## 1

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

#### Establish a national space debris removal program;

#### Engage the commercial sector in space debris removal;

#### Establish special funds at the expense of parties who generate debris;

#### Prioritize transparency in space debris removal.

#### US debris removal solves best — it generates international follow on BUT avoids the downfalls of international cooperation that make solvency impossible.

Ansdell ’10 (Megan; is a graduate student at the George Washington University Elliot School of International Affairs, focusing on space policy; *Active Space Debris Removal: Needs, Implications, and Recommendations for Today’s Geopolitical Environment*; <https://jpia.princeton.edu/sites/jpia/files/space-debris-removal.pdf>; accessed 8/29/19; Julia/MSCOTT)//ww pbj

VI. US Leadership by Example Need to Initiate Unilateral Action International cooperation in space has rarely resulted in cost-effective or expedient solutions, especially in politically-charged areas of uncertain technological feasibility. The International Space Station, because of both political and technical setbacks, has taken over two decades to deploy and cost many billions of dollars—far more time and money than was originally intended. Space debris mitigation has also encountered aversion in international forums. The topic was brought up in COPUOS as early as 1980, yet a policy failed to develop despite a steady flow of documents on the increasing danger of space debris (Perek 1991). In fact, COPUOS did not adopt debris mitigation guidelines until 2007 and, even then, they were legally non-binding. Space debris removal systems could take decades to develop and deploy through international partnerships due to the many interdisciplinary challenges they face. Given the need to start actively removing space debris sooner rather than later to ensure the continued benefits of satellite services, international cooperation may not be the most appropriate mechanism for instigating the first space debris removal system. Instead, one country should take a leadership role by establishing a national space debris removal program. This would accelerate technology development and demonstration, which would, in turn, build-up trust and hasten international participation in space debris removal. Possibilities of Leadership As previously discussed, a recent NASA study found that annually removing as little as five massive pieces of debris in critical orbits could significantly stabilize the long-term space debris environment (Liou and Johnson 2007). This suggests that it is feasible for one nation to unilaterally develop and deploy an effective debris removal system. As the United States is responsible for creating much of the debris in Earth’s orbit, it is a candidate for taking a leadership role in removing it, along with other heavy polluters of the space environment such as China and Russia. There are several reasons why the United States should take this leadership role, rather than China or Russia. First and foremost, the United States would be hardest hit by the loss of satellites services. It owns about half of the roughly 800 operating satellites in orbit and its military is significantly more dependent upon them than any other entity (Moore 2008). For example, GPS precision-guided munitions are a key component of the “new American way of war” (Dolman 2006, 163-165), which allows the United States to remain a globally dominant military power while also waging war in accordance with its political and ethical values by enabling faster, less costly war fighting with minimal collateral damage (Sheldon 2005). The U.S. Department of Defense recognized the need to protect U.S. satellite systems over ten years ago when it stated in its 1999 Space Policy that, “the ability to access and utilize space is a vital national interest because many of the activities conducted in the medium are critical to U.S. national security and economic well-being” (U.S. Department of Defense 1999, 6). Clearly, the United States has a vested interest in keeping the near-Earth space environment free from threats like space debris and thus assuring U.S. access to space. Moreover, current U.S. National Space Policy asserts that the United States will take a “leadership role” in space debris minimization. This could include the development, deployment, and demonstration of an effective space debris removal system to remove U.S. debris as well as that of other nations, upon their request. There could also be international political and economic advantages associated with being the first country to develop this revolutionary technology. However, there is always the danger of other nations simply benefiting from U.S. investment of its resources in this area. Thus, mechanisms should also be created to avoid a classic “free rider” situation. For example, techniques could be employed to ensure other countries either join in the effort later on or pay appropriate fees to the United States for removal services. Recommendations for Leadership in Space Debris Removal Going forward, the U.S. government should engage the commercial sector in space debris removal. Government contracts with several commercial firms would create a competitive environment, encouraging innovation and cost minimization. Having several companies working on the problem at the same time would also accelerate remediation as several critical orbits could be addressed at once. Furthermore, early investments in a domestic space debris removal industry would give the United States a head start in what may become a critical industry over the coming decades. The aforementioned 2009 International Conference on Orbital Debris Removal, co-hosted by DARPA and NASA, suggests that these two agencies could lead U.S. government efforts in space debris removal. However, it is important to recognize that DARPA and NASA are driven by very different motives: one is a civilian space agency, while the other is a defense research agency. Failure to appreciate these differences when establishing mission requirements could lead to a situation like that of the National Polar Environmental Satellite System (NPOESS), where the attempt to combine civil and military requirements into a single satellite resulted in doubling project costs, a launch delay of five years, and ultimately splitting the project into two separate programs (Clark 2010). Furthermore, any system developed through a joint NASA-DARPA partnership would need to be transferred to an operational agency, as both NASA and DARPA are research and development entities. The U.S. Air Force, as it is the primary agency responsible for national security space operations, is a possible option. Funding the development of a national space debris removal system carries risks because, due to the nascent state of the field, detailed cost-benefit estimates have not yet been carried out. The Space Frontier Foundation, however, proposes that the government should establish special funds at the expense of parties who generate debris (Dunstan and Werb 2009). Suggested mechanisms for raising the funds include charging fees for U.S. launches based on the debris potential of the mission, with the size of the fee determined by relevant factors such as the mass of the anticipated debris resulting from the mission and the congestion of the orbit into which the space object is being launched. Satellite manufacturers, operators, and service providers could all share responsibility for payment into such funds. Once debris removal systems are in operation, additional funds could also come from service fees. For example, entities that created debris could pay a specified amount to removal providers in return for the service rendered. Any national space debris removal program must also be kept transparent with ongoing international dialogue in forums such as COPUOS so that other nations can build-up trust in the effectiveness and efficiency of the program. A proven debris removal program will result in more productive discussions in these international forums. VII. Conclusion If the United States and other powerful governments do not take steps now to avert the potentially devastating effects of space debris, the issue risks becoming stalemated in a manner similar to climate change. Given the past hesitation of international forums in addressing the space debris issue, unilateral action is the most appropriate means of instigating space debris removal within the needed timeframe. The United States is well poised for a leadership role in space debris removal. Going forward, the U.S. government should work closely with the commercial sector in this endeavor, focusing on removing pieces of U.S. debris with the greatest potential to contribute to future collisions. It should also keep its space debris removal system as open and transparent as possible to allow for future international cooperation in this field.

## 2

#### The US commercial space industry is booming – private space companies are driving innovation.

**Lindzon 21** [(Jared Lindzon, A FREELANCE JOURNALIST AND PUBLIC SPEAKER BORN, RAISED AND BASED IN TORONTO, CANADA. LINDZON'S WRITING FOCUSES ON THE FUTURE OF WORK AND TALENT AS IT RELATES TO TECHNOLOGICAL INNOVATION) "How Jeff Bezos and Elon Musk are ushering in a new era of space startups," Fast Company, 2/23/21, https://www.fastcompany.com/90606811/jeff-bezos-blue-origin-elon-musk-spaces-space] TDI

In early February, Jeff Bezos, the founder of Amazon and one of the planet’s wealthiest entrepreneurs, dropped the bombshell announcement that he would be stepping down as CEO to free up more time for his other passions. Though Bezos listed a few targets for his creativity and energy—The Washington Post and philanthropy through the Bezos Earth Fund and Bezos Day One Fund—one of the highest-potential areas is his renewed commitment and focus on his suborbital spaceflight project, Blue Origin. Before space became a frontier for innovation and development for privately held companies, opportunities were limited to nation states and the private defense contractors who supported them. In recent years, however, billionaires such as Bezos, Elon Musk, and Richard Branson have lowered the barrier to entry. Since the launch of its first rocket, Falcon 1, in September of 2008, Musk’s commercial space transportation company SpaceX has gradually but significantly reduced the cost and complexity of innovation beyond the Earth’s atmosphere. With Bezos’s announcement, many in the space sector are excited by the prospect of those barriers being lowered even further, creating a new wave of innovation in its wake. “What I want to achieve with Blue Origin is to build the heavy-lifting infrastructure that allows for the kind of dynamic, entrepreneurial explosion of thousands of companies in space that I have witnessed over the last 21 years on the internet,” Bezos said during the Vanity Fair New Establishment Summit in 2016. During the event, Bezos explained how the creation of Amazon was only possible thanks to the billions of dollars spent on critical infrastructure—such as the postal service, electronic payment systems, and the internet itself—in the decades prior. “On the internet today, two kids in their dorm room can reinvent an industry, because the heavy-lifting infrastructure is in place for that,” he continued. “Two kids in their dorm room can’t do anything interesting in space. . . . I’m using my Amazon winnings to do a new piece of heavy-lifting infrastructure, which is low-cost access to space.” In the less than 20 years since the launch of SpaceX’s first rocket, space has gone from a domain reserved for nation states and the world’s wealthiest individuals to everyday innovators and entrepreneurs. Today, building a space startup isn’t rocket science. THE NEXT FRONTIER FOR ENTREPRENEURSHIP According to the latest Space Investment Quarterly report published by Space Capital, the fourth quarter of 2020 saw a record $5.7 billion invested into 80 space-related companies, bringing the year’s total capital investments in space innovation to more than $25 billion. Overall, more than $177 billion of equity investments have been made in 1,343 individual companies in the space economy over the past 10 years. “It’s kind of crazy how quickly things have picked up; 10 years ago when SpaceX launched their first customer they removed the barriers to entry, and we’ve seen all this innovation and capital flood in,” says Chad Anderson, the managing partner of Space Capital. “We’re on an exponential curve here. Every week that goes by we’re picking up the pace.”

#### The plan creates a restriction that encourages companies to move their operations to states with lower standards.

Albert 14 [(Caley Albert, J.D. Loyola Marymount University) “Liability in International Law and the Ramifications on Commercial Space Launches and Space Tourism,” Loyola of Los Angeles International and Comparative Law Review, 11/1/14, https://digitalcommons.lmu.edu/cgi/viewcontent.cgi?article=1708&context=ilr] TDI

A parallel can be drawn here between the commercial space industry and the maritime law concept of the Flag of Convenience. The term has evolved over time, but in this day and age, it is commonly used to mean the owner of a vessel does not want to create an obligation with a country with stricter standards for registry; hence, the owner will register strictly for economic reasons with a country that has a more convenient registry.133 By flying a Flag of Convenience, ship owners are able to avoid taxation on earnings of ships registered under these flags, and in some cases, they can also receive relief from stricter crew standards and corresponding operating costs.134 A Flag of Convenience is flown by a vessel that is registered in one state, which the vessel has little if any connection to, when in reality the vessel is owned and operated from another state.135 This way the vessel avoids any unfavorable economic requirements from its true home state.136 In this sense, “flag shopping” is similar to “launch forum shopping,” similar in that Flags of Convenience are utilized for economic reasons, such as to avoid high taxes and compliance with certain restrictive international conventions, commercial space companies will forum shop when choosing which country to launch from. As of today, there has yet to be a catastrophic commercial launch incident, so for now commercial space companies do not have an incentive to forum shop, but if there is, the indemnification policies described above may lead companies to seek out countries that provide more coverage so they pay less in the event something goes wrong. This comparison to Flags of Convenience brings up two separate yet equally important issues. First, launch companies may try to follow the Flags of Convenience model and soon catch on to the wisdom of their maritime predecessors by “registering” in countries with more favorable conditions. Of course, in this case the concern is not with registration so much as launching. If launch companies follow the Flags of Convenience model, they will seek out the most convenient state for launch, most likely the state that provides the most liability coverage and has the least safety precautions. Launching from states with low safety standards increases the potential for catastrophic launch events. This, in turn, will place states that are potentially incapable of paying for damages from launch disasters in a position they would not normally assume if these commercial companies had not been drawn to their shores with the promise of more favorable regulations. Second, launch customers may also seek out companies located in states with lower cost liability regimes (lower insurance policy limits) since those companies will presumably charge less to launch their payloads. In this scenario, instead of the launch companies seeking out states with lower liability caps and softer regulations, the launch customers themselves will seek companies located in states with lowcost liability regimes. Here, the effect will be the same as above. Under the Liability Convention, the launching state will be liable for any damage caused by a vehicle launched from within its borders; hence, if customers start engaging in “launch forum shopping,” states will be incentivized to put in place low-cost liability regimes, which in turn will increase the states’ potential payout in the event of a catastrophic launch incident. Looking at the indemnification program the United States has in place in comparison to other countries, it is possible to see how either launch companies or launch customers could engage in “launch forum shopping” when a catastrophic launch incident ever occur. It is also important to keep in mind that various factors go into where a company or customer decides to launch from. A state’s indemnification program is just one factor in this decision. With this in mind, it is clear that if a launch incident did occur in the United States, the commercial launch company would be liable for much more than it would in another country. For instance, why would a commercial space company launch in the United States, where it would be liable up to $500 million and the additional costs that the government would not cover? The argument can be made that a catastrophic space incident has yet to occur, and even if it did, it is unlikely to cost above the $2.7 billion covered by the United States government. **Other states like Russia or France, which has the two-tier liability system, would simply cover all claims above the initial insurance**, which is much lower than the $500 million mark required by the United States. In that case, the commercial company would never have to pay more than the initial liability insurance. If there ever is a catastrophic commercial space incident in the future, it is easy to see why commercial companies or launch customers might be drawn to “launch forum shop” outside the United States.

#### Maintaining US space dominance requires a homegrown commercial space industry – private companies offshoring gives China the advantage they need.

**Cahan and Sadat 21** [(Bruce Cahan, J.D) (Dr. Mir Sadat, ) "US Space Policies for the New Space Age: Competing on the Final Economic Frontier," based on Proceedings from State of the Space Industrial Base 2020 Sponsored by United States Space Force, Defense Innovation Unit, United States Air Force Research Laboratory, 1/6/21, https://www.politico.com/f/?id=00000177-9349-d713-a777-d7cfce4b0000] TDI

Today, China’s commercial space sector is in its infancy but is set to grow with continued national and provincial support, which have been rapidly increasing over the past three years.64 Since 2004, the United States and China accounted for 74% of the $135.2 billion venture capital (VC) invested in commercial space. 65 The early 2020s are pivotal, as it would be far cheaper for China and Chinese commercial space firms to acquire space technologies from the United States or allied nation companies seeking revenues or facing cashflow constraints, than to build the companies and their teams and technologies from scratch in China. The tight coupling of Chinese military goals and an economy organized to achieve those goals magnifies the economic threats and market disruptions that the United States must immediately address, in order for DoD and national security operations to rely on US commercial space capabilities. 3. ISSUES AND CHALLENGES Peaceful Uses of Space and Space Exploration Space has been primarily a shared, not a warfighting, domain.67 With each passing second of Planck time,68 space enables a modern way of life, provides instantaneous global imagery, assures telecommunications, and captures humanity’s imagination for civil space exploration. As a result, space is a burgeoning marketplace and territory for commercial ventures and investors. Strengthening the US commercial space industrial base is vital to and beyond US national security. Civil space activities are a source of US “soft power” in global commerce, cooperation, and investment. 69 The civil space sector, led by NASA, is fundamental to America’s national security. 70 NASA is on an ambitious critical path to return to the Moon by 2024,71 along with developing the capabilities and infrastructure for a sustained lunar presence. NASA’s lunar plans provide a lunar staging area for missions to Mars and beyond. They offer a strategic and economic presence for the United States on the Moon. Congress, the White House, DoD, and NASA must recognize that economic and strategic dominance in service of national security requires catalyzing and accelerating growth of a vibrant, private US industrial and cultural expansion into the Solar System. Human visitation and eventual settlement beyond the Earth require sustaining visionary leaders, aided by, and aiding, US national security. A recurring theme in US policy is “maintaining and advancing United States dominance and strategic leadership in space” because US global competitors and adversaries are competent and capable of outpacing American space capabilities. 72 The stakes are high: At this historic moment, there is a real race for dominance over cislunar access and resources. Regulations Should Foster US Commercial Space as a National Asset Leveraging the reimagination and disruption of terrestrial industries, the US commercial space industry is pushing the frontiers of the United States and global space economics and capabilities. A pre-COVID19 assessment by the US Chamber of Commerce projected that the US space market will increase from approximately $385 billion in 2020, to at least $1.5 trillion by 2040. 73 This projection represents a seven percent (7%) annual compound average growth rate (CAGR), driven largely by expanded business opportunities in Low Earth Orbit (LEO). Total addressable market (TAM) for US commercial space companies could be far larger were they to have federal and financial support for initiating cislunar space operations and opportunities. Recent advancements in commercial space technologies and business models have driven down costs and unlocked new areas of economic growth and space capabilities that outpace and de-risk acquiring capabilities through traditional US government economic development, research and development (R&D), procurement and regulatory policies and processes. US regulations must ensure that US companies lead in commercial space. In specific, technological advances that lower access costs and expand space mission capabilities, content, continuity, and redundancies must be fully supported by or incorporated into US government programs, budgets, requirements, and acquisition processes. Until commercial space offerings are fully incorporated, and federal acquisition policies and personnel commit to innovation, US government fiscal buying power, intelligence and program support will lag and remain inadequate in comparison to US private sector companies and the nation’s global competitors and adversaries in space. Addressing COVID-19’s Impact on US Commercial Space The COVID-19 pandemic damaged and still challenges the US space industrial base. US domestic investors’ funding of space R&D remains inconsistent across the lifecycle of New Space companies and the spectrum of technologies necessary to grow the space economy. To date, public R&D, government procurements and visionary space entrepreneurs have played a major role in establishing and funding the New Space industrial base. In the last five years, $11 billion of private capital has been invested.74 Traditional private investors may become reluctant to fund space technologies due to perceptions of higher risk over longer time horizons before receiving profitable returns on their capital. Institutional and long-horizon investors who manage patient capital have an appetite for illiquid, but higher yielding, terrestrial alternative asset investments such as commodities, private equity limited partnerships and real estate.75 The COVID-19 pandemic has created economic uncertainties making the New Space’s funding model unreliable. COVID-19 significantly impacted venture capital (VC)-backed companies: the pace of VC space investments fell 85% between April - June, as compared to January – March, in 2020. 76 Pre-COVID-19, the New Space industrial base confronted multiple challenges in raising later stages of venture capital such as (1) the lag between having an early-stage startup with an idea and commercializing a viable revenue-generating product, (2) the lack of market liquidity for founder and private equity space investments to attract and retain talented teams, and (3) the lack of a market to re-sell contracts for space goods and services when customers buy more capacity than needed. Even prior to the COVID-19 pandemic, federal financing of US R&D was at a historically minor level, as compared to businesses and universities.77 US government support for basic research has steadily declined as a percent of GDP. The federal government will experience near- to medium-term budget constraints.78 The vibrant venture community in the United States has taken up a portion of this slack by increasing R&D investment in later-stage and applied research. However, founding teams and VC financing rely on government to fund earlier R&D for basic science and engineering. Therefore, government must resume the sustainable and impactful past levels of support for basic research, an essential role in the space economy’s public-private partnership that ensures US leadership in space. Space as Existential Terrain for National Security In this Digital Era, space integrates and drives all elements of US national security. The Cold War may be over, but since the early 2010s, a renewed era of great power competition has emerged across terrestrial land, air, sea, and cyber domains. This competition extends into space, where a great game ensues.79 Space is no longer an uncontested or sanctuary domain. Competent and capable global competitors and peer adversaries are challenging US military, commercial, and civil space interests. The United States, along with its allies and partners, has had to accept and anticipate that space may be a warfighting domain, as suggested primarily by Russian and Chinese counter-space capabilities, military operations, and declarative statements. On December 20, 2019, the bipartisan National Defense Authorization Act (NDAA) for Fiscal Year 202080 authorized the creation of the US Space Force, under the Department of the Air Force, to secure US national interests in an increasingly contested domain.81 Back in October 1775, the Continental Congress established the US Navy to ensure that commercial and government fleets could freely navigate the Atlantic coastline - today, that includes the South China Sea. Likewise, the USSF’s mission is to ensure unfettered access to and the freedom to operate in space. The 2017 National Security Strategy considers space to be a “priority domain.”82 Freedom of navigation is a sovereign right that nations have fought to achieve and defend. 83 The USSF’s main role is to organize, train and equip, as well as to protecting US space interests and supporting terrestrial and joint warfighters (e.g., US Space Command). Thus, USSF must secure US national interests in space, whether military, commercial, scientific, civil, or enhancing US competitiveness for cislunar leadership.

#### US space dominance prevents global war

**Zubrin 15** [(Robert Zubrin, president of Pioneer Energy, a senior fellow with the Center for Security Policy) “US Space Supremacy is Now Critical,” Space News, 1/22/15, <https://spacenews.com/op-ed-u-s-space-supremacy-now-critical/>] TDI

The United States needs a new national security policy. For the first time in more than 60 years, we face the real possibility of a large-scale conventional war, and we are woefully unprepared. Eastern and Central Europe is now so weakly defended as to virtually invite invasion. The United States is not about to go to nuclear war to defend any foreign country. So deterrence is dead, and, with the German army cut from 12 divisions to three, the British gone from the continent, and American forces down to a 30,000-troop tankless remnant, the only serious and committed ground force that stands between Russia and the Rhine is the Polish army. It’s not enough. Meanwhile, in Asia, the powerful growth of the Chinese economy promises that nation eventual overwhelming numerical force superiority in the region. How can we restore the balance, creating a sufficiently powerful conventional force to deter aggression? It won’t be by matching potential adversaries tank for tank, division for division, replacement for replacement. Rather, the United States must seek to totally outgun them by obtaining a radical technological advantage. This can be done by achieving space supremacy.To grasp the importance of space power, some historical perspective is required. Wars are fought for control of territory. Yet for thousands of years, victory on land has frequently been determined by dominance at sea. In the 20th century, victory on both land and sea almost invariably went to the power that controlled the air. In the 21st century, victory on land, sea or in the air will go to the power that controls space. The critical military importance of space has been obscured by the fact that in the period since the United States has had space assets, all of our wars have been fought against minor powers that we could have defeated without them. Desert Storm has been called the first space war, because the allied forces made extensive use of GPS navigation satellites. However, if they had no such technology at their disposal, the end result would have been just the same. This has given some the impression that space forces are just a frill to real military power — a useful and convenient frill perhaps, but a frill nevertheless. But consider how history might have changed had the Axis of World War II possessed reconnaissance satellites — merely one of many of today’s space-based assets — without the Allies having a matching capability. In that case, the Battle of the Atlantic would have gone to the U-boats, as they would have had infallible intelligence on the location of every convoy. Cut off from oil and other supplies, Britain would have fallen. On the Eastern front, every Soviet tank concentration would have been spotted in advance and wiped out by German air power, as would any surviving British ships or tanks in the Mediterranean and North Africa. In the Pacific, the battle of Midway would have gone very much the other way, as the Japanese would not have wasted their first deadly airstrike on the unsinkable island, but sunk the American carriers instead. With these gone, the remaining cruisers and destroyers in Adm. Frank Jack Fletcher’s fleet would have lacked air cover, and every one of them would have been hunted down and sunk by unopposed and omniscient Japanese air power. With the same certain fate awaiting any American ships that dared venture forth from the West Coast, Hawaii, Australia and New Zealand would then have fallen, and eventually China and India as well. With a monopoly of just one element of space power, the Axis would have won the war. But modern space power involves far more than just reconnaissance satellites. The use of space-based GPS can endow munitions with 100 times greater accuracy, while space-based communications provide an unmatched capability of command and control of forces. Knock out the enemy’s reconnaissance satellites and he is effectively blind. Knock out his comsats and he is deaf. Knock out his navsats and he loses his aim. In any serious future conventional conflict, even between opponents as mismatched as Japan was against the United States — or Poland (with 1,000 tanks) is currently against Russia (with 12,000) — it is space power that will prove decisive. Not only Europe, but the defense of the entire free world hangs upon this matter. For the past 70 years, U.S. Navy carrier task forces have controlled the world’s oceans, first making and then keeping the Pax Americana, which has done so much to secure and advance the human condition over the postwar period. But should there ever be another major conflict, an adversary possessing the ability to locate and target those carriers from space would be able to wipe them out with the push of a button. For this reason, it is imperative that the United States possess space capabilities that are so robust as to not only assure our own ability to operate in and through space, but also be able to comprehensively deny it to others. Space superiority means having better space assets than an opponent. Space supremacy means being able to assert a complete monopoly of such capabilities. The latter is what we must have. If the United States can gain space supremacy, then the capability of any American ally can be multiplied by orders of magnitude, and with the support of the similarly multiplied striking power of our own land- and sea-based air and missile forces be made so formidable as to render any conventional attack unthinkable. On the other hand, should we fail to do so, we will remain so vulnerable as to increasingly invite aggression by ever-more-emboldened revanchist powers. This battle for space supremacy is one we can win. Neither Russia nor China, nor any other potential adversary, can match us in this area if we put our minds to it. We can and must develop ever-more-advanced satellite systems, anti-satellite systems and truly robust space launch and logistics capabilities. Then the next time an aggressor commits an act of war against the United States or a country we are pledged to defend, instead of impotently threatening to limit his tourist visas, we can respond by taking out his satellites, effectively informing him in advance the certainty of defeat should he persist. If we desire peace on Earth, we need to prepare for war in space.

## 3

#### Private companies are set to mine in space – new tech and profit motives make space lucrative

Gilbert 21, (Alex Gilbert is a complex systems researcher and PhD student in Space Resources at the Colorado School of Mines, “Mining in Space is Coming”), 4-26-21, Milken Institute Review, https://www.milkenreview.org/articles/mining-in-space-is-coming // MNHS NL

Space exploration is back. after decades of disappointment, a combination of better technology, falling costs and a rush of competitive energy from the private sector has put space travel front and center. indeed, many analysts (even some with their feet on the ground) believe that commercial developments in the space industry may be on the cusp of starting the largest resource rush in history: mining on the Moon, Mars and asteroids. While this may sound fantastical, some baby steps toward the goal have already been taken. Last year, NASA awarded contracts to four companies to extract small amounts of lunar regolith by 2024, effectively beginning the [era of commercial space mining](https://payneinstitute.mines.edu/wp-content/uploads/sites/149/2020/09/Payne-Institute-Commentary-The-Era-of-Commercial-Space-Mining-Begins.pdf). Whether this proves to be the dawn of a gigantic adjunct to mining on earth — and more immediately, a key to unlocking cost-effective space travel — will turn on the answers to a host of questions ranging from what resources can be efficiently. As every fan of science fiction knows, the resources of the solar system appear virtually unlimited compared to those on Earth. There are whole other planets, dozens of moons, thousands of massive asteroids and millions of small ones that doubtless contain humungous quantities of materials that are scarce and very valuable (back on Earth). Visionaries including Jeff Bezos [imagine heavy industry moving to space](https://www.fastcompany.com/90347364/jeff-bezos-wants-to-save-earth-by-moving-industry-to-space) and Earth becoming a residential area. However, as entrepreneurs look to harness the riches beyond the atmosphere, access to space resources remains tangled in the realities of economics and governance. Start with the fact that space belongs to no country, complicating traditional methods of resource allocation, property rights and trade. With limited demand for materials in space itself and the need for huge amounts of energy to return materials to Earth, creating a viable industry will turn on major advances in technology, finance and business models. That said, there’s no grass growing under potential pioneers’ feet. Potential economic, scientific and even security benefits underlie an emerging geopolitical competition to pursue space mining. The United States is rapidly emerging as a front-runner, in part due to its ambitious Artemis Program to lead a multinational consortium back to the Moon. But it is also a leader in creating a legal infrastructure for mineral exploitation. The United States has adopted the world’s first spaceresources law, recognizing the property rights of private companies and individuals to materials gathered in space. However, the United States is hardly alone. Luxembourg and the United Arab Emirates (you read those right) are racing to codify space-resources laws of their own, hoping to attract investment to their entrepot nations with business-friendly legal frameworks. China reportedly views space-resource development as a national priority, part of a strategy to challenge U.S. economic and security primacy in space. Meanwhile, Russia, Japan, India and the European Space Agency all harbor space-mining ambitions of their own. Governing these emerging interests is an outdated treaty framework from the Cold War. Sooner rather than later, we’ll need [new agreements](https://issues.org/new-policies-needed-to-advance-space-mining/) to facilitate private investment and ensure international cooperation.

Back up for a moment. For the record, space is already being heavily exploited, because space resources include non-material assets such as orbital locations and abundant sunlight that enable satellites to provide services to Earth. Indeed, satellite-based telecommunications and global positioning systems have become indispensable infrastructure underpinning the modern economy. Mining space for materials, of course, is another matter. In the past several decades, planetary science has confirmed what has long been suspected: celestial bodies are potential sources for dozens of natural materials that, in the right time and place, are incredibly valuabl**e**. Of these, water may be the most attractive in the near-term, because — with assistance from solar energy or nuclear fission — H2O can be split into hydrogen and oxygen to make rocket propellant, facilitating in-space refueling. So-called “rare earth” metals are also potential targets of asteroid miners intending to service Earth markets. Consisting of 17 elements, including lanthanum, neodymium, and yttrium, these critical materials (most of which are today mined in China at great environmental cost) are required for electronics. And they loom as bottlenecks in making the transition from fossil fuels to renewables backed up by battery storage. The Moon is a prime space mining target. Boosted by NASA’s mining solicitation, it is likely the first location for commercial mining. The Moon has several advantages. It is relatively close, requiring a journey of only several days by rocket and creating communication lags of only a couple seconds — a delay small enough to allow remote operation of robots from Earth. Its low gravity implies that relatively little energy expenditure will be needed to deliver mined resources to Earth orbit. The Moon may look parched — and by comparison to Earth, it is. But recent probes have confirmed substantial amounts of water ice lurking in [permanently shadowed craters](http://lroc.sese.asu.edu/posts/1105) at the lunar poles. Further, it seems that solar winds have implanted significant deposits of helium-3 (a light stable isotope of helium) across the equatorial regions of the Moon. Helium-3 is a potential fuel source for second and third-generation fusion reactors that one hopes will be in service later in the century. The isotope is packed with energy (admittedly hard to unleash in a controlled manner) that might augment sunlight as a source of clean, safe energy on Earth or to power fast spaceships in this century. Between its water and helium-3 deposits, the Moon could be the resource stepping-stone for further solar system exploration. Asteroids are another near-term [mining target](https://foreignpolicy.com/2016/04/28/the-asteroid-miners-guide-to-the-galaxy-space-race-mining-asteroids-planetary-research-deep-space-industries/). There are all sorts of space rocks hurtling through the solar system, with varying amounts of water, rare earth metals and other materials on board. The asteroid belt between the orbits of Mars and Jupiter contains most of them, many of which are greater than a kilometer in diameter. Although the potential water and mineral wealth of the asteroid belt is vast, the long distance from Earth and requisite travel times and energy consumption rule them out as targets in the near term. The prospects for space mining are being driven by technological advances across the space industry. The rise of reusable rocket components and the now-widespread use of off-the-shelf parts are lowering both launch and operations costs. Once limited to government contract missions and the delivery of telecom satellites to orbit, private firms are now emerging as leaders in developing “NewSpace” activities — a catch-all term for endeavors including orbital tourism, orbital manufacturing and mini-satellites providing specialized services. The space sector, with a market capitalization of $400 billion, could grow to as much as $1 trillion by 2040 as private investment soars.

#### OST defines appropriation as occupation, use, or any other means – the aff definitely links

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Based on the premise of ‘res communis’, the magna carta of space law, the OST, illustrates outer space as “the province of all mankind”.[l] Under Article I, States are free to explore and use outer space and to access all celestial bodies “on the basis of equality and in accordance with international law.”[li] Although the OST does not explicitly mention “mining” activities, under Article II, outer space including the Moon and other celestial bodies are “not subject to national appropriation by claim of sovereignty” through use, occupation or any other means.[lii] Furthermore, the Moon Agreement, 1979, not only defines outer space as “common heritage of mankind” but also proscribes commercial exploitation of planets and asteroids by States unless an international regime is established to govern such activities for “rational management,” “equitable sharing” and “expansion of opportunities” in the use of these resources.[liii]

#### Private companies are key to space success

Ferholz 21, (Tim Ferholz covers space, the economy, and geopolitics for Quartz. He is the author of “Rock Billionaires: Elon Musk, Jeff Bezos, and the New Space Race, “NASA Has Always Needed Private Companies To Go To The Moon”), 6-24-21, Quartz, https://qz.com/2024339/nasa-has-always-needed-private-space-companies-to-go-to-the-moon/ // MNHS NL

“We got to the Moon without private contractors, if I’m not mistaken,” US rep. Jamaal Bowman [said yesterday](https://science.house.gov/hearings/a-review-of-the-presidents-fiscal-year-2022-budget-proposal-for-nasa), leading me to collapse in a frothing heap. NASA administrator Bill Nelson had a calmer response: “In the Apollo program, Mr. Congressman, we got to the Moon with American corporations.” A dozen major US companies worked closely with the US space agency to build the vehicles that took the first humans to the lunar surface. NASA scientists and engineers planned the mission and the technology needed to accomplish it, then worked with the most advanced tech firms of the day to produce rockets, capsules, landers, suits, and rovers. There’s no doubt Apollo was a big government program, but the private sector was essential. Why does this history matter? In the last decade, the US space program has made major leaps by handing more work directly to private firms. Rather than designing a new space vehicle to carry cargo or astronauts to the International Space Station and hiring someone to build it, NASA effectively told its needs to the marketplace, and accepted proposals from companies that would not only design the spacecraft, but operate them as a service. This choice launched SpaceX and a new era of private sector space in the US. The logic of this kind of partnership rests on several factors: These are tasks that have been done before, paving the way for new organizations to take them on more easily. Private firms are now willing to invest their own capital alongside the government, saving public money. They can take more risk, and use more advanced program management techniques than government-run programs. And they seem to result in more accountability for taxpayers when things go wrong: NASA shoulders the extra cost for Boeing’s long-delayed and over-budget SLS rocket, a traditional program; the same company is paying hundreds of millions of dollars to re-test its Starliner spacecraft, bought through a public-private partnership. As the US plans its return to the Moon, a debate is emerging about the role of private firms. NASA has hired them to do everything from sending robots on the lunar surface to developing the landers that will carry humans there. In the House, lawmakers like science committee chair Eddie Bernice Johnson are skeptical that companies can take on these tasks. This isn’t a crazy worry: Landing on another astronomical body is a greater challenge than flying to low-earth orbit, and there are far fewer obvious non-government customers in the lunar transit market. For now, NASA has hired Elon Musk’s SpaceX to build lunar landers. Jeff Bezos’ Blue Origin is challenging the government’s choice, delaying the whole program until at least August. The corporate tussle, and the two companies’ decision to market themselves as personal projects of their controversial billionaire founders, have led opponents to portray NASA’s partnerships as corporate handouts. But make no mistake: The alternative is still money for corporations—likely much more, and with fewer strings attached.

#### Squo private companies are willing to invest, but the plan crosses a perception barrier which destroys investment

Shaw 13 - Lauren E, J.D. from Chapman University School of Law, ”Asteroids, the New Western Frontier: Applying Principles of the General Mining Law of 1872 to Incentive Asteroid Mining”, JOURNAL OF AIR LAW AND COMMERCE, Volume 78, Issue 1, Article 2, <https://scholar.smu.edu/cgi/viewcontent.cgi?article=1307&context=jalc> // recut MNHS NL

To some, the mining of asteroids might sound like the premise of a science fiction novel' or the solution to the heartwrenching, fictional scenario depicted in the film Armageddon.2 To others, it evokes a fantastical idea that may come to fruition in a distant reality. However, impressively funded companies have plans to send spacecraft to begin prospecting on asteroids within the next two years.' The issues associated with the mining of asteroids should be addressed before these plans are set in motion. Much has been written about the issues that might arise from allowing nations to own these space bodies and the minerals they contain; one such issue is the impact on international treaties.4 However, little has been written about the applicability of preexisting mining laws-which provide a basic property right scheme for the private sector-such as the General Mining Law of 1872 (Mining Law) to the management of asteroid mining.' The literature to date on how to legally address asteroid mining is minimal.' The articles that do address it propose the creation of different systems, such as a "property rights-based system that relies on the doctrine of first possession"7 or an international authority that would regulate mining operations.' Implementing a scheme that offers ownership of extracted resources without bestowing complete sovereignty is necessary to avoid an impending legal limbo-that is, an outer space "Wild West" equivalent where there is neither certainty nor security in who owns what.9 If private sector miners of asteroids know this right already exists, they will have more incentive to extract resources.' 0 This, in turn, would increase the chances of successful missions, resulting in numerous scientific and explorative benefits, along with the potential replenishment of key elements that are becoming increasingly depleted on Earth yet are still needed for modern industry. Scientists speculate that key elements needed for modern industry, including platinum, zinc, copper, phosphorus, lead, gold, and indium, could become depleted on Earth within the next fifty to sixty years." Many of these metals, such as platinum, are chemical elements that, unlike oil or diamonds, have no synthetic alternative.12 Once the reserves on Earth are mined to complete depletion, industries will be forced to recycle the existing supply of minerals, which will result in increased costs due to increased scarcity.' 3 However, evidence is accumulating that asteroids only a few hundred thousand miles away from Earth may be composed of an abundance of natural resources-including many of the minerals being mined to depletion on Earth-that could lead to vast profits." Most of the minerals being mined on Earth, including gold, iron, platinum, and palladium, originally came from the many asteroids that hit the Earth after the crust cooled during the planet's formation.'

#### Space mining is the only way to solve climate change

Duran 21, (Paloma Duran is a journalist and industry analyst at Mexico Business News, “Is Space Mining the Best Option to Face Climate Change?”), 11-03-21, Mexico Business News, https://mexicobusiness.news/mining/news/space-mining-best-option-face-climate-change // MNHS NL

Going to net zero means that more mining is needed. Experts have said that the current supply cannot support the necessary metals demand for the green transition. As a result, new mining alternatives have gained greater relevance, among them is space mining. Several countries, including Mexico, have shown their interest in this alternative, creating a new space race. “The solar system can support a billion times greater industry than we have on Earth. When you go to vastly larger scales of civilization, beyond the scale that a planet can support, then the types of things that civilization can do are incomprehensible to us … We would be able to promote healthy societies all over the world at the same time that we would be reducing the environmental burden on the Earth,” said Dr. Phil Metzger, Planetary Scientist at the University of Central Florida. Currently, there are several attempts to address global warming and transition to a net zero carbon economy. There has been an increasing interest in renewable energy and infrastructure, which has increased demand for various minerals, especially lithium, cobalt, nickel, copper and rare earth elements. However, according to experts, the world is close to entering a metals supercycle, where demand will exceed available supply, causing prices to skyrocket. Consequently, the mining industry has sought alternatives to achieve the required supply. Options include recycling and improved mine waste management, sea mining and space mining. The latter is considered one of the alternatives with the greatest potential. However, a regulatory framework is still lacking and there is almost no experience in this regard. Despite the lack of knowledge regarding space mining, it has become a very attractive option since the planet is running out of resources. While some people believe that land-based mining is cheaper than space mining, experts believe this may change in the long term. Furthermore, within the solar system there are countless bodies rich in minerals, ores and elements that will accelerate the fight against climate change. “There will come a point when there is nothing left to mine on the surface, prompting mines to reach even further below. But even those resources are destined to run out and so we will aim toward ocean mining, which already has specific technologies that are being developed. Nevertheless, even those mines are limited as well. The mine of the future, which today may seem unlikely, will no longer be on our planet. There will be a time when space mining will be as common as an open leach mine,” Eder Lugo, Minerals Head at Siemens, told MBN. More than 150 million asteroids measuring approximately 100m are believed to be in the inner solar system alone. In addition, astronomers have also identified abundant minerals near the Earth’s space and the Main Asteroid Belt. There are three main groups into which asteroids are divided: C- type, S- type, and M- type. The last two groups are the most abundant in minerals such as gold, platinum, cobalt, zinc, tin, lead, indium, silver, copper and rare earth metals. "Energy is limited here. Within just a few hundred years, you will have to cover all of the landmass of Earth in solar cells. So, what are you going to do? Well, what I think you are going to do is you are going to move out in space … all of our heavy industry will be moved off-planet and Earth will be zoned residential and light-industrial,” said Jeff Bezos, Founder of Amazon and the Space Launch Provider Blue Origin.

#### Anthropogenic warming causes extinction --- mitigation efforts now are key

Griffin, 2015 (David, Professor of Philosophy at Claremont, “The climate is ruined. So can civilization even survive?”, CNN, 4/14/2015, <http://www.cnn.com/2015/01/14/opinion/co2-crisis-griffin/> )

Although most of us worry about other things, climate scientists have become increasingly worried about the survival of civilization. For example, Lonnie Thompson, who received the U.S. National Medal of Science in 2010, said that virtually all climatologists "are now convinced that global warming poses a clear and present danger to civilization." Informed journalists share this concern. The climate crisis "threatens the survival of our civilization," said Pulitzer Prize-winner Ross Gelbspan. Mark Hertsgaard agrees, saying that the continuation of global warming "would create planetary conditions all but certain to end civilization as we know it." These scientists and journalists, moreover, are worried not only about the distant future but about the condition of the planet for their own children and grandchildren. James Hansen, often considered the world's leading climate scientist, entitled his book "Storms of My Grandchildren." The threat to civilization comes primarily from the increase of the level of carbon dioxide (CO2) in the atmosphere, due largely to the burning of fossil fuels. Before the rise of the industrial age, CO2 constituted only 275 ppm (parts per million) of the atmosphere. But it is now above 400 and rising about 2.5 ppm per year. Because of the CO2 increase, the planet's average temperature has increased 0.85 degrees Celsius (1.5 degrees Fahrenheit). Although this increase may not seem much, it has already brought about serious changes. The idea that we will be safe from "dangerous climate change" if we do not exceed a temperature rise of 2C (3.6F) has been widely accepted. But many informed people have rejected this assumption. In the opinion of journalist-turned-activist Bill McKibben, "the one degree we've raised the temperature already has melted the Arctic, so we're fools to find out what two will do." His warning is supported by James Hansen, who declared that "a target of two degrees (Celsius) is actually a prescription for long-term disaster." The burning of coal, oil, and natural gas has made the planet warmer than it had been since the rise of civilization 10,000 years ago. Civilization was made possible by the emergence about 12,000 years ago of the "Holocene" epoch, which turned out to be the Goldilocks zone - not too hot, not too cold. But now, says physicist Stefan Rahmstorf, "We are catapulting ourselves way out of the Holocene." This catapult is dangerous, because we have no evidence civilization can long survive with significantly higher temperatures. And yet, the world is on a trajectory that would lead to an increase of 4C (7F) in this century. In the opinion of many scientists and the World Bank, this could happen as early as the 2060s. What would "a 4C world" be like? According to Kevin Anderson of the Tyndall Centre for Climate Change Research (at the University of East Anglia), "during New York's summer heat waves the warmest days would be around 10-12C (18-21.6F) hotter [than today's]." Moreover, he has said, above an increase of 4C only about 10% of the human population will survive. Believe it or not, some scientists consider Anderson overly optimistic. The main reason for pessimism is the fear that the planet's temperature may be close to a tipping point that would initiate a "low-end runaway greenhouse," involving "out-of-control amplifying feedbacks." This condition would result, says Hansen, if all fossil fuels are burned (which is the intention of all fossil-fuel corporations and many governments). This result "would make most of the planet uninhabitable by humans." Moreover, many scientists believe that runaway global warming could occur much more quickly, because the rising temperature caused by CO2 could release massive amounts of methane (CH4), which is, during its first 20 years, 86 times more powerful than CO2. Warmer weather induces this release from carbon that has been stored in methane hydrates, in which enormous amounts of carbon -- four times as much as that emitted from fossil fuels since 1850 -- has been frozen in the Arctic's permafrost. And yet now the Arctic's temperature is warmer than it had been for 120,000 years -- in other words, more than 10 times longer than civilization has existed. According to Joe Romm, a physicist who created the Climate Progress website, methane release from thawing permafrost in the Arctic "is the most dangerous amplifying feedback in the entire carbon cycle." The amplifying feedback works like this: The warmer temperature releases millions of tons of methane, which then further raise the temperature, which in turn releases more methane. The resulting threat of runaway global warming may not be merely theoretical. Scientists have long been convinced that methane was central to the fastest period of global warming in geological history, which occurred 55 million years ago. Now a group of scientists have accumulated evidence that methane was also central to the greatest extinction of life thus far: the end-Permian extinction about 252 million years ago. Worse yet, whereas it was previously thought that significant amounts of permafrost would not melt, releasing its methane, until the planet's temperature has risen several degrees Celsius, recent studies indicate that a rise of 1.5 degrees would be enough to start the melting. What can be done then? Given the failure of political leaders to deal with the CO2 problem, it is now too late to prevent terrible developments. But it may -- just may -- be possible to keep global warming from bringing about the destruction of civilization. To have a chance, we must, as Hansen says, do everything possible to "keep climate close to the Holocene range" -- which means, mobilize the whole world to replace dirty energy with clean as soon as possible.