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**Committee on the Peaceful  
Uses of Outer Space**  
Legal Subcommittee  
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## Draft report

### Addendum

## X. General exchange of views on the legal aspects of space traffic management

1. Pursuant to General Assembly resolution 78/72, the Subcommittee considered agenda item 12, entitled “General exchange of views on the legal aspects of space traffic management”, as a single issue/item for discussion.
2. The representatives of Argentina, Azerbaijan, China, France, Germany, Greece, India, Indonesia, Japan, Mexico, Netherlands (Kingdom of the), Norway, the Russian Federation and the United States made statements under agenda item 12. Statements were also made by the observers for IISL and SGAC. During the general exchange of views, statements relating to the item were made by representatives of other member States.
3. The Subcommittee heard the following presentations:
  - (a) “Non-governmental entity support for data-sharing”, by the representative of the United Kingdom;
  - (b) “Towards an intergenerational pact for space sustainability: what does it mean for international space traffic management?”, by the observer for SGAC.
4. The Subcommittee was informed of a number of measures undertaken or envisaged at the national, regional and international levels to improve the safety and sustainability of space flight. The measures included the following: pre-launch notifications; reporting of annual launch plans; the provision of, and expanded access to, spacecraft collision avoidance, re-entry and fragmentation services through the development and operation of space surveillance and tracking capabilities, including for countries with emerging space programmes; a new traffic coordination system for space that would leverage data from operators, Governments and commercial, academic and international sources; the development of a national ecosystem of space surveillance companies; a forthcoming update to national technical regulations governing space operations, which would, for instance, restrict the access of non-manoeuvrable space objects to certain orbits; an update to a national mid- to long-term policy for rule-making on the use of Earth orbits; improvements to the registration of space objects; new, industry-led space sustainability standards, which



sought to incentivize best sustainability practice throughout the lifecycle of space activities; proposals to incentivize the adoption of more sustainable satellite operations by applying variable limits on operator liability and licence application refunds; new third-party liability insurance models; a proposal for a guideline on avoiding the deployment of small satellites without tracking and manoeuvring capabilities in the vicinity of an altitude of 400 km, providing special consideration for crewed space stations; the advance announcement of on-orbit servicing; national guidelines on on-orbit servicing that prescribe technical safety requirements; an international symposium on ensuring the safe and sustainable use of outer space; workshops on the theme of space traffic management; meetings of the Inter-Agency Space Debris Coordination Committee; the Zero Debris Charter of ESA; and the designation of space traffic management as a matter of strategic importance for the European Union.

5. Some delegations expressed the view that, as the volume, diversity and interdependence of space activities continued to increase, the norms, rules and principles that guided outer space activities also needed to evolve to ensure the safety, security and sustainability of outer space activities, and that space traffic management should be considered in that context.

6. The view was expressed the space traffic management comprised two pillars: an operational pillar composed of space surveillance capabilities and operational services to prevent the risk of collisions, and a regulatory pillar, involving the development of a set of good practices and technical and legal standards intended to govern space operations.

7. The view was expressed that the Guidelines for the Long-term Sustainability of Outer Space Activities of the Committee ([A/74/20](#), annex II) and the Space Debris Mitigation Guidelines of the Committee could serve as building blocks for future space traffic management.

8. The view was expressed that, since any flights at an altitude of up to 80 km should be governed by the Convention on International Civil Aviation, space traffic management regulations might cover, as a starting point, the general principles and rules for flights at altitudes above that, bearing in mind that in the event of further upward expansion of the standard atmosphere as defined under the Chicago Convention, the latter would have priority over space traffic management regulations.

9. The view was expressed that, in connection with the consideration of space traffic management, it was timely and necessary to analyse updates to the liability regime.

10. The view was expressed that further work on space traffic management should take into account space traffic and access to the Moon.

11. The view was expressed that differences in space capabilities and levels of technological development among countries should be fully taken into account in the consideration of space traffic management, and that the right of all countries, especially developing countries and emerging space nations, to safe, equal and free access to outer space must be safeguarded.

12. The view was expressed that a multifaceted approach to space traffic management was necessary to ensure sustainable and interference-free space operations, and that in establishing an international legal framework for space traffic management, a United Nations-based information-sharing mechanism should be created, comprising a database on space objects and events in space and procedures for the database's operation.

13. The view was expressed that delegations should continue to consider the proposal, first elaborated in 2016, to establish an information platform under the auspices of the United Nations that would allow the collection, systematization and provision for general use and analysis of information on objects and events in outer space (see [A/AC.105/C.1/L.361](#)).

14. The view was expressed that information not only about space objects but also about planned manoeuvres was key to space traffic management, and that a number of related proposals were reflected in the draft guidelines for the long-term sustainability of outer space activities contained in document [A/AC.105/C.1/L.367](#).

15. The view was expressed that in the future there would be a global, coordinated system of space situational awareness providers, with a series of national or regional hubs, providing space situational awareness information and services to spacecraft operators, and that those centres would be supported by networks of international partnerships, with their services augmented by a robust global commercial sector.

16. The view was expressed that a fully-fledged international treaty should be developed to regulate space traffic.

17. The view was expressed that the objective of a comprehensive and global space traffic management regime could be achieved only on the basis of multilateral consensus and, eventually, international law, and that the Committee and its subcommittees needed to make progress on the topic, proving that they not only had the mandate to do the work but also the expertise, the capacity and the will to deliver.

18. The view was expressed that a multidisciplinary approach to the topic of space traffic management should be supported, as although legal aspects were analysed in the Legal Subcommittee, space traffic management also involved technological, societal, environmental and economic aspects and consequently, greater interaction with the Scientific and Technical Subcommittee would be useful for work under the agenda item.

19. Some delegations expressed the view that a study group on perspectives of space traffic management should be established under the Legal Subcommittee.

20. The view was expressed that such a study group could comprise governmental experts, appointed by the Chair of the Subcommittee in close coordination with regional groups, on the basis of fair and equitable geographical representation, gender equality and the equal representation of spacefaring nations, emerging spacefaring nations and developing countries. The delegation expressing that view was also of the view that the study group could be tasked with delivering a report to the Subcommittee with a view to promoting a common understanding of the benefits and possible scope of a future international space traffic management regime at the level of the United Nations.

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