anguish, or (c) the inability to prevent the suicidal act itself. Suicide also leads to rage, loneliness, and awareness of vulnerability in those left behind. Indeed, the sense that suicide is an essentially selfish act dominates many popular perceptions of suicide. ¶ The fact that all our lives lack meaning, if they do, does not mean that others will follow my example. They will go on with their lives and their false expectations — at least for a while devastated because of my suicide. But then I have an obligation, for their sake, to go on with my life. It is highly likely that, by committing suicide, I create more suffering (in their lives) than I avoid (in my life).

#### B] Mathemathically comes first

MacAskill 14 [William, Oxford Philosopher and youngest tenured philosopher in the world, Normative Uncertainty, 2014]

The human race might go extinct from a number of causes: asteroids, supervolcanoes, runaway climate change, pandemics, nuclear war, and the development and use of dangerous new technologies such as synthetic biology, all pose risks (even if very small) to the continued survival of the human race.184 And different moral views give opposing answers to question of whether this would be a good or a bad thing. It might seem obvious that human extinction would be a very bad thing, both because of the loss of potential future lives, and because of the loss of the scientific and artistic progress that we would make in the future. But the issue is at least unclear. The continuation of the human race would be a mixed bag: inevitably, it would involve both upsides and downsides. And if one regards it as much more important to avoid bad things happening than to promote good things happening then one could plausibly regard human extinction as a good thing.For example, one might regard the prevention of bads as being in general more important that the promotion of goods, as defended historically by G. E. Moore,185 and more recently by Thomas Hurka.186 One could weight the prevention of suffering as being much more important that the promotion of happiness. Or one could weight the prevention of objective bads, such as war and genocide, as being much more important than the promotion of objective goods, such as scientific and artistic progress. If the human race continues its future will inevitably involve suffering as well as happiness, and objective bads as well as objective goods. So, if one weights the bads sufficiently heavily against the goods, or if one is sufficiently pessimistic about humanity’s ability to achieve good outcomes, then one will regard human extinction as a good thing.187 However, even if we believe in a moral view according to which human extinction would be a good thing, we still have strong reason to prevent near-term human extinction. To see this, we must note three points. First, we should note that the extinction of the human race is an extremely high stakes moral issue. Humanity could be around for a very long time: if humans survive as long as the median mammal species, we will last another two million years. On this estimate, the number of humans in existence in the The future, given that we don’t go extinct any time soon, would be 2×10^14. So if it is good to bring new people into existence, then it’s very good to prevent human extinction. Second, human extinction is by its nature an irreversible scenario. If we continue to exist, then we always have the option of letting ourselves go extinct in the future (or, perhaps more realistically, of considerably reducing population size). But if we go extinct, then we can’t magically bring ourselves back into existence at a later date. Third, we should expect ourselves to progress, morally, over the next few centuries, as we have progressed in the past. So we should expect that in a few centuries’ time we will have better evidence about how to evaluate human extinction than we currently have. Given these three factors, it would be better to prevent the near-term extinction of the human race, even if we thought that the extinction of the human race would actually be a very good thing. To make this concrete, I’ll give the following simple but illustrative model. Suppose that we have 0.8 credence that it is a bad thing to produce new people, and 0.2 certain that it’s a good thing to produce new people; and the degree to which it is good to produce new people, if it is good, is the same as the degree to which it is bad to produce new people, if it is bad. That is, I’m supposing, for simplicity, that we know that one new life has one unit of value; we just don’t know whether that unit is positive or negative. And let’s use our estimate of 2×10^14 people who would exist in the future, if we avoid near-term human extinction. Given our stipulated credences, the expected benefit of letting the human race go extinct now would be (.8-.2)×(2×10^14) = 1.2×(10^14). Suppose that, if we let the human race continue and did research for 300 years, we would know for certain whether or not additional people are of positive or negative value. If so, then with the credences above we should think it 80% likely that we will find out that it is a bad thing to produce new people, and 20% likely that we will find out that it’s a good thing to produce new people. So there’s an 80% chance of a loss of 3×(10^10) (because of the delay of letting the human race go extinct), the expected value of which is 2.4×(10^10). But there’s also a 20% chance of a gain of 2×(10^14), the expected value of which is 4×(10^13). That is, in expected value terms, the cost of waiting for a few hundred years is vanishingly small compared with the benefit of keeping one’s options open while one gains new information.