

# COMPENDIUM

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**SPACE DEBRIS MITIGATION STANDARDS  
ADOPTED BY STATES AND INTERNATIONAL ORGANIZATIONS**

15 MAY 2023

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## INTRODUCTION

As a contribution of Canada, the Czech Republic and Germany to the United Nations Committee on the Peaceful Uses of Outer Space (COPUOS), and in reference to the agenda item on “General exchange of information and views on legal mechanisms relating to space debris mitigation measures, taking into account the work of the Scientific and Technical Subcommittee” of the Legal Subcommittee (LSC) of the Committee, this report provides a compendium of standards adopted by States and international organizations to mitigate space debris. The aim of this Compendium is to inform States of the current instruments and measures that have been implemented by States and international organizations, and to assist those who wish to enact or develop similar standards in relation to this important topic.

This document is organized in the following manner: Part 1 contains an alphabetical list of States’ profiles, followed by Part 2 which contains a list of international mechanisms. Each profile focuses on debris mitigation mechanisms developed and implemented by the respective State and / or international organization.

The present edition of the Compendium is considered to be a first step of an evolving process. It does therefore not represent an exhaustive source of information on this topic. States and international organizations are invited to provide information on their mechanism they have adopted, based on the template developed, or to update their profile if necessary. Ultimately, it is hoped that this document will provide a comprehensive reference to support members of the Committee on the Peaceful Uses of Outer Space in their coordinated efforts towards space debris mitigation.

### Acknowledgment

The initiators of this Compendium on Space Debris Mitigation Standards would like to thank the Legal Services Department of the European Space Agency (ESA) for their editorial support in the frame of compiling and finalizing this documentation.

**ALGERIA****National mechanism:**

Throughout its recent activity in the space field and the number of national satellites in orbit (there are two as of June 2014), the People's Democratic Republic of Algeria has not adopted at present a national mechanism for the reduction of space debris. However, reflections are initiated aiming at the implementation of appropriate national solutions to this issue as well as the choice of a site that can accommodate a space debris observatory.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

As a permanent member of the Committee on the Peaceful Uses of Outer Space, Algeria attaches a big importance to the issue of space debris and is pleased about the work carried out during several years within the Committee, and resulting in the adoption by consensus of the "space debris mitigation guidelines." In this respect, Algeria fully supports the principle of voluntary use of such guidelines.

Furthermore, as a member of the International Telecommunication Union, Algeria considers that the ITU (ITU-R S.1003-1) recommendations on "the protection of environment of the geostationary satellites orbit" are appropriate measures to reduce space debris.

**Link to other national mechanisms:**

None.

**References:**

None.

**ALGERIA****Contribution received in relation to the compendium not in the format of the template**

[Original: French]  
[22 February 2021]

Les débris émanant des satellites, indépendamment de leurs tailles, sont une menace croissante pour la viabilité à long terme, des activités spatiales. Les normes relatives à la réduction des débris spatiaux constituent une démarche importante mettant en exergue la responsabilité collective de tous les Etats dans ce domaine. Toutefois, il nous paraît nécessaire de renforcer ces recommandations avec des procédures supplémentaires dans l'exercice des activités spatiales, telles que le lancement, la désorbitation et la surveillance, voir même, l'intégration au sein desdites normes et droit national des mesures contraignantes pour la limitation des débris.

À l'instar des déchets sur Terre et/ou en mer, les débris spatiaux devraient être gérés par des conventions et des solutions techniques et réglementaires.

L'Algérie, qui a lancé six satellites dans l'espace, ne dispose pas d'un mécanisme juridique national relatif à la réduction des débris spatiaux et réitère son soutien à la communauté internationale dans ce domaine aux fins de la préservation de l'environnement orbital et suborbital et des ressources associées.

[English]  
[22 February 2021]

Pieces of debris from satellites, regardless of their size, are a growing threat to the long-term viability of space activities. Space debris mitigation standards play an important role in highlighting the shared responsibility of all States in this area. However, it is necessary to strengthen those recommendations by incorporating additional procedures into space activities such as launches, deorbiting and monitoring, or perhaps even by incorporating binding debris mitigation measures into the standards referred to and into national law.

Like waste on Earth and/or at sea, space debris should be managed on the basis of conventions and technical and regulatory solutions.

Algeria, which has launched six satellites into outer space, does not have a national legal mechanism for space debris mitigation and reiterates its support for the efforts made by the international community in that area with a view to protecting the orbital and suborbital environment and related resources.

**ARGENTINA** (UPDATED ON 22 FEBRUARY 2022. NOT IN THE FORMAT OF THE TEMPLATE)**National mechanism:**

Argentine Republic has not adopted yet any national mechanism on space debris mitigation. Low profile discussions are in progress with a view to develop national space-related legislation in the near future.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

As a member State of the Committee on the Peaceful Uses of Outer Space, the Argentine Republic fully adheres to the Space Debris Mitigation Guidelines of the Committee. Furthermore it supports IADC Space Debris Mitigation Guidelines.

**Link to other national mechanisms:**

None.

**References:**

None.



**ARGENTINA****Contribution received in relation to the compendium not in the format of the template**

[Original: Spanish]

[22 February 2022]

A la fecha no ha habido modificaciones ni actualizaciones sobre la información brindada con anterioridad por la República Argentina, la cual obra ya en la página de la UNOOSA.

<https://www.unoosa.org/oosa/en/ourwork/topics/space-debris/compendium.html>

<https://www.unoosa.org/documents/pdf/spacelaw/sd/Argentina.pdf>

Asimismo, la República Argentina no cuenta específicamente con una ley o norma de adopción de un mecanismo en particular sobre el tratamiento y reducción de desechos espaciales. Sin perjuicio de ello, es dable destacar que, en oportunidad en que fuera creado el Registro de Objetos Espaciales de la República Argentina mediante Decreto PEN No 215/95(<https://www.boletinoficial.gob.ar/detalleAviso/primera/7152296/19950725?busqueda=l>), bajo la órbita de la CONAE, en su articulado se prevé la obligatoriedad de suministrar determinada información, incluyendo medidas de no contaminación, entre otras. Información que se ve complementada en el proceso de registración, en donde el peticionante deberá adicionar mayor información de detalle.

[English]

[22 February 2022]

There have been no changes or updates to the information previously provided by the Argentine Republic, which is already available on the UNOOSA website.

<https://www.unoosa.org/oosa/en/ourwork/topics/space-debris/compendium.html>

<https://www.unoosa.org/documents/pdf/spacelaw/sd/Argentina.pdf>

The Argentine Republic does not have a specific law or regulation on the adoption of a particular mechanism for dealing with and mitigating space debris. However, Decree No. 215/95 of the executive (<https://www.boletinoficial.gob.ar/detalleAviso/primera/7152296/19950725?busqueda=l>), through which the Registry of Space Objects of the Argentine Republic was created under the authority of CONAE, establishes the obligation to provide certain information, including measures to prevent pollution. This and other information is furnished during the registration process, when the submitting entity is required to add further detailed information.

## AUSTRALIA

### National mechanisms:

The *Space (Launches and Returns) Act 2018* includes a requirement for a debris mitigation strategy for certain authorisations (those involving objects going to space). The *Space (Launches and Returns) (General) Rules 2019* indicate that the strategy must be based on an internationally recognised guideline or standard for debris mitigation. An application for an overseas payload permit or Australian launch permit must identify the guideline or standard being used, which may include the Space Debris Mitigation Guidelines of the Committee or Inter-Agency Space Debris Coordination Committee (IADC) Space Debris Mitigation Guidelines.

Space debris mitigation requirements are outlined in the *Space (Launches and Returns) Act 2018* (the Act) and *Space (Launches and Returns) (General) Rules 2019* (the Rules).

### Description:

The Act commenced on 31 August 2019 and amends the *Space Activities Act 1998*. Applications for the launch of an Australian space object overseas or a launch to space from Australia include consideration of the space environment, including space debris. The Act includes the requirement for a debris mitigation strategy for certain authorisations (those involving objects going to space), which is further supplemented by the Rules.

A debris mitigation strategy must:

- Be based on an internationally recognised guideline or standard for debris mitigation;
- Identify the guideline or standard being used;
- Describe any mitigation measures planned for orbital debris arising from the proposed launch; and
- Include an orbital debris assessment.

### Applicability:

The Act and Rules are binding Australian legislation. The Act outlines certain obligations on the Commonwealth.

### Relation to international mechanisms:

- An object of the Act is to implement certain of Australia's obligations under the UN Space Treaties. This object is implemented in various ways. For example, the Rules indicate that:
  - Certain applications must include a declaration that the space object is not and does not contain a nuclear weapon or weapon of mass destruction;

- Information consistent with the Registration Convention must be provided in certain cases.
- Examples of internationally recognised guidelines or standards for debris mitigation, include:
  - Space Debris Mitigation Guidelines of the Committee on the Peaceful Uses of Outer Space; and
  - The IADC Space Debris Mitigation Guidelines.

**Link to other national mechanisms:**

None.

**References:**

[Space \(Launches and Returns\) Act 2018](#)

[Space \(Launches and Returns\) \(General\) Rules 2019](#)

## AUSTRIA

### National mechanisms:

1. Austrian Outer Space Act of 2011 (Bundesgesetz über die Genehmigung von Weltraumaktivitäten und die Einrichtung eines Weltraumregisters - Weltraumgesetz) entered into force on 28 December 2011 (Bundesgesetzblatt I Nr. 132/2011 of 27 December 2011).
2. Austrian Outer Space Regulation of 2015 (Verordnung der Bundesministerin/des Bundesministers für Verkehr, Innovation und Technologie zur Durchführung des Bundesgesetzes über die Genehmigung von Weltraumaktivitäten und die Einrichtung eines Weltraumregisters - Weltraumverordnung) entered into force on 27 February 2015 (Bundesgesetzblatt II Nr. 36/2015 of 26 February 2015).

### Description:

The Austrian Outer Space Act is the legal basis for Austrian space activities. In its § 4, subparagraph 1, letter 4, the Act provides that one of the conditions for authorisation of a space activity is that “appropriate provision has been made for the mitigation of space debris according to § 5”.

§ 5 of the Austrian Outer Space Act is entitled “Mitigation of Space Debris” and provides that “the operator has to make provision for the mitigation of space debris in accordance with the state of the art and in due consideration of the internationally recognised guidelines for the mitigation of space debris. Especially measures limiting debris released during normal operations have to be taken.”

The Explanatory Report to the Austrian Outer Space Act explains the meaning and scope of § 4, subparagraph 1, letter 4 and § 5 as follows:

As to § 4, subparagraph 1, letter 4:

“The avoidance of space debris is an important concern of all States and all operators of space activities. Therefore, a separate paragraph, § 5 (see below), has been formulated on the mitigation of space debris which emphasises this particular importance. The condition for authorisation under letter 4 has therefore to be read and applied in combination with § 5.”

As to § 5 (Mitigation of Space Debris):

“The mitigation of space debris is an important concern of all States and operators of space activities. Therefore, the obligation to mitigate space debris plays an important role already in the conditions for authorisation in conjunction with § 4, subparagraph 1, letter 4. In this sense, § 5 and § 4, subparagraph 1, letter 4 have to be read and applied in conjunction. Furthermore, the obligation to mitigate space debris represents an ongoing obligation of the operator also after the authorisation.”

Furthermore, the Explanatory Report specifies that the “internationally recognised guidelines for the mitigation of space debris” referred to in § 5 are first and foremost the 2002 Space Debris Mitigation Guidelines of the Inter-Agency Space Debris Mitigation Committee (IADC). Moreover, it is noted that the European Space Agency (ESA) has aligned its “Requirements on Space Debris Mitigation for ESA Projects” of 2008 with the IADC guidelines and that the Space Debris Mitigation Guidelines of the United Nations Committee on the Peaceful Uses of Outer Space of 2007 are also oriented towards them.

The Austrian Outer Space Regulation contains several details in implementation of the Austrian Outer Space Act. As condition for authorisation of a space activity the Regulation provides in § 2, subparagraph 4 that the operator must submit evidence that appropriate provisions have been made for the mitigation of space debris according to § 5 of the Austrian Outer Space Act. To this end, the operator must submit a report on the measures adopted according to the state of the art and in consideration of the internationally accepted guidelines, in particular for the avoidance of space debris and mission residue released during normal operations, for the prevention of on-orbit collisions with other space objects, for the avoidance of on-orbit break-ups of the space object as well as for the removal of the space object from orbit at the end of mission, either by controlled re-entry or by moving the space object to a sufficiently high orbit (“graveyard orbit”). For non-manoeuverable space objects an orbit has to be chosen where their post-mission lifetime does not exceed 25 years.

### **Applicability:**

The scope of application of the Austrian Outer Space Act is regulated in its § 1:

“(1) This Federal Law is applicable to space activities carried out

1. on Austrian territory,
2. on board of vessels or airplanes, registered in Austria or
3. by a natural person with Austrian citizenship or legal persons seated in Austria.

(2) Entitlements under private law are covered by this Federal Law only if Austrian law is applicable according to the rules of private international law.”

### **Relation to international mechanisms:**

The IADC Space Debris Mitigation Guidelines, the ESA Requirements on Space Debris Mitigation and the Space Debris Mitigation Guidelines of the United Nations Committee on the Peaceful Uses of Outer Space are explicitly referred to in the Explanatory Report to the Austrian Outer Space Act in order to specify what is meant by “internationally recognised guidelines for the mitigation of space debris” in § 5. This means that, during the authorisation process, particular attention will be paid to these guidelines by the authorising body. Operators not complying with these guidelines risk not obtaining an authorisation for their planned space activity.

ITU Recommendations are only mentioned with respect to frequency allocation (see § 4, subparagraph 1, letter 6, according to which the authorising body has to verify whether the operator fulfils the requirements of the ITU concerning orbital positions and frequency assignments).

The European Code of Conduct for Space Debris Mitigation and the ISO Standards on space debris (e.g.: ISO 24113:2011 Space Systems – Space Debris Mitigation Requirements) are not explicitly mentioned but may nevertheless be taken into consideration as “internationally recognised guidelines for the mitigation of space debris” in the application of § 5.

**Link to other national mechanisms:**

None.

**References:**

- The Austrian Outer Space Act (English translation):  
<http://www.unoosa.org/documents/pdf/spacelaw/national/austria/austrian-outer-space-actE.pdf>  
<http://www.spacelaw.at/services/united-nations-treaties-and-austrian-space-legislation/>
- German original of the Austrian Outer Space Act as published in the official gazette of 27 December 2011: Bundesgesetz über die Genehmigung von Weltraumaktivitäten und die Einrichtung eines Weltraumregisters (Weltraumgesetz)  
<http://www.ris.bka.gv.at/Dokument.wxe?Abfrage=BgblAuth&Dokumentnummer=BGB LA 2011 I 132>
- The Austrian Outer Space Regulation (English translation):  
<http://www.spacelaw.at/services/united-nations-treaties-and-austrian-space-legislation/>
- German original of the Austrian Outer Space Regulation as published in the official law gazette of 26 February 2015: Verordnung der Bundesministerin/des Bundesministers für Verkehr, Innovation und Technologie zur Durchführung des Bundesgesetzes über die Genehmigung von Weltraumaktivitäten und die Einrichtung eines Weltraumregisters (Weltraumverordnung)  
<http://www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&Gesetzesnummer=20009102>
- Explanatory Report (English translation):  
<http://www.spacelaw.at/services/united-nations-treaties-and-austrian-space-legislation/>

## AZERBAIJAN

### National mechanisms:

No special national mechanism related to space debris has been adopted.

However, a procedural requirement was established in accordance with Presidential Orders ref. 3303 dated 10 October 2017 and ref. 3738 dated 1 March 2018, which entrusts “Azercosmos” OJSCo to carry out activities to implement the launch, operation and exploitation of the satellites of the Republic of Azerbaijan with telecommunication, Earth observation and other missions. Furthermore, this procedural requirement inter alia applies to space debris mitigation (if any) in relation to the satellites that fall under jurisdiction and responsibility of the Republic of Azerbaijan.

### Description:

“Azercosmos” OJSCo is state-owned entity established to carry out activities to implement the launch, operation and exploitation of the satellites of the Republic of Azerbaijan with telecommunication, Earth observation and other missions.

### Applicability:

Presidential orders on “Azercosmos” OJSCo are applicable to all satellite related activities of the Republic of Azerbaijan within and outside the country.

### Relation to international mechanisms:

General compliance and support to the following international mechanisms:

- ITU Recommendation ITU-R S.1003;
- Space Debris Mitigation Guidelines of the Committee on the Peaceful Uses of Outer Space.

The following standards and guidelines are also taken into account:

- ISO Standards (24113: Space Systems — Space Debris Mitigation Requirements; and others);
- European Code of Conduct for Space Debris Mitigation;
- IADC Space Debris Mitigation Guidelines.

### References:

- <http://azercosmos.az/about-us-legal-documents>

## BELGIUM

### National mechanisms:

1. Law of 17 September 2005 on Activities of Launching, Flight Operation or Guidance of Space Objects (revised by the Belgian Parliament on 1 December 2013)
2. Royal Decree of 19 March 2008

### Description:

In Belgian Law, Space Debris issue is addressed under the provisions of the Law of 17 September 2005 on Activities of Launching, Flight Operation or Guidance of Space Objects (cf. article 4, §3, article 5, §1, and article 8, in particular §2, of the Law), as well as under the provisions of the Royal Decree of 19 March 2008 implementing some provisions of the Law (cf. article 7, §1, 3° and 4°, §2 and §4 on Nuclear Power Sources, of the Decree).

Neither the Law nor the Decree actually provides for technical space debris mitigation standards or norms to be complied with by the Operator, but it leaves to the Minister the possibility to impose to the Operator the compliance with standards and norms adopted by intergovernmental bodies and/or relevant non-governmental organizations. Such standards and norms are for instance the Space Debris Mitigation Guidelines adopted by the Committee on the Peaceful Uses of Outer Space, technical standards adopted by IADC, ESA norms & standards, ISO norms, national space agencies' norms, etc. (see below).

Technical compliance with those standards and norms may, if applicable, be supervised and checked by a technical expert designated by the Minister. For that purpose, a specific agreement has been concluded between the national authority (BELSPO) and ESA.

### Applicability:

The Law applies to any activity which is carried on by an Operator from the Belgian territorial jurisdiction. The Operator is now defined (in the revised text) as he who exercises the ultimate authority over the activity (that is, the maneuvering of the space object). In the case of non-maneuverable space objects, the Operator is identified by the Law as he who orders the launch of the object according to specific parameters.

The Law doesn't make any distinction in its application whether the Operator is of Belgian nationality or foreign nationality.

### Relation to international mechanisms:

Without prejudice to the Minister's decision on a case by case basis, it is likely that the conditions imposed to the Operator will refer to all the following instruments, standards and norms, provided that this doesn't result in any contradiction or redundancy: Space Debris Mitigation Guidelines of the Committee, IADC Space Debris Mitigation Guidelines, ITU Recommendation ITU-R S.1003, European Code of Conduct for Space Debris Mitigation, and ISO Standards (24113: Space Systems – Space Debris Mitigation Requirements. Priority should



be given to Space Debris Mitigation Guidelines of the Committee complemented by IADC Space Debris Mitigation Guidelines.

The possibility also exists for the King to impose compliance with those instruments, standards and norms to all Operators. This is likely to happen once the first implementing cases of the Law will be reviewed. For the moment, the Law has not yet been implemented and the impact of the application of those instruments, standards and norms on the Belgian space operations sector has still to be assessed. This is why a case by case approach has been adopted so far.

**Link to other national mechanisms:**

So far, there is none. Although, it is explicitly provided by the Law and the Royal Decree that the Minister may call upon the expertise of foreign organisations before taking his/her decision on the application for authorisation.

**References:**

- [http://www.belspo.be/belspo/space/beLaw\\_en.stm](http://www.belspo.be/belspo/space/beLaw_en.stm)

**BRAZIL** (ADDED ON 22 FEBRUARY 2022)**Contribution received in relation to the compendium not in the format of the template**

[Original: English]

[22 February 2022]

Brazil has not adopted any national guidelines on space debris mitigation. Discussions are in progress with a view to developing a national space-related legislation. At the international level, Brazil is an observer of the Inter-Agency Space Debris Committee (IADC).

**CANADA** (UPDATED ON 15 FEBRUARY 2023)**National mechanisms:**

1. Canadian Remote Sensing Space Systems Regulations –  
2007 Legal Framework:
  - *Canadian Remote Sensing Space Systems Act, 2005 (amended 2007)*
2. Canadian Space Agency adoption of the IADC Space Debris Mitigation Guidelines – 2012
3. Client Procedures Circular CPC-2-6-02, Procedure for the Submission of Applications for Spectrum Licenses for Space Stations, Issue 5 – 2023

**1. Canadian Remote Sensing Space Systems Regulations****Description:**

The Canadian Remote Sensing Space Systems Act is a national law adopted by Parliament. The Canadian Remote Sensing Space Systems Regulations are made by the Governor-in-Council upon the recommendation of the Minister of Department of Foreign Affairs, Trade and Development.

A remote sensing satellite disposal plan must be provided in order to obtain a Remote Sensing Satellite License in Canada. Under the Canadian Remote Sensing Space Systems Act, no person in Canada shall operate a remote sensing space system in any manner, directly or indirectly, except under the authority of a License. The Act mentions that a License may not be issued without a “system disposal plan” that, among other things, provides for the protection of the environment, public health, and the safety of persons and property. The Acts also sets out licensees’ requirements and obligations in regard to the disposal plan.

The Canadian Remote Sensing Space Systems Regulations provides information on the implementation of the Act. Under the section *Remote Sensing Satellite Disposal* in Schedule 1, the Regulations set out the elements to be identified in the Disposal Plan, including the space debris mitigation standards.

**Applicability:**

The Act and its regulations are mandatory in Canada, and also apply to the following persons with respect to their activities outside Canada:

- (A) Canadian citizens;

- (B) permanent residents;
- (C) corporations that are incorporated or continued under the laws of Canada or a province;
- (D) members of any prescribed class of persons having a substantial connection to Canada related to remote sensing space systems.

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## **2. Canadian Space Agency adoption of the IADC Space Debris Mitigation Guidelines**

### **Description:**

The Canadian Space Agency (CSA) adopted the Inter-Agency Space Debris Coordination Committee (IADC) Space Debris Mitigation Guidelines in 2012 to mitigate the potential creation of space debris generated from its projects, missions and activities. It is intended to apply the IADC guidelines in the planning, design, construction, operation and end of life of CSA projects, missions and activities for which a Space Debris Mitigation Plan will be established as required in the guidelines.

### **Applicability:**

The IADC Space Debris Mitigation Guidelines will apply to all CSA projects, missions and activities.

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### 3. Canadian Client Procedures Circular (CPC) for Licensing of Space Stations

#### **Description:**

Innovation, Science and Economic Development Canada, a Department of the Government of Canada, administers Canada's licensing regime for space stations (satellites) through the Radiocommunication Act (RA) and the Radiocommunication Regulations. The document *Client Procedures Circular (CPC) 2-6-02 – Procedure for the Submission of Applications for Spectrum Licenses for Space Stations*, (satellites), includes application requirements and post-authorization procedures related to licenses that use radio spectrum.

Section 5.1.7 Space Debris Mitigation Plan of CPC-2-6-02 requires that applicants' spectrum licenses for space stations submit a Space Debris Mitigation Plan as part of their applications.

ISED distinguishes between geostationary orbit (GSO) and non-geostationary orbit (NGSO) satellites. The following is a summary of the requirements outlined in section 5.1.7 of CPC 2-6-02 :

- For GSO satellites, the applicant must submit a plan for de-orbiting their satellite(s) in compliance with Recommendation ITU-R S.1003-2, *Environmental Protection of the Geostationary Satellite Orbit*.
- For NGSO satellites, the applicant must submit a plan consistent with the guidelines issued by the Inter-Agency Space Debris Coordination Committee, including the requirement for the satellite(s) to de-orbiting within 25 years of end of operational life.

#### **Applicability:**

Use of radio frequencies in Canada requires regulatory approval that is provided through a radio authorization issued by Innovation, Science and Economic Development Canada. The space debris mitigation requirement is applicable to all space stations (satellites) licensed in Canada, and is a condition of license.

#### **Relation to international mechanisms:**

Canada contributed to and supported the development of the Space Debris Mitigation Guidelines of the Committee.

Canada regularly assesses the status of the implementation of the 21 Guidelines on the Long-term Sustainability of Outer Space Activities, including those that related to the safety

of space operations and debris.

The space debris mitigation requirements of the Canadian Remote Sensing Space Systems Regulations are consistent with the Space Debris Mitigation Guidelines of the Committee and the IADC Space Debris Mitigation Guidelines.

The IADC Space Debris Mitigation Guidelines adopted by the CSA are consistent with the Space Debris Mitigation Guidelines of the Committee. They are also in compliance with the ISO 24113: Space Systems – Space Debris Mitigation Requirements, and the ITU recommendations ITU-R S.1003.

The Canadian Client Procedures Circular (CPC) for Licensing of Space Stations is in compliance with the ITU Recommendation ITU-R S.1003 and the Space Debris Mitigation Guidelines of the Committee.

#### **Link to other national mechanisms:**

Remote Sensing Space Systems Act (S.C. 2005, c. 45)

Radiocommunication Act ( R.S.C. , 1985, c. R-2)

#### **References:**

- Canadian Remote Sensing Space Systems Act:  
<http://laws-lois.justice.gc.ca/eng/acts/R-5.4/index.html>
- Remote Sensing Space Systems Regulations:  
<http://laws-lois.justice.gc.ca/PDF/SOR-2007-66.pdf>
- Radiocommunication Act:  
<https://laws.justice.gc.ca/eng/acts/R-2/FullText.html>
- Radiocommunication Regulations:  
<https://laws-lois.justice.gc.ca/eng/regulations/sor-96-484/FullText.html>
- CPC-2-6-02-Licensing of Space Stations: [CPC-2-6-02 — Procedure for the Submission of Applications for Spectrum Licences for Space Stations \(canada.ca\)](#)

**CHILE** {UPDATED ON 18 FEBRUARY 2020. NOT IN THE FORMAT OF THE TEMPLATE}**National mechanism:**

Chile has not adopted yet any national mechanism on space debris mitigation.

Low profile discussions are in progress with a view to develop national space-related legislation in the near future.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

As a member State of the Committee on the Peaceful Uses of Outer Space, Chile fully adheres to the Space Debris Mitigation Guidelines of the Committee. Furthermore it supports IADC Space Debris Mitigation Guidelines, ISO Space Systems – Space Debris Mitigation Requirements (ISO 24113:2011) and ITU Recommendation ITU-R S.1003.

**Link to other national mechanisms:**

None.

**References:**

None.



**CHILE****Contribution received in relation to the compendium not in the format of the template**

[Original: Spanish]

[18 February 2020]

Chile no ha adoptado ninguna normativa jurídica nacional en mitigación de basura espacial. Sin embargo, las operaciones de su satélite activo FASat-Charlie se realizan en observancia de las directrices elaboradas por el grupo de sustentabilidad de largo plazo a objeto de reducir el impacto ambiental de la actividad en órbita LEO.

[Original: Spanish]

[22 February 2022]

Con relación a las normas de reducción de los desechos espaciales, se puede indicar que a la fecha no se han dictado normas relativas a este tema. Sin embargo, la Fuerza Aérea de Chile tiene un procedimiento para efectuar maniobra de desorbitación y desactivar el satélite FASat Charlie en caso de que se declare oficialmente el cese del cumplimiento de su función principal, de esta forma, se reduce su tiempo en órbita como basura espacial y evita generar contaminación electromagnética por emisiones de su sistema de comunicación.

**COLOMBIA** (ADDED ON 5 APRIL 2021 AND UPDATED ON 12 JANUARY 2022)**Contribution received in relation to the compendium not in the format of the template**

[Original: Spanish]  
[5 April 2021]

Colombia es signatario del “Convenio sobre la responsabilidad internacional por daños causados por objetos espaciales” el cual entró en vigor para nuestro país el 24 de febrero de 2016.

Dicho esto hay que entender que hasta la fecha no se ha tomado ninguna acción para hacer parte del grupo de Estados que han adoptado el “Compendium of space debris mitigation standards adopted by States and international organizations”

[Original: Spanish]  
[12 January 2022]

Con el fin de promover las medidas de reducción y eliminación de los desechos espaciales, en Colombia las actividades espaciales están a cargo del Estado, tanto los lanzamientos de vehículos suborbitales como el registro de objetos lanzados al espacio ante las Naciones Unidas, promoviendo a que se cumplan las medidas necesarias como retirar dicho objeto de la órbita terrestre al término de la actividad espacial, mediante una reentrada controlada o trasladándolo a una órbita de eliminación.

Por otro lado, con el fin de mantener un control actualizado de los niveles de desechos espaciales, es necesario que los Estados internamente promuevan el registro de objetos lanzados al espacio ultraterrestre ante las Naciones Unidas; así como el término de su vida útil y catalogar su estado antes de perder el control del objeto espacial.

Por último, los países que poseen capacidades espaciales a gran escala, deberían ser los más interesados en promover la reducción de desechos espaciales y cooperar con países emergentes en el sector espacial poniendo a disposición sus conocimientos técnicos y legales. Se debería establecer un fondo internacional para apoyar los esfuerzos coordinados en la remoción de desechos espaciales proporcionando medios para hacer frente a los aspectos tecnológicos y financieros de esas operaciones, y de que la participación de los Estados en el fondo común deberá depender del papel que esos Estados han tenido en la generación de desechos espaciales.

**CUBA****Contribution received in relation to the compendium not in the format of the template**

[Original: Spanish]  
[20 January 2021]

Cuba no posee naves ni vehículos espaciales y por ende no tiene desechos espaciales, pero por principio, estamos a favor de reducir los desechos espaciales en beneficio de toda la humanidad.

[English]  
[20 January 2021]

Cuba has no spacecraft or space vehicles and therefore does not generate space debris. However, as a matter of principle, it is in favour of mitigating space debris for the benefit of all humankind.

**CZECH REPUBLIC****National mechanism:**

The Czech Republic has not adopted yet any national mechanism on space debris mitigation. Low profile discussions are in progress with a view to develop national space-related legislation in the near future.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

As a member State of the Committee on the Peaceful Uses of Outer Space, the Czech Republic fully adheres to the Space Debris Mitigation Guidelines of the Committee. Furthermore, it supports IADC Space Debris Mitigation Guidelines, European Code of Conduct for Space Debris Mitigation, ISO Space Systems – Space Debris Mitigation Requirements (ISO 24113:2011) and ITU Recommendation ITU-R S.1003.

**Link to other national mechanisms:**

None.

**References:**

None.

## DENMARK

### National mechanism:

The Danish Outer Space Act of 2016 (lov om aktiviteter i det ydre rum) entered into force on 1 July 2016 (Act no. 409 of 11 May 2016).

The Danish Executive Order on requirements in connection with approval of activities in outer space, etc. (bekendtgørelse om krav ved godkendelse af aktiviteter i det ydre rum m.v.) entered into force on 1 July 2016 (Executive Order no. 552 of 31 May 2016).

### Description:

The Danish Outer Space Act and Executive Order on requirements in connection with approval of activities in outer space, etc. is the legal basis for Danish space activities.

Pursuant to section 6(1) no. 4 of the Act, approval of space activities requires that the operator has taken appropriate measures with regard to space debris management. Pursuant to section 6 of the Executive Order, the Danish Agency for Science, Technology and Innovation (now the Danish Agency for Science and Higher Education) may stipulate requirements that space activities which involve the launch of space objects into earth orbit meet relevant standards and guidelines for space debris management, such as standards published by the European Cooperation for Space Standardization (ECSS) or the International Organization for Standardization (ISO). As a general rule, within 25 years of the end date of the functional operating period of the space object, the space object must either safely leave its earth orbit again or safely be placed into an orbit where it is deemed not to constitute a danger to other space activities.

### Applicability:

The Danish Outer Space Act and Executive Order apply to space activities carried out within the Danish State. Furthermore, the Act and Executive Order apply to space activities carried out outside the Danish State on Danish craft or facilities or by Danish operators.

### Relation to international mechanisms:

The European Cooperation for Space Standardization (ECSS) and the International Organization for Standardization (ISO) are explicitly referred to in the Danish Executive Order on requirements in connection with approval of activities in outer space, etc. Other relevant standards and guidelines such as The Space Debris Mitigation Guidelines of the Committee on the Peaceful Uses of Outer Space, the IADC Space Debris Mitigation Guidelines, the ITU Recommendation ITU-R S.1003 and European Code of Conduct for Space Debris Mitigation can also be taken into consideration.

### Link to other national mechanisms:

None.

**References:**

- The Danish Outer Space Act (English translation):  
<https://ufm.dk/en/legislation/prevailing-laws-and-regulations/outer-space/outer-space-act.pdf>
- The Danish Executive Order on requirements in connection with approval of activities in outer space, etc. (English translation):  
<https://ufm.dk/en/legislation/prevailing-laws-and-regulations/outer-space/executive-order-on-requirements-in-connection-with-approval-of-activities-in-outer-space-etc-final.pdfm>
- Application form and guidelines:  
<https://ufm.dk/forskning-og-innovation/indsatsomrader/rummet-og-danmark/rumloven/ansogning-om-rumaktivitet>

## FINLAND

### National mechanism:

Act on Space Activities, adopted in January 2018, entered into force 23rd January 2018.

Decree of the Ministry of Economic Affairs and Employment on Space Activities, adopted in January 2018, entered into force 23rd January 2018.

### Description:

The Act on Space Activities (hereinafter the *Act*) was proposed by the Government to the Parliament in the end of October 2017.<sup>1</sup> The Act entered into force on 23rd of January 2018. The Act is complemented by a decree issued by the Ministry of Economic Affairs and Employment (hereinafter the *Decree*).

According to Section 5 of the Act, space activities are subject to prior authorization by the Ministry of Economic Affairs and Employment. The Ministry may authorize space activities provided that the conditions specified in Section 5 are met. One of the conditions is that the operator seeks to prevent the generation of space debris and adverse environmental impacts on the Earth, in the atmosphere and in outer space in accordance with Section 10. Furthermore, it is provided that the operator has to have a plan for terminating the activities in outer space and the related measures.

Section 10 of the Act contains provisions on environmental protection and space debris. According to the first paragraph, space activities shall be carried on in a manner that is environmentally sustainable and promotes the sustainable use of outer space. In its application for authorization, the operator shall assess the environmental impacts of the activity on the Earth, in the atmosphere and in outer space, and present a plan for measures to counter or reduce any possible adverse environmental impacts. Any nuclear materials and other radioactive materials used in the space object shall be specified in the application for authorization.

The second paragraph of Section 10 includes provisions with regard to space debris stipulating that the operator shall, in accordance with the recognised international guidelines, ensure that the activities in outer space do not generate space debris. It is further specified in the Government Proposal that the operator shall in particular restrict the generation of space debris during the normal operations of the space object, reduce the risks of in-orbit break-ups and in-orbit collisions, and after the space object has completed its mission, seek to move it into a less used orbit or into the atmosphere.

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<sup>1</sup> The proposed provisions of an Act are included in a document referenced as 'Government Proposal' (157/2017), which also includes as a commentary section. The commentary provides an explanatory and supplementary guideline for the application and use of the Act (the commentary hereinafter the *Government Proposal*).

Space debris is not defined in the Act. In the detailed rationale of the Government Proposal, it is explained that space debris usually means non-functional space objects, including parts of space objects, that are in orbit or returning to the atmosphere. Consequently, the term includes non-functional satellites, spent rocket stages, parts and pieces detached from them, other material generated in space activities and particles as small as drops of fuel, paint flakes and micro particles.

According to Section 10, further provisions on the environmental impact assessment and the measures necessary to avoid the generation of space debris may be laid down by a decree by the Ministry of Economic Affairs and Employment. Accordingly, it is set out in the Decree that the operator shall seek to ensure that, within 25 years from the end of the functional operating period of the space object, the space object moves or is moved into the atmosphere or is moved into an orbit where it is considered not to cause any danger or harm to other space objects or other space activities.

### **Applicability:**

#### *The Scope of application*

Space activities on the territory of Finland or carried on aboard a vessel or aircraft registered in Finland or by a Finnish citizen or a legal person incorporated in Finland fall under the scope of the Act. The Act applies both to governmental and non-governmental space activities. However, the provisions on authorization, insurance and supervision are not applied to space activities by the national Defence Forces.

#### *Definition of space activities*

According to the Act, space activities means launching space objects into outer space, operation and other control of space objects in outer space and returning space objects to the Earth. Space object means any object launched or intended to be launched into outer space, including the component parts of such an object, and any device and its component parts used or intended to be used for launching an object into outer space. Operator means a natural or legal person who is responsible for the carrying out of space activities. of the Finnish act as well as decree on space activities is space activities on the territory of Finland or on vessels or airplanes registered in Finland.

### **Relation to international mechanisms:**

According to the Finnish Act on Space Activities, the operator shall, in accordance with the recognised international guidelines, ensure that the activities in outer space so not generate space debris. The following are listed in the Government Proposal:

- Space Debris Mitigation Guidelines of the Committee on the Peaceful Uses of Outer Space
- IADC Space Debris Mitigation Guidelines
- European Code of Conduct for Space Debris Mitigation
- ISO Standards for space debris mitigation



**Link to other national mechanisms:**

None.

**References:**

Act on Space Activities (legally binding only in Finnish and Swedish):

<https://tem.fi/documents/1410877/3227301/Act+on+Space+Activities/a3f9c6c9-18fd-4504-8ea9-bff1986fff28/Act+on+Space+Activities.pdf>

Decree of the Ministry of Economic Affairs and Employment on Space Activities (legally binding only in Finnish and Swedish):

<https://tem.fi/documents/1410877/3227301/Decree+of+the+MEAE+on+Space+Activities/08da7d7b-70e9-4c7e-bd2a-03220d6aa028/Decree+of+the+MEAE+on+Space+Activities.pdf>

Government Proposal to Parliament for the approval and implementation of the Convention on Registration of Objects Launched into Outer Space and for the Act on Space Activities and the Act on the Amendment of Section 2 of the Lost and Found Objects Act (UNOFFICIAL TRANSLATION): <https://tem.fi/documents/1410877/3227301/Government+Proposal+157-2017/21eb1c15-dc28-42bb-9180-a4c4ad4adc42/Government+Proposal+157-2017.pdf>

## FRANCE

### National mechanism:

Decree on Technical Regulation issued pursuant to Act n°2008-518 of 3rd June 2008, 31 March 2011

Legal framework:

- *French Space Operations Act n°2008-518 of 3rd June 2008*

### Description:

#### **1. French Space Operations Act n°2008-518 of 3rd June 2008**

The French Space Operations Act (FSOA) was adopted in 2008. It has established a national regime of authorization and supervision of national space activities.

Systems and procedures implemented by the operator in the frame of the operation shall be compliant with the national technical regulation. Authorizations are issued by the Minister in charge of space affairs, on the basis of a technical assessment carried out by the French space agency, CNES.

It is foreseen by the FSOA that the authorizations granted may include specific requirements set forth for the safety of persons and property, protection of public health and the environment, in particular in order to limit risks related to space debris (art. 5 FSOA).

#### **2. Decree on Technical Regulation issued pursuant to Act n°2008-518 of 3rd June 2008, 31 March 2011**

The Technical Regulation issued in 2011 pursuant to the FSOA contains the technical requirements that any operator shall comply with. The Technical Regulation is composed of a first part dedicated to launch systems and of a second part dedicated to orbital systems. Both parts contain provisions related to the mitigation of space debris.

- For launch systems, article 21 ('Space Debris limitation'):

*The launch system implemented by the launch operator must be designed, produced and implemented such as to comply with the following requirements for the elements operating in outer space:*

*1. The launcher must be designed, produced and implemented in such a way as to minimise the production of debris during nominal operations, including after the end-of-life of the launcher and its component parts. The launch operator in particular takes the following measures in this respect:*

*for launch of a single space object, a single launcher element (for example a stage) may be placed in orbit;*

*for launch of several space objects, a maximum of two launcher elements (for example a stage or the adapter structure) may be placed in orbit.*

*The above requirements do not apply:*

*to pyrotechnic systems. The largest dimension of any products generated must be less than 1 mm;*

*to solid propellant boosters. The size of any combustion debris generated in protected region B must be less than 1 mm. With regard to the design and operation of solid propellant boosters, the launch operator takes steps to avoid placing solid combustion products in long term orbit which could contaminate protected region A.*

*2. The launcher must be designed, produced and implemented so that the debris produced in compliance with the requirements of the first paragraph above and which do manage to reach the surface of the Earth, constitute no excessive risk for individuals, property, public health or the environment, in particular as a result of environmental pollution by hazardous substances.*

*3. The probability of occurrence of accidental break-up must be less than  $10^{-3}$  until the end-of-life of the space object. This calculation must include failure modes of propulsion and power systems, mechanisms and structures but does not take account of any external impacts.*

*Intentional fragmentations of launcher elements are prohibited.*

*4. The launcher must be designed, produced and implemented so that, following the disposal phase:*

*all the on-board energy reserves are permanently depleted or placed in a state such that depletion of the on-board energy reserves is inevitable, or in such a condition that they entail no risk of generating debris;*

*all the means for producing energy production means are permanently deactivated.*

*5. The launcher must be designed, produced and implemented so that, after the end of the launch phase, its components placed in orbits passing through protected region A are de-orbited by controlled atmospheric re-entry.*

*If the impossibility of meeting this requirement can be duly proven, the launcher must be designed, produced and implemented so that its components are no longer present in protected region A twenty-five years after the end of the launch phase. This result is preferably achieved by uncontrolled atmospheric re-entry or, failing that by placing them to an orbit for which the perigee remains above protected region A for one hundred years following the end of the operation.*

*6. The launcher must be designed, produced and implemented so that, after the end of the launch phase, its components stationed in an orbit in or passing through protected region B, are placed in an orbit which does not interfere with this region for more than one year. This orbit must be such that, under the effect of natural disturbances, the launcher or its components do not return to protected region B within one hundred years following the end of the operation.*

*7. The probability of successfully completing the disposal manoeuvres mentioned in paragraphs 4, 5 and 6 above must be at least 0.9. This probability is evaluated for the total duration of the operation. Its calculation, carried out before the beginning of the space operation, must take account of all the systems, subsystems and equipment usable for these manoeuvres, their redundancy levels as applicable and their reliability, taking account of the effects of the ageing reached at the time for which their use is scheduled, along with the availability of the means and energy resources necessary for these manoeuvres.*

- For orbital systems, article 40:

*The systems implemented by the operator must be designed, produced and implemented such as to comply with the following requirements:*

1. *The systems must be designed, produced and implemented so as to avoid generating debris during nominal operations of the space object.*

*The above requirement does not apply:*

*to pyrotechnic systems. The largest dimension of any products they generate must however be less than 1 mm;*

*to solid propellant boosters. The size of any combustion debris they generate in protected region B must however be less than 1 mm. With regard to the design and operation of solid propellant boosters, the operator implements measures allowing to avoid placing durably in orbit solid combustion products which could contaminate protected region A.*

2. *The probability of occurrence of accidental break-up must be less than  $10^{-3}$  until the end of life of the space object. This calculation must include failure modes of propulsion and power systems, mechanisms and structures, but does not take into account external impacts.*

*If a situation leading to such a failure is detected, the operator must be able to schedule and implement corrective measures to prevent any break-up.*

3. *The systems must be designed, produced and implemented so that, following the disposal phase:*

*all the on-board energy reserves are permanently depleted or placed in such a condition that they entail no risk of generating debris,*

*all the means for producing energy on-board are permanently deactivated.*

4. *The systems must be designed, produced and implemented so that, once the space object has completed its operational phase in an orbit passing through protected region A, the space object is deorbited with controlled atmospheric re-entry.*

*If the impossibility of meeting this requirement can be duly proven, it must be designed, produced and implemented so that it is no longer present in protected region A twenty-five years after the end of the operational phase. This result is preferably achieved by uncontrolled atmospheric re-entry or, failing that, by placing in a stable orbit for which the perigee remains above protected region A for one hundred years following the end of the operation.*

5. *The space object must be designed, produced and implemented so that, once it has completed its operational phase in an orbit in or passing through protected region B, it is placed in an orbit which does not interfere with this region. This orbit must be such that, under the effect of natural disturbances, the object does not return to protected region B within one hundred years following the end of the operation.*

6. *The probability of having sufficient energy resources to successfully carry out the disposal manoeuvres mentioned in paragraphs 3, 4 and 5 above must be at least 0.9.*

7. *The operator must evaluate the probability of being able to successfully carry out the disposal manoeuvres mentioned in paragraphs 3, 4 and 5 above. This evaluation, which does not include the availability of energy resources, must be made by the operator for the total duration of the operation and take account of all systems, subsystems and equipment usable for these manoeuvres, their level of redundancy, if any, and their reliability, taking account of the effects of the ageing reached at the time they are scheduled to be carried out.*

It has to be mentioned that interim provisions are foreseen by the Technical Regulation, in order to adapt the application of the provisions related to space debris for existing space systems (art. 55 of the Technical Regulation).

**Applicability:****French Space Operations Act n°2008-518 of 3rd June 2008**

The scope of the FSOA covers:

- Launch and return operations carried out from the French territory
- Launch and return operations carried out by a French operator from a foreign country
- Procurement of a launch by a French entity
- Control of space objects in outer space by a French operator

As a law, it is mandatory for concerned space operators.

**Decree on Technical Regulation issued pursuant to Act n°2008-518 of 3 June 2008, 31 March 2011**

As a decree, the Technical Regulation is mandatory for concerned space operators.

**Relation to international mechanisms:**

France has contributed to the development of Space Debris Mitigation Guidelines of the Committee, the European Code of Conduct for Space Debris Mitigation and, through CNES, to the IADC Space Debris Mitigation Guidelines. The French Technical Regulation is consistent with these guidelines, as well as with the ISO 24113 standard.

**Link to other national mechanisms:**

None.

**References:**

- French Space Operations Act n°2008-518 of 3rd June 2008  
<http://legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000018931380&fastPos=9&fastReqId=1846263462&categorieLien=cid&oldAction=rechTexte>
- Decree on Technical Regulation issued pursuant to Act n°2008-518 of 3rd June 2008, 31 March 2011  
<http://legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000024095828&fastPos=5&fastReqId=289170871&categorieLien=cid&oldAction=rechTexte>

**GERMANY** (UPDATED ON 21 FEBRUARY 2023)**National mechanism:**

Product Assurance and Safety Requirements for DLR Space Projects: December 2019 (Issue 8.2)

Legal framework:

- *Raumfahrtaufgabenübertragungsgesetz*, 22 August 1998, BGBl. I, 2510 (Delegation of Space Activities Act)
- *Telekommunikationsgesetz*, 23 June 2021, BGBl. I, 1858 (Telecommunications Act), as amended 10 September 2021, BGBl. I, 414

**Description:**

The Space Administration of the German Aerospace Centre (DLR) implements the German national space program. It is the policy of DLR that each contractor involved in the implementation of a particular space mission applies product assurance and safety requirements, including space debris mitigation, throughout all project phases.

For space projects of the Space Administration of DLR, space debris mitigation requirements are mandatory as part of the *Product Assurance and Safety Requirements for DLR Space Projects (DLR Requirements)*. This catalogue provides the core from which project-specific product assurance and safety requirements are prepared and tailored. The document includes space debris mitigation measures and specifies these requirements. In case of space projects funded by the Space Administration of DLR, which are conducted under a research grant the space debris mitigation requirements are mandatory part of the grant.

In implementing a particular space mission, the requirements contained in the *DLR Requirements* are tailored to the respective project according to the mission characteristics. The aim is to ensure the application of the relevant requirements, their verifiability and their practicability during the development, production and operation phases of a space project. The tailored requirements form part of the project requirements in the invitation of tenders as well as of the contractual agreements with the respective contractors. In the course of the implementation of the space mission, non-compliance with any of the tailored requirements may be possible on the basis of a waiver. The waiver shall provide the rationale and justification for the deviation and requires formal approval by DLR.

The *DLR Requirements* comprise various requirements that aim to implement a comprehensive system of space debris mitigation. Their general objective is to limit the creation of new space debris and thus to limit the risk to other current and future space missions and the risk to human life. The measures to be adopted in order to achieve this objective include the following categories of requirements:

#### 5.7.7 Space Debris Mitigation Assessments

#### 5.7.10 Space Debris Mitigation Assessment Reports

in respect to: the release mission-related objects, accidental breakups and potential explosions, potential for on-orbit collisions, post-mission disposal plans and procedures and re-entry hazards

#### 5.7. 11 Design Measures

in respect to: prevention of mission-related objects, solid propellants and pyrotechnics, materials and technologies, fragmentation prevention, malfunctioning prevention, on-orbit collisions prevention, limitation of consequences from impact of existing debris/meteorites

#### 5.7.12 Passivation

#### 5.7.13 Disposal Maneuvers

in respect to: LEO and GEO protected regions as well as MEO

#### 5.7.14 Re-entry Safety Measures

in respect to: type of re-entry, methods of compliance assessment. Notification

#### 5.7.15 Project Reviews

### **Applicability:**

The *Product Assurance and Safety Requirements for DLR Space Projects* are mandatory throughout all phases of all space missions of the DLR Space Administration.

### **Relation to international mechanisms:**

The space debris mitigation requirements of the *Product Assurance and Safety Requirements for DLR Space Projects* are consistent with the Space Debris Mitigation Guidelines of the Committee, the IADC Space Debris Mitigation Guidelines and the European Code of Conduct for Space Debris Mitigation. They furthermore refer to relevant ISO standards, including ISO 24113, and standards adopted by the European Cooperation for Space Standardization ECSS. The recommendations of the ITU Radiocommunication Assembly in respect to space debris mitigation (ITU-R S.1003-2, Environmental protection of the geostationary-satellite orbit) are among the conditions which the users of German orbit and frequency rights have to fulfill (on the basis of § 56 *Telekommunikationsgesetz*).

Germany has contributed to the development of the IADC Space Debris Mitigation Guidelines in the scope of the IADC and participated in the elaboration of the European Code of Conduct for Space Debris Mitigation in the European Network of Competencies. Germany regards the Space Debris Mitigation Guidelines of the Committee as providing generally accepted guidance for the adoption of national mechanisms governing space debris mitigation.<sup>2</sup>

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<sup>2</sup> German Statement under Agenda Item 11 of the 49<sup>th</sup> session of the Legal Subcommittee (22 March-1 April 2010).

**Link to other national mechanisms:**

The mechanisms NASA STD 8719.14 “Process for Limiting Orbital Debris” and NASA-NPR-8715.6A “Procedural Requirements for Limiting Orbital Debris” represent informative references for the *DLR Requirements*.

**References:**

- [http://www.gesetze-im-internet.de/ra\\_g/BJNR010140990.html](http://www.gesetze-im-internet.de/ra_g/BJNR010140990.html)
- [http://www.gesetze-im-internet.de/tkg\\_2004/BJNR119000004.html](http://www.gesetze-im-internet.de/tkg_2004/BJNR119000004.html)



## GREECE

### National mechanism:

Law 4508/2017 (Government Gazette 200/A'/ 22-12-2017) on "Authorization of space activities -Registration in the National Register of Space Objects- Establishment of a Greek Space Organization and other provisions," as amended by Law 4712/2020/146/A'/29-07-2020.

### Description:

The above-mentioned law establishes, inter alia, as necessary conditions for the licensing of space activities: (a) adequate provision for the mitigation and management of space waste or residues according to technological developments and international practices (b) the non contamination of space or celestial bodies or adverse changes in the environment.

In addition, the law provides for the reporting entity to report on the impact of the space object on the environment for each space activity. Reports are submitted before the object launches, after its launch, and at the end of its operational life.

Further, it is possible to issue a joint ministerial decision of the Ministers of Digital Policy, Telecommunications and Media and Environment and Energy, which will define the content of the reports, the requirements and the technical standards, which the activity of the organization must comply with. Until this decision is adopted, relevant national, European and international standards, as well as relevant good practices, are applied.

### Applicability:

In the case of space activities, they should be: (a) carried out within the Greek territory, (b) exercised outside the Greek territory, if premises, personnel, movable or immovable property belonging to the Greek State or under its jurisdiction are used, (c) exercised, irrespective of location, by individuals of Greek nationality or legal entities based in Greece and only if provided for in an international agreement or treaty, (d) carried out by individuals or legal entities, national and foreign, within the Hellenic Republic territory or for which facilities are used, personal, movable and immovable property of the Greek State or within the jurisdiction and under the responsibility of the Greek State as the "Launching State" under International Law.

### Relation to international mechanisms:

Greece participates as a member at the European Space Agency (ESA) and, in this context, it applies and actively participates in the formulation of legal texts, standards, guidelines and good practices in the area of space activities.

In addition, national law provides for:

- (a) the implementation of existing national, European and international standards, as well as the relevant existing good practices, until the adoption of the Joint Ministerial Decision on the definition of the content of environmental impact reporting by space activities.
- (b) that for the issue of any decision to authorize space activities, the Minister of Digital Governance may request technical assistance from third parties, such as Greek, European and International Organizations and agencies, experts, specialists and scientists in order to lay down conditions as to the location of the space activities or the site of the main establishment of the operator or the provision of insurance for space and space objects.

**Link to other national mechanisms:**

None.

**References:**

None.

**HUNGARY****Contribution received in relation to the compendium not in the format of the template**

Hungary follows the EU's space debris mitigation policy. No national standards have been developed.

## INDIA

### National mechanism:

India is in the process of formally adopting a national mechanism on space debris mitigation. ISRO Space Debris Mitigation Requirements, in line with the IADC and United Nations guidelines, are being firmed up to evolve more effective implementation mechanisms to promote adherence by Indian entities.

### Description:

Being an active member of Inter-Agency Space Debris Coordination Committee (IADC) since 1996, Indian Space Research Organization (ISRO) follows the guidelines recommended by IADC and UN for space debris mitigation limit creation of space debris, on-orbit collision avoidance and post-mission disposal.

Historically, except for payload adapters, launch vehicle upper stages, and injected payload, no other object is left in Earth orbit by Indian launch vehicles. No mission related orbital debris is released during ascent phase, satellite orbital injection phase or satellite commissioning phase.

Over the years, India has built the capability for Collision Avoidance (COLA) analysis and Space Object Proximity Analysis (SOPA) for safeguarding of its space assets. ISRO carries out COLA analysis for launch vehicles as a mandatory activity for lift-off clearance. Any collision risks during ascent phase of launch vehicles and post-injection initial orbital phase of the injected payloads are mitigated by adjusting the lift-off time within the launch window. SOPA is carried out for all operational satellites on a regular basis to predict any close conjunction between catalogued objects and the operational satellites. Collision avoidance maneuvers are performed for Indian satellites to mitigate collision risk in case of critically close conjunctions.

In all Indian launch vehicle missions, the last stages are passivated by venting out the fuel after payload injection. All operational Indian GEO satellites have Post Mission Disposal capability. After completion of mission life, the GEO satellites are re-orbited to super-synchronous orbits, followed by electrical passivation. Recently, initiatives have been undertaken to deliberately de-orbit ISRO's LEO satellites at the end of their mission to limit their post-mission orbital lifetime and deplete the residual fuel on-board to minimize accidental break-up risk.

### Applicability:

Applicable to all Indian operational space objects and launch vehicle upper stages launched from India.

### Relation to international mechanisms:

India is committed to promote sustainability of outer space through non-proliferation of space debris during the course of space activities, and adheres to internationally accepted space debris mitigation guidelines. ISRO, as a member of IADC has been an active contributor towards the formulation of recommendations for IADC Space Debris Mitigation Guidelines. India also

participates in IAA Space Debris Working Group and IAF STM working group contributing to international efforts. In addition, India has regularly participated in the United Nations Committee on the Peaceful Uses of Outer Space and its Subcommittees for the evolution of Space Debris Mitigation Guidelines in the United Nations.

**Link to other national mechanisms:**

None.

**References:**

None.

## INDONESIA

### **National mechanism:**

Indonesia has not adopted yet any national mechanism to implement Space Debris Mitigation Guidelines of the Committee or IADC Space Debris Mitigation Guidelines.

However, in the Law of the Republic of Indonesia Number 21 of 2013 on Space Activities, all space activities must take into consideration, among others, the protection of space environment.

Through LAPAN, Indonesia has a space debris automatic monitoring system to mitigate the impacts of re-entry of space objects within the Indonesia's territory. This system utilizes data acquired from the Space Track to detect space debris a few hours before its (their) re-entry and its (their) last track including the type of debris and the launching state of the debris.

### **Description:**

None.

### **Applicability:**

None.

### **Relation to international mechanisms:**

As a member State of the Committee on the Peaceful Uses of Outer Space, Indonesia supports the initiatives aimed at mitigating the impact of space debris, and in accordance with the Space Debris Mitigation Guidelines of the Committee. Moreover, Indonesia supports the IADC Space Debris Mitigation Guidelines and the ITU Recommendation ITU-R.S.1003.2 on the environmental protection of the geostationary satellite orbit. Furthermore, Indonesia puts emphasis on the importance of sharing information for monitoring space debris.

### **Link to other national mechanisms:**

None.

### **References:**

None.

## ITALY

### National mechanism:

Discussions are in progress with a view to develop national space-related legislation in the near future including provisions covering space debris mitigation measures. Pending the approval of a national space law, implementation of measures relevant to space debris mitigation are currently limited to the Italian Space Agency's (ASI) standard contracts provisions. ASI has the institutional task of defining, coordinating and managing national space programs.

### Description:

None.

### Applicability:

ASI applies the European Code of Conduct for Space Debris Mitigation, which it has signed on 14 February 2005, through its standard contract provisions, by making the the European Code of Conduct an ASI standard contracts applicable mandatory document.

### Relation to international mechanisms:

The primary objectives of the European Code of Conduct for Space Debris Mitigation is to implement the following measures:

- prevention of on-orbit break-ups and collisions,
- removal and subsequent disposal of spacecraft and orbital stages that have reached the end of mission operations from the useful densely populated orbit regions,
- limitation of objects released during normal operations.

The above measures are applicable to the Italian Space Agency projects as follows: for space missions developed before 2005 or already in orbit, ASI has tried to implement the provisions of the European Code to the maximum possible extent, mainly in terms of end of life space debris mitigation procedures, in particular, the disposal phase of the satellites. After 2005, the Space Debris Mitigation European Code of Conduct is an applicable document to ASI space programs and projects, that is from the design, the development and the operational phase of satellites.

The European Code of Conduct for ASI Space Projects is mandatory throughout all phases of all space missions.

Through the application of the European Code of Conduct for Space Debris Mitigation, ASI is also consistent with a number of international mechanisms such as: Space Debris Mitigation Guidelines of the Committee, IADC Space Debris Mitigation Guidelines; ITU Recommendation ITU-R S.1003 relevant to Environmental Protection of Geostationary satellite orbit; ISO Standards (24113 and following deriving standards), that have been developed afterwards. In

this framework, ASI is going to update its current contractual provisions in line with the above updated space debris mitigation measures.

ASI is a member of the IADC and contributed to the IADC drafting and relevant updating of the IADC Space Debris Mitigation Guidelines; at the Committee on the Peaceful Uses of Outer Space Italy fully contributed to the developing of the Space Debris Mitigation Guidelines of the Committee.

**Link to other national mechanisms:**

None.

**References:**

None.



**JAPAN** (UPDATED ON 18 FEBRUARY 2022)**National mechanism:**

Act on Launching of Spacecraft, etc. and Control of Spacecraft (Act No. 76 of 16 November 2016).

**Description:**

In order to implement UN treaties on outer space accurately and smoothly, to ensure public safety, and to contribute to enhancing the livelihood of people and the development of the economy and society, Japan established a system for permission for the launch of a launch vehicle and control of spacecraft and a compensation scheme for damages to a third party caused by launching a launch vehicle.

Article 6 of the Act refers to standards included in requirements for permission for the launching of spacecraft and Article 22 refers to space debris mitigation measures included in license requirements for the control of spacecraft. Detailed contents and procedures are specified in the “Guidelines on Permission Related to Launching of Spacecraft, etc.”, “Guidelines on License Related to Control of Spacecraft”, and “Review Standards and Standard Period of Time for Process to Procedures under the Act on Launching of Spacecraft, etc. and Control of Spacecraft”, made by the National Space Policy Secretariat, Cabinet Office on 15 November 2017.

The Japan Aerospace Exploration Agency (JAXA) has its own space debris mitigation standard, which is governed by domestic law and international standards (Guidelines of the Committee on the Peaceful Uses of Outer Space, IADC guideline, ISO standards). The current JAXA standard, JAXA Management Requirements 003D (JMR-003D) provides in - depth technical procedures for debris mitigation measures involving reentry and specifies detailed requirements. JAXA applies the standard to its own projects.

**Applicability:**

A person who intends to implement the launching of spacecraft, etc. using a launch site located in Japan or onboard a ship or aircraft with Japanese nationality, and the control of a spacecraft using a spacecraft control facility located in Japan, etc. must obtain permission from the Prime Minister.

**Relation to international mechanisms:**

“Act on Launching of Spacecraft, etc. and Control of Spacecraft” was established to implement UN treaties on outer space.

**Link to other national mechanisms:**

None.

**References:**

None.

## Contribution received in relation to the compendium not in the format of the template

[Original: Arabic]

[30 March 2021]

### معايير تخفيف الحطام الفضائي:

كان هناك فهم عام بأن بيئة الحطام الفضائي الراهنة تشكل خطراً على المركبات الفضائية الموجودة في مدار أرضي ولأغراض هذه الوثيقة، يعرف الحطام الفضائي بأنه جميع الأجسام المصنوعة، بما فيها شظايا تلك الأجسام وعناصرها، الموجودة في مدار أرضي أو العائدة إلى الغلاف الجوي، غير الصالحة للعمل. ومع استمرار تزايد مجموعات الحطام، سيزيد تبعاً لذلك احتمال حدوث اصطدامات قد تؤدي إلى وقوع أضرار محتملة. وبغضاً عن ذلك، يوجد أيضاً خطر حدوث أضرار على الأرض إذا تحمل الحطام العودة إلى الغلاف الجوي الأرضي.

#### • مصادر الحطام الفضائي:

- 1- حالات التشظي العرضية والعمدية التي ينتج عنها حطام طويل العمر.
- 2- الحطام الذي يطلق عمداً أثناء تشغيل المركبات الفضائية والمراحل المدارية من مركبات الإطلاق. ويمكن تقسيم تدابير تخفيف الحطام الفضائي إلى فئتين عريضتين هما: التدابير التي تحد في الأجل القصير من توليد الحطام الفضائي الذي يمكن أن تنتج عنه أضرار؛ والتدابير التي تحد من توليد ذلك الحطام في أجل أطول.
- يوصى بتنفيذ تدابير تخفيف الحطام الفضائي لأن بعض الحطام الفضائي يمكن أن يلحق الضرر بالمركبات الفضائية فيؤدي إلى فقدان البعثات، أو إلى إزهاق الأرواح في حالة المركبات المأهولة. وتدابير تخفيف الحطام الفضائي هامة للغاية بالنسبة لمدارات الرحلات المأهولة، بسبب آثارها على سلامة طواقم المركبات.
- وقد أعدت لجنة التنسيق المشتركة بين الوكالات والمعنية بالحطام الفضائي (اليادك) مجموعة مبادئ توجيهية لتخفيف الحطام الفضائي تبين العناصر الأساسية لتخفيف الحطام الفضائي الواردة في سلسلة من الممارسات والمعايير والمدونات والكتيبات الإرشادية الموجودة التي وضعها عدد من المنظمات الوطنية والدولية.
- ينبغي أن تقوم الدول الأعضاء والمنظمات الدولية طوعاً باتخاذ تدابير، عن طريق الآليات الوطنية أو عن طريق آلياتها الخاصة المنطبقة، لضمان تنفيذ هذه المبادئ التوجيهية، عن طريق الآليات الوطنية إلى أبعد حد ممكن، من خلال ممارسات وإجراءات تخفيف الحطام الفضائي.

#### • المبادئ التوجيهية لتخفيف الحطام الفضائي:

- 1- الحد من الحطام المنبعث أثناء العمليات العادية.
- 2- التقليل إلى الحد الأدنى من إمكانية حدوث حالات التشظي أثناء الأطوار التشغيلية.
- 3- الحد من احتمال الاصطدام العرضي في المدار.
- 4- تفادي التدمير العمدي وسائر الأنشطة الضارة.

- 5- التقليل إلى الحد الأدنى من إمكانية التشطي اللاحق للرحلة الناجم عن الطاقة المخزونة.
- 6- الحد من الوجود الطويل الأجل للمركبات الفضائية والمراحل المدارية من مركبات الإطلاق في منطقة المدار الأرضي المنخفض بعد نهاية رحلاتها.
- 7- الحد من التداخل الطويل الأجل للمركبات الفضائية والمراحل المدارية من مركبات الإطلاق مع منطقة المدار الأرضي التزامني بعد نهاية رحلاتها.

[English]  
[30 March 2021]

### Space debris mitigation standards

It has been a common understanding that the current space debris environment poses a risk to spacecraft in Earth orbit. For the purpose of this document, space debris is defined as all human-made objects, including fragments and elements thereof, in Earth orbit or re-entering the atmosphere, that are non-functional. As the population of debris continues to grow, the probability of collisions that could lead to potential damage will consequently increase. In addition, there is also the risk of damage on the ground, if debris survives Earth's atmospheric re-entry.

#### *Sources of space debris:*

1. Accidental and intentional break-ups which produce long-lived debris
2. Debris released intentionally during the operation of launch vehicle orbital stages and spacecraft

Space debris mitigation measures can be divided into two broad categories: those that curtail the generation of potentially harmful space debris in the near term and those that limit their generation over the longer term.

The implementation of space debris mitigation measures is recommended since some space debris has the potential to damage spacecraft, leading to loss of mission, or loss of life in the case of crewed spacecraft. For crewed flight orbits, space debris mitigation measures are highly relevant due to crew safety implications.

A set of mitigation guidelines has been developed by the Inter-Agency Space Debris Coordination Committee (IADC), reflecting the fundamental mitigation elements of a series of existing practices, standards, codes and handbooks developed by a number of national and international organizations.

Member States and international organizations should voluntarily take measures, through national mechanisms or through their own applicable mechanisms, to ensure that these guidelines are implemented, to the greatest extent feasible, through space debris mitigation practices and procedures.

### Space debris mitigation guidelines

1. Limit debris released during normal operations
2. Minimize the potential for break-ups during operational phases
3. Limit the probability of accidental collision in orbit
4. Avoid intentional destruction and other harmful activities
5. Minimize potential for post-mission break-ups resulting from stored energy
6. Limit the long-term presence of spacecraft and launch vehicle orbital stages in the low-Earth orbit region after the end of their mission

7. Limit the long-term interference of spacecraft and launch vehicle orbital stages with the geosynchronous Earth orbit region after the end of their mission.

[Original: Arabic]

[11 January 2022]

### معايير تخفيف الحطام الفضائي:

كان هناك فهم عام بأن بيئة الحطام الفضائي الراهنة تشكل خطراً على المركبات الفضائية الموجودة في مدار أرضي. ولأغراض هذه الوثيقة، يعرف الحطام الفضائي بأنه جميع الأجسام المصنوعة، بما فيها شظايا تلك الأجسام وعناصرها، الموجودة في مدار أرضي أو العائدة إلى الغلاف الجوي، غير الصالحة للعمل. ومع استمرار تزايد مجموعات الحطام، سيزداد تبعاً لذلك احتمال حدوث اصطدامات قد تؤدي إلى وقوع أضرار محتملة، فضلاً عن ذلك، يوجد أيضاً خطر حدوث أضرار على الأرض إذا تحمل الحطام العودة إلى الغلاف الجوي الأرضي.

#### • مصادر الحطام الفضائي:

١- حالات التشظي العرضية والعمدية التي ينتج عنها حطام طويل العمر.

٢- الحطام الذي يطلق عمداً أثناء تشغيل المركبات الفضائية والمراحل المدارية من مركبات

#### الإطلاق.

ويمكن تقسيم تدابير تخفيف الحطام الفضائي إلى فئتين عريضتين هما: التدابير التي تحد في الأجل القصير من توليد الحطام الفضائي الذي يمكن أن تنتج عنه أضرار؛ والتدابير التي تحد من توليد ذلك الحطام في أجل أطول. يوصى بتنفيذ تدابير تخفيف الحطام الفضائي لأن بعض الحطام الفضائي يمكن أن يلحق الضرر بالمركبات الفضائية فيؤدي إلى فقدان البعثات، أو إلى إزهاق الأرواح في حالة المركبات المأهولة وتدابير تخفيف الحطام الفضائي هامة للغاية بالنسبة لمدارات الرحلات المأهولة، بسبب آثارها على سلامة طواقم المركبات. وقد أعدت لجنة التنسيق المشتركة بين الوكالات والمعنية بالحطام الفضائي (اليادك) مجموعة مبادئ توجيهية لتخفيف الحطام الفضائي تبين العناصر الأساسية لتخفيف الحطام الفضائي الواردة في سلسلة من الممارسات والمعايير والمدونات والكتيبات الإرشادية الموجودة التي وضعها عدد من المنظمات الوطنية والدولية. ينبغي أن تقوم الدول الأعضاء والمنظمات الدولية طوعاً باتخاذ تدابير، عن طريق الآليات الوطنية أو عن طريق آلياتها الخاصة المنطبقة، لضمان تنفيذ هذه المبادئ التوجيهية، عن طريق الآليات الوطنية إلى أبعد حد ممكن، من خلال ممارسات وإجراءات تخفيف الحطام الفضائي.

#### المبادئ التوجيهية لتخفيف الحطام الفضائي:

١- الحد من الحطام المنبعث أثناء العمليات العادية.

٢- التقليل إلى الحد الأدنى من إمكانية حدوث حالات التشظي أثناء الأطوار التشغيلية.

٣- الحد من احتمال الاصطدام العرضي في المدار.

٤- تقادي التدمير العمدي وسائر الأنشطة الضارة.

٥- التقليل إلى الحد الأدنى من إمكانية التشظي اللاحق للرحلة الناجم عن الطاقة المخزونة.

- ٦- الحد من الوجود الطويل الأجل للمركبات الفضائية والمراحل المدارية من مركبات الإطلاق في منطقة المدار الأرضي المنخفض بعد نهاية رحلاتها.
- ٧- الحد من التداخل الطويل الأجل للمركبات الفضائية والمراحل المدارية من مركبات الإطلاق مع منطقة المدار الأرضي التزامني بعد نهاية رحلاتها.

[English]  
[11 January 2022]

### Space debris mitigation standards

It has been a common understanding that the current space debris environment poses a risk to spacecraft in Earth orbit. For the purpose of this document, space debris is defined as all human-made objects, including fragments and elements thereof, in Earth orbit or re-entering the atmosphere, that are non-functional. As the population of debris continues to grow, the probability of collisions that could lead to potential damage will consequently increase. In addition, there is also the risk of damage on the ground, if debris survives re-entry into Earth's atmosphere.

#### *Sources of space debris:*

1. Accidental and intentional break-ups which produce long-lived debris
2. Debris released intentionally during the operation of launch vehicle orbital stages and spacecraft

Space debris mitigation measures can be divided into two broad categories: those that curtail the generation of potentially harmful space debris in the near term and those that limit their generation over the longer term.

The implementation of space debris mitigation measures is recommended since some space debris has the potential to damage spacecraft, leading to loss of mission, or loss of life in the case of crewed spacecraft. For crewed flight orbits, space debris mitigation measures are highly relevant due to crew safety implications.

A set of mitigation guidelines has been developed by the Inter-Agency Space Debris Coordination Committee (IADC), reflecting the fundamental mitigation elements of a series of existing practices, standards, codes and handbooks developed by a number of national and international organizations.

Member States and international organizations should voluntarily take measures, through national mechanisms or through their own applicable mechanisms, to ensure that these guidelines are implemented, to the greatest extent feasible, through space debris mitigation practices and procedures.

### Space debris mitigation guidelines

1. Limit debris released during normal operations
2. Minimize the potential for break-ups during operational phases
3. Limit the probability of accidental collision in orbit
4. Avoid intentional destruction and other harmful activities
5. Minimize potential for post-mission break-ups resulting from stored energy
6. Limit the long-term presence of spacecraft and launch vehicle orbital stages in the low-Earth orbit region after the end of their mission

## SPACE DEBRIS MITIGATION STANDARDS

7. Limit the long-term interference of spacecraft and launch vehicle orbital stages with the geosynchronous Earth orbit region after the end of their mission

**LAO PDR** (ADDED ON 16 FEBRUARY 2022)**National mechanism:**

- Radio Frequency Law dated 17 May 2017 and Prime Minister's Decree on Satellite Communications dated 27 December 2019 are covering satellite orbit and satellite radio frequency but has not yet cover national mechanism on space debris mitigation.
- Low profile discussions are in progress with a view to develop national space-related legislation in the near future

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

As a member State of the Committee on the Peaceful Uses of Outer Space, Lao People's Democratic Republic fully adheres to the Space Debris Mitigation Guidelines of the Committee. Furthermore, it supports IADC Space Debris Mitigation Guidelines, ISO Space Systems — Space Debris Mitigation Requirements (ISO 24113:2011) and ITU Recommendation ITU-R S.1003.

**Link to other national mechanisms:**

None.

**References:**

None.

**MEXICO****National mechanism:**

Mexico has not yet adopted a national regulatory framework on space debris mitigation. However, high level discussions within the competent bodies are taking place to develop mechanisms arising in a national legislation in the short term.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

Mexico, as one of the 18 founding members of the Committee on the Peaceful Uses of Outer Space and having signed and ratified the five United Nations Treaties on outer space is aligned with the Space Debris Mitigation Guidelines of the Committee. Moreover, Mexico supports the IADC Guidelines on Space Debris Mitigation and agrees with the ITU Recommendations ITU-R.S 1003 on the environmental protection of the geostationary satellite orbit, the standards of the European Code of Conduct for Space Debris Mitigation as well as the ISO 24113 for space systems: Space Debris Mitigation Requirements.

**Link to other national mechanisms:**

None.

**References:**

None.



**MOROCCO**

ADDED ON 8 APRIL 2021 AND UPDATED ON 21 JANUARY 2022 (NOT IN THE FORMAT OF THE TEMPLATE)

**Contribution received in relation to the compendium not in the format of the template**

[Original: French]  
[8 April 2021]

Le Maroc n'a pas adopté de mécanismes spécifiques à la question de la réduction de débris spatiaux. Toutefois, le projet de loi en cours de préparation prévoit des dispositions pour inciter les opérateurs des activités spatiales à respecter les mesures de réduction des débris spatiaux.

[English]  
[8 April 2021]

Morocco has not adopted any mechanisms relating specifically to space debris mitigation. However, the bill currently being prepared includes provisions aimed at encouraging space actors to comply with space debris mitigation measures.

[Original: French]  
[21 January 2022]

L'avant-projet de loi relatif aux activités spatiales en cours d'élaboration, comporte des dispositions relatives à la réduction des débris spatiaux, à travers notamment l'obligation, imposée aux opérateurs spatiaux, de fournir une étude d'impact destinée à évaluer les incidences potentielles des activités spatiales qu'ils envisagent de mener et de prendre les précautions nécessaires pour atténuer les débris spatiaux et en réduire les effets.

[English]  
[21 January 2022]

The preliminary bill on space activities that is currently being prepared includes provisions relating to space debris mitigation, including the obligation of space operators to provide an assessment of the potential impact of space activities that they plan to carry out and to take the necessary precautions to mitigate space debris and reduce its impact.

**MYANMAR****National mechanism(s):**

Since the National Satellite (Earth Observation Satellite) project is ongoing stage, the Republic of the Union of Myanmar has not yet adopted the space debris mitigation standards. However, after completing the process of launching the National Satellite, the cooperation with the international space community will be done to reduce the space debris as the important issue for building secure and peaceful use of outer space.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanism(s):**

As a nation which is formulating a space program to launch National Communication Satellite in the future, Myanmar is always pleased to carry out the affairs of the development of space debris mitigation and the safety and peaceful use of outer space, cooperating with the international communities as under the Space Debris Mitigation Guidelines of the Committee on the Peaceful Uses of Outer Space. Also, Myanmar totally supports such guidelines and we will apply those as national practices and principles in our space activities.

Moreover, as Myanmar is one of the members in ITU, International Telecommunications Union, the Recommendation of ITU on Environmental protection of the geostationary-satellite orbital slot provides us in the procedures of launching and operating the satellite network system and service associated with the used technologies.

**Link to other national mechanisms:**

None.

**References:**

None.

## THE NETHERLANDS

### National mechanism:

The Space Activities Act 2007 regulates space activities under Dutch jurisdiction. The most important provisions of the Space Activities Act concern the establishment of a mandatory licensing system for the performance of space activities, a registry for space objects and the inclusion of a redress provision in the events of State liability.

Space policy in the Netherlands is primarily focused on international cooperation in European contexts within ESA, the European Organization for the Exploitation of Meteorological Satellites (EUMETSAT) and the EU. This means that the Netherlands has no national space debris mitigation mechanism.

### Description:

None.

### Applicability:

None.

### Relation to international mechanisms:

As a member State of the Committee on the Peaceful Uses of Outer Space, the Netherlands fully adheres to the Space Debris Mitigation Guidelines of the Committee, IADC Space Debris Mitigation Guidelines, ITU Recommendation ITU-R S.1003, the European Code of Conduct for Space Debris Mitigation and the ISO Standards. The Netherlands supports ESA- and EU-initiatives.

### Link to other national mechanisms:

None.

### References:

None.

**NICARAGUA** ADDED ON 08 MARCH 2021. NOT IN THE FORMAT OF THE TEMPLATE**Contribution received in relation to the compendium not in the format of the template**

[Original: Spanish]  
[8 March 2021]

Ver documento Reducción de Desechos Espaciales Nicaragua.

Nota: Nicaragua no tiene una ley específica referida a los instrumentos relativos a la reducción de los desechos espaciales, sin embargo, cabe señalar que somos suscriptores del Convenio sobre la Responsabilidad Internacional por Daños Causados por Objetos Espaciales, abierto a firma el 29 de marzo del año 1972 en las Ciudades de Londres, Moscú y Washington D.C. suscrito por el Estado de Nicaragua el 11 de abril de 1972 en la Ciudad de Londres, y promulgado mediante el Decreto AN. N° 8247, publicado en La Gaceta Diario Oficial N° 112 del 15 de junio de 2017. <https://www.lagaceta.gob.ni/2017/06/112/>

[English]  
[8 March 2021]

See document “Space debris mitigation – Nicaragua”.

Note: Nicaragua does not have a specific law on instruments relating to space debris mitigation. However, it is a signatory to the Convention on International Liability for Damage Caused by Space Objects, which was opened for signature on 29 March 1972 in London, Moscow and Washington, D.C., signed by Nicaragua on 11 April 1972 in London and promulgated through National Assembly Decree No. 8247 as published in Official Gazette No. 112 of 15 June 2017 (<https://www.lagaceta.gob.ni/2017/06/112/>).

## NIGERIA

### National mechanism:

National Space Research and Development Agency Act 2010 No.9 A 1255

### Description:

The National Space Research and Development Agency Act 2010 (NASRDA ACT) established formally the National Space Research and Development Agency, empowering the National Space Council as the regulating and supervisory entity for space activities in Nigeria.

By virtue of the Act, the National Space Council authorizes licences for all space activities in Nigeria. License condition under this Act includes permitting inspection and testing of the licensee's facilities and equipment. License may also be issued on the condition that the licensee provides information to the Council concerning the nature, conduct, location and results of the licensee's activities.

An advance approval of the Council must be obtained for any intended deviation from orbital parameters and it is obligatory to inform the Council immediately of any unintended deviation.

In the Act, particular emphasis is placed on the mitigation of space debris, a licensee is required to conduct its operations in such a way as to prevent the contamination of outer space or cause any adverse changes in the environment of the Earth, to avoid interference with the activities of others states involved in the peaceful exploration of outer space and, to govern the disposal of the pay load in outer space on the termination of operations.

A comprehensive amendment of the Act is planned.

### Applicability:

The National Space Research and Development Agency Act 2010, is applicable to all space activities within Nigeria by both citizens and non-citizens.

### Relation to international mechanisms:

Nigeria is an active member of the Committee on the Peaceful Uses of Outer Space, with participation in Legal and Scientific and Technical Subcommittees. It supports in totality the Space Debris Mitigation Guidelines of the Committee and the IADC Space Debris Mitigation Guidelines.

Disposal of payload as a condition to obtain a licence as contained in the NASRDA Act is in compliance with Space Debris Mitigation Guidelines of the Committee.

### Link to other national mechanisms:

None.

### References:

None.

**PAKISTAN** (ADDED ON 22 FEBRUARY 2022. NOT IN THE FORMAT OF THE TEMPLATE)**Contribution received in relation to the compendium not in the format of the template**

[Original: English]

[22 February 2022]

Compendium on space debris provides standards that countries and international organizations have adopted to mitigate space debris. It provides status of countries with regards to implementation of space debris mitigation guidelines issued by the Committee on the Peaceful Uses of Outer Space. Pakistan has been regularly making statements on the issue of space debris mitigation at the forum of the Committee on the Peaceful Uses of Outer Space and submits an annual report to the Committee regarding national research on space debris. As member of the Committee on the Peaceful Uses of Outer Space, Pakistan supports initiatives aimed at mitigating the impact of space debris in accordance with the space debris mitigation guidelines of the Committee.

**PERU** [ADDED ON 4 MARCH 2021. NOT IN THE FORMAT OF THE TEMPLATE]**Contribution received in relation to the compendium not in the format of the template**

[Original: Spanish]  
[4 March 2021]

No se cuenta con normas sobre reducción de los desechos espaciales; sin embargo, CONIDA tiene previsto la desorbitación del satélite PerúSAT-1 al final de su tiempo de vida Útil, como mecanismo para la reducción de los desechos espaciales.

[English]  
[4 March 2021]

No space debris mitigation standards have been established. However, CONIDA plans to deorbit the PeruSAT-1 satellite at the end of its useful life as a mechanism for space debris mitigation.

**POLAND****National mechanism:**

The Republic of Poland has not yet adopted any national legally binding mechanism on space debris mitigation, but it aligns itself with the guidelines of the United Nations.

Since the process of preparing a national space-related law has been started, an ongoing discussion is taking place regarding potential inclusion of specific requirements of debris mitigation standards in the basic act.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

The Republic of Poland fully adheres to such mechanisms as Space Debris Mitigation Guidelines of the Committee, IADC Space Debris Mitigation Guidelines, ITU Recommendation ITU-R S.1003, European Code of Conduct for Space Debris Mitigation, ISO Standards (24113: Space Systems – Space Debris Mitigation Requirements; and others).

**Link to other national mechanisms:**

None.

**References:**

None.



**PHILIPPINES**

ADOPTED ON 7 APRIL 2021 AND UPDATED ON 7 MARCH 2022 (NOT IN THE FORMAT OF THE TEMPLATE)

## **Contribution received in relation to the compendium not in the format of the template**

[Original: English]  
[7 April 2021]

The Philippines does not currently have any laws, guidelines, or regulations regarding space debris mitigation.

[Original: English]  
[7 March 2022]

The Philippines has not yet adopted a national mechanism specifically on space debris mitigation standards. However, as a member State of the Committee on the Peaceful Uses of Outer Space, the Philippines fully adheres to the Space Debris Mitigation Guidelines of the Committee.

Consistent with the Philippines' commitment to adhere to international mechanisms on space debris mitigation standards, there are notable provisions under the Philippine Space Act or Republic Act No. 11363 which can contribute substantially to the country's efforts in formally adopting space debris mitigation standards in the Philippines:

The relevant provisions are as follows:

### ***“Section 8 (VI). International Cooperation***

- a) Cooperate with space-related agencies of other countries in the peaceful use and development of space;
- b) Maintain a national registry of space objects in accordance with the United Nations Convention on Registration of Objects Launched into Outer Space and other international guidelines;
- c) Enter into contracts, memoranda of understanding/ agreement or other arrangements in behalf of the State, in consultation with the Department of Foreign Affairs and/or other concerned agencies;
- d) Establish and maintain linkages with other national space agencies and organizations; and
- e) Represent the Philippines in the United Nations Committee on the Peaceful Use of Outer Space and other similar space-related forums, assemblies and organizations.

### ***Section 23. National Registry of Space Objects***

In accordance with the United Nations Convention on Registration of Objects Launched into Outer Space, the PhilSA shall maintain a National Registry of Space Objects which lists all space objects launched under the responsibility of the Philippines as the Launching State. The PhilSA shall furnish the United Nations Office for Outer Space Affairs with information contained in the National Registry of Space Objects as required under the Registration Convention.

### ***Section 24. Liability of the Philippines for National Space Objects***

## SPACE DEBRIS MITIGATION STANDARDS

In accordance with the United Nations Convention on International Liability for Damage Caused by Space Objects and other similar international laws, the Philippine Government shall take responsibility for damages caused by space objects registered in the Philippines' National Registry-of Space Objects. This shall take into effect upon ratification of the Liability Convention and Registration Convention by the Philippine Government.”

In addition, the Philippine Space Council adopted Resolution No. 005, Series of 2021 directing the Philippine Space Agency to “create a Technical Working Group (TWG) on Orbital Debris Protocols, which shall be an advisory body for the coordination, discussion, formulation, and integration of strategies, protocols, guidelines and similar mechanisms to promote and ensure appropriate responses to rocket launches and other outer space activities that can pose risks to the Philippines.”

## RUSSIAN FEDERATION

### National mechanism:

#### *Federal legislation*

The Russian Federation Law "On space activity" dated August 20, 1993 N 5363-1 (revised 07.03.2018.);

The Russian Federation Federal Law "On the State Corporation for Space Activities ROSCOSMOS" dated July 13, 2015 N 215-FZ;

The Russian Federation Federal Law "On Standardization in the Russian Federation" dated June 29, 2015 N 162-FZ.

#### *Documents on strategic planning of space activities*

Federal Space Program of Russia for 2016-2025 (approved by the Russian Federation Government Decree of March 23, 2016 N 230);

Fundamentals of the Russian Federation's State Policy in the Field of Space Activities for the Period up to 2030 and beyond (approved by the President of the Russian Federation on April 19, 2013 N Pr-906)

#### *Standard technical documentation*

GOST R 52925-2018 "Space Technology Items. General Requirements for Space Vehicles for Near-Earth Space Debris Mitigation" (developed by the Federal State Unitary Enterprise Central Research Institute for Machine Building, approved by Order of the Federal Agency for Technical Regulation and Metrology on September 21, 2018 N 632-st) effective date January 1, 2019, substitute GOST R 52925-2008.

### Description:

The Russian Federation, along with other States supports the development of international reference document "Compendium of Standards for Space Debris Adopted by States and International Organizations" and provides information on preventive measure for space debris generation.

The Law of the Russian Federation "On Space Activity" dated August 20, 1993 N 5363-1 in Article 22, paragraph 1 states that "space activities are carried out with a view to ensuring the level of permissible anthropogenic burden on the environment and the near-Earth space."

According to subparagraph 16 of Article 14 of the Russian Federation Federal Law "On the State Corporation for Space Activities ROSCOSMOS" dated July 13, 2015 N 215-FZ one of the activities of the State Corporation ROSCOSMOS is the management of activities to reduce the debris in near-Earth space. In accordance with paragraph 1 of Article 11 of this law state corporation "ROSCOSMOS " carries out measures to ensure the safety of space activities, including design,

manufacture, testing, use (operation), and utilization of rocket and space equipment, strategic military rocketry, space objects and space infrastructure.

The Russian Federation Federal Law "On Standardization in the Russian Federation" dated June 29, 2015 N 162-FZ prescribes rules for the use of the Russian Federation national standards and shapes basic goals, principles of standardization, including in defense and state security, establishes the legal status of a national system of standardization and its members, determines the standardization documents, the authority of the Russian Federation national standards body and other matters concerning maintenance of standardization activities in the framework of the national standardization system that meets best international practice and international agreements in this domain. The law is aimed at consolidation the role of standardization for the technical re-equipment and manufacturing improvements, introduction of innovative solutions and bringing national legislation into line with the World Trade Organization Agreement on technical barriers to trade based on the application of the Code of Good Practice for the development, adoption and application of standards.

In the Russian Federation works to limit technogenic pollution in near-Earth space are carried out in accordance with the Federal Space Program of Russia for 2016-2025 years, programmer purpose is to provide the state policy regarding space activities on the basis of the deployment and maintenance of the required constellation of spacecraft to provide socio-economic services, science and international cooperation, including protection of the population and territories from natural and man-made emergencies, as well as implementation of a manned program, construction of launch vehicles and facilities, research and technological groundwork future-oriented space complexes and systems.

In accordance with subparagraph e) of paragraph 18 of section VII "Fundamentals of the Russian Federation's State Policy in the Field of Space Activities for the Period up to 2030 and beyond" one of the objectives of international cooperation in space activities is active participation of Russia in investigations and solution at international level of problems associated with the technogenic pollution of near-Earth space, including the prevention of the formation and disposal of debris from the area of spacecraft operational orbits.

In subparagraph d) of paragraph 19 of Section VIII of the foregoing Fundamentals one of the tasks on the provision of safe space activities is to ensure the environmental safety of space activities, the adoption of technologies and designs that reduce space debris at launches and operation of rocket and space equipment.

GOST R 52925-2018 "Space Technology Items. General Requirements for Space Vehicles for Near-Space Debris Mitigation."

General requirements for the prevention of space debris in the performance of full-time operations should be:

- elimination of space debris particles generation produced by the separation devices of upper stages and spacecraft payload that are performed based on pyro-, pilot-operated check valves, pushers of various types of safety caps and springs of spacecraft devices, as well as fragments ejection equipment based separation explosive bolts, elongated shaped charges, pyro-cutter and pyro-guillotine;

- elimination of particles ejection nozzle plugs, nozzle caps and other elements of the engine units;
- retracting cable inside the spacecraft after the use of cable systems;
- elimination of solid debris emission in the near-Earth space by using the manned space vehicles;
- elimination of propulsion system separation from orbital assets intended to operate in the protected low earth orbit's (LEO) and geostationary orbit (GEO). If the separation of propulsion system is inevitable, it should be performed on such an orbit, while passing it propulsion system will always be outside the protected areas of LEO and GEO;
- elimination of solid-solid products of combustion engines emission in the protected areas of LEO and GEO.

Scheduled operations are possible for separation of orbiters with nuclear power sources on board and launch vehicles if they meet radiation safety requirements.

#### *Prevention of unintended brake-up of spacecraft during operation*

Design and development of space equipment must include analysis of the possible effects and failures that could lead to accidental break-up of this equipment.

In operation, one should periodically check the space equipment to identify and predict events that may lead to their break-up or loss of control. The design documentation for the development of space assets should allow for activities to be carried out in case of such events, including activities to de-orbit space vehicles and their passivation, in the case of impossibility to prevent these events.

#### *Prevention of intentional destruction of spacecraft*

Spacecraft should be designed and developed so that to avoid the intentional destruction (self-destruction, intentional collision and etc.), as well as other actions that may result in generation of debris and significant increase the risk of collision with space objects were excluded.

Self-destruction of space equipment is considered acceptable immediately before their re-entry to reduce the risk of large space objects impact. Self-destruction is not permitted on regular orbits of space vehicles (including special spacecrafts).

#### *Preventing the break-ups of space equipment at the end of their mission*

To prevent (minimizing the likelihood of occurrence) of accidental explosions of spacecraft after their active operation the following is necessary:

##### a) Execute passivation:

- 1) Removing the residual propellant from the fuel tanks of spacecraft, as well as residues of propellant and gas pressurization of all cavities of propulsion systems by afterburning or

drainage to prevent accidental damage due to pressurization or chemical reactions under the influence of space factors;

2) Discharging the batteries and breaking charging lines;

3) Blowing gas from the high pressure cylinders to a pressure level guaranteeing the absence of possibility of any rupture and break-up, leading to the formation of space debris;

4) Discharging (de-spin) of momentum wheels, gyroscopes and other similar mechanical devices;

b) Designing of space equipment pyrotechnic elements so that to exclude their operation under the action of impact effect of space debris particles.

#### *Preventing spacecraft collisions with space objects*

Collision risk with cataloged space objects assessment should be executed for launched space vehicles when planning their launch and the appropriate selection of time slots should be performed in order to minimize the risk of collisions if possible.

In the programs of long-term orbital manned flight one must provide measures to reduce the probability of collision with cataloged space objects.

The spacecraft design should provide maximum protection against the destruction of critical components and systems (failure which could result in loss of space equipment) in a collision with the space debris.

The unmanned orbital flight programs (if technically possible) should also be provided for activities to reduce the probability of collision with cataloged space objects.

*Deorbiting of spacecraft, upper stages and orbital rockets stages upon completion of their functioning to disposal zone or on orbits with a limited term of ballistic existence.*

The deorbiting success rate for spacecraft, booster and the orbital stages of launch vehicle should be at least 0.8.

This probability is calculated based on the reliability of subsystems used for disposal. At the end of the operation of spacecraft, booster and launch vehicle orbital stages must have all sufficient resources to carry out the disposal.

Spacecraft and launch vehicle orbital stages, operating in geostationary orbit, at the end of the operation shall be deorbited above the geostationary orbit so as to avoid collision with the space objects which continue to be in geostationary orbit. Excess of the perigee height of the disposal orbit over the geostationary orbit (in kilometers) calculated using the formula:

$$235 + (1000 C_R A/m),$$

wherein 235 - the sum of the upper limit of the protected area of its altitude GEO (200 km) and maximum deviations spacecraft orbit due to luni-solar and geopotential perturbations (35 km);

$C_R$  - Solar radiation pressure coefficient (usually within 1-2) kg/m;

$A/m$  - the ratio of the spacecraft cross-sectional area to its mass after the end of normal operation and passivation, m<sup>2</sup>/kg.

After deorbiting the spacecraft and launch vehicle orbital stages must have a perigee altitude above GEO enough so that destabilizing forces were not the cause of the return of spacecraft and launch vehicle orbital stages in the protected area of the geostationary orbit for 100 years.

The eccentricity of the disposal orbit should not exceed 0.003 for spent spacecraft and launch vehicle orbital stages in GEO.

All spacecraft and launch vehicle orbital stages that remain in the area of LEO or passing it through (including space objects at high elliptical orbits), or may be there during subsequent motion, must pass to the orbit, which suits one of the following conditions:

- the estimated duration of passive ballistic existence should not exceed 25 years resulted by the forces arise;
- to exclude the possibility of entering into the protected area of LEO the perigee of disposal orbit should be sufficient for destabilizing forces not to cause its return to the protected area of the LEO for 100 years.

Orbiters which construction does not provide for the possibility of changing orbit parameters and maneuvering after the end of their operation, should be passed into orbit in LEO region with estimated time of passive ballistic existence of no more than 25 years.

For orbiters with on-board radioactive, toxic or other harmful substances, de-orbiting should be carried out so as to prevent unacceptable contamination by these substances of the atmosphere or the Earth's surface.

### **Applicability:**

National procedures of the Russian Federation (federal legislation and documents of strategic planning of space activities) are legally binding and provide legal regulation of industrial enterprises of the rocket and space industry and research organizations involved in space activities.

GOST R 52925-2018 "Space Technology Items. General Requirements for Space Vehicles for Near-Earth Space Debris Mitigation" is not legally binding, but its requirements apply to newly created and modernized spacecraft scientific, socio-economic (including exploring deep space), commercial and special (defense) purpose in accordance with the technical specifications.

The standard requirements apply at all stages of the space equipment life-cycle specification development, design, construction, production, operation and disposal.

**Relation to international mechanisms:**

The Russian Federation supported the application of space debris mitigation measures and relied on agreed international mechanisms to prevent the generation of space debris.

GOST R 52925-2018 "Space Technology Items. General Requirements for Space Vehicles for Near-Earth Space Debris Mitigation" contains the requirements for space systems and is consistent with the provisions of the IADC Space Debris Mitigation Guidelines (document A/AC.105/C.2/L.260), Space Debris Mitigation Guidelines, adopted by the United Nations Committee on the Peaceful Uses of Outer Space (COPUOS) (resolution A/RES/62/217 dated 10 January 2008); as well as the international standard ISO 24113: 2011 "Space systems - Space Debris Mitigation Requirements".

The Russian Federation takes an active part in the work of the IADC, STSC, LSC and ISO for limiting debris in near-Earth space.

**Link to other national mechanisms:**

None.

**References:**

<https://www.gost.ru/portal/gost/>

<http://nd.gostinfo.ru/document/6431006.aspx>



**SLOVAK REPUBLIC****National mechanism:**

The Slovak Republic cooperates with the European Space Agency within the framework of the European Cooperating State Agreement and has an ambition to associate with the Agency in the near future. In this respect, the adoption of the national mechanisms on space debris mitigation would be essential.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

Slovak Republic is a member of the Committee on the Peaceful Uses of Outer Space, that is why it fully supports the Space Debris Mitigation Guidelines of the Committee. Furthermore it supports IADC Space Debris Mitigation Guidelines, European Code of Conduct for Space Debris Mitigation, ISO Space Systems – Space Debris Mitigation Requirements (ISO 24113:2011) and ITU Recommendation ITU-R S.1003.

**Link to other national mechanisms:**

None.

**References:**

None.

**SPAIN** (UPDATED ON 15 FEBRUARY 2021. NOT IN THE FORMAT OF THE TEMPLATE)**National mechanism:**

Spain has not yet adopted a specific legal mechanism on space debris mitigation.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

Spain, being a member of the Committee on the Peaceful Uses of Outer Space, supports the initiatives aimed at mitigating the impact of space debris, and in particular adheres to the Space Debris Mitigation Guidelines of the Committee. Similarly it supports the guidelines already developed in other international fora, such as the European Code of Conduct for Space Debris Mitigation, the IADC Space Debris Mitigation Guidelines, the ISO Space Debris Mitigation Requirements ISO 24113:2011 and the ITU Recommendation ITU-R S.1003. In addition, Spain supports the adoption of the International Code of Conduct for Outer Space Activities, whose draft is currently under discussion.

**Link to other national mechanisms:**

None.

**References:**

None.

**SPAIN****Contribution received in relation to the compendium not in the format of the template**

[Original: Spanish]  
[15 February 2021]

El tema de los desechos espaciales preocupa a España por su contaminante y peligrosa proliferación.

Algunos Estados ya están adoptando medidas, por iniciativa propia, para reducir los desechos espaciales, mediante mecanismos nacionales, de conformidad con las Directrices para la Reducción de Desechos Espaciales del Comité Interinstitucional de Coordinación en materia de Desechos Espaciales y las Directrices para la Reducción de Desechos Espaciales de COPUOS, que la Asamblea General hizo suyas en la Resolución 62/217 (Documentos Oficiales de la Asamblea General, sexagésimo segundo período de sesiones, Suplemento núm. 20 (A/62/20), anexo)

A pesar de que este documento significó un gran avance en la tarea de impartir orientación a todos los países que realizaban actividades espaciales sobre la forma de mitigar el problema de los desechos espaciales, este tema sigue generando dudas e incertidumbres. La utilización de tecnología de eliminación de desechos espaciales plantea varias dudas jurídicas que deberían ser estudiadas por la Subcomisión de Asuntos Jurídicos, en particular las relativas a la jurisdicción de los Estados y el control sobre los objetos espaciales registrados, así como a la responsabilidad en relación con los daños provocados por las operaciones de eliminación de desechos. Dado que el concepto de “culpa” no estaba definido en los tratados de las Naciones Unidas relativos al espacio ultraterrestre, las directrices sobre la reducción de los desechos espaciales, si bien no son jurídicamente vinculantes, podrían facilitar la aplicación del régimen de responsabilidad basado en la culpa, por ejemplo, en lo concerniente a decidir si la conducta de un Estado de lanzamiento constituye culpa a efectos de determinar su responsabilidad en relación con los daños (desde el daño físico causado a la nave espacial en órbita hasta las pérdidas sufridas de resultados de una maniobra realizada para evitar una colisión).

España se hace eco de esta preocupación y entiende que es preciso deliberar a fondo, con los auspicios de las Naciones Unidas, sobre los criterios y procedimientos para la eliminación activa o la destrucción intencional de objetos espaciales, estuvieran estos o no en funcionamiento, a fin de garantizar la eficacia de las medidas y su aceptación por parte de los interesados y sobre las repercusiones jurídicas. El registro de los objetos espaciales y sus partes (incluidas las que ya no están en funcionamiento), es particularmente importante para garantizar la seguridad de las misiones en órbita y la sostenibilidad a largo plazo de las actividades en el espacio ultraterrestre.

[English]  
[15 February 2021]

Spain is concerned about the dangerous proliferation of space debris.

Some States are already implementing space debris mitigation measures on a voluntary basis, through national mechanisms and in conformity with the

Space Debris Mitigation Guidelines of the Inter-Agency Space Debris Coordination Committee and with the Space Debris Mitigation Guidelines of the Committee on the Peaceful Uses of Outer Space, which the General Assembly endorsed in its resolution 62/217 (Official Records of the General Assembly, Sixty-second Session, Supplement No. 20 (A/62/20), annex).

Although that document was a crucial step in providing all spacefaring nations with guidance on ways to mitigate the problem of space debris, the issue remains a source of doubts and uncertainties. The use of space debris remediation technologies raises several legal questions that should be addressed by the Legal Subcommittee, including questions regarding States' jurisdiction and control over registered space objects, as well as liability for damage resulting from debris remediation operations. Given that the notion of "fault" was not defined in the United Nations treaties on outer space, space debris mitigation guidelines could, despite not being legally binding, facilitate the application of the fault-based liability regime, for example, with respect to evaluation of whether the conduct of a launching State constitutes fault for the purposes of determining the State's liability for damage (either physical damage to spacecraft in orbit or any loss incurred as the result of a collision avoidance manoeuvre).

Spain echoes that concern and understands that criteria and procedures for active removal or intentional destruction of space objects, either functioning or non-functioning, and the legal implications of such removal or destruction, need to be thoroughly deliberated under the auspices of the United Nations to guarantee the effectiveness of the measures and ensure that they are accepted by stakeholders. The registration of space objects and their parts, including those that are no longer functional, is particularly important to ensure the safety of missions in orbit and the long-term sustainability of outer space activities.

## SWITZERLAND

**National mechanism:**

Switzerland has for now no national mechanism on space debris mitigation.

**Description:**

None.

**Applicability:**

None.

**Relation to international mechanisms:**

As a member State of the Committee on the Peaceful Uses of Outer Space, Switzerland fully adheres to the Space Debris Mitigation Guidelines of the Committee. Furthermore, it actively participates in the work of the Working Group on Long Term Sustainability for Space Activities (LTSSA) in the framework of the United Nations Committee on the Peaceful Uses of Outer Space. Alongside the Space Debris Mitigation Guidelines of the Committee, Switzerland shares the view that the IADC Space Debris Mitigation Guidelines, the European Code of Conduct for Space Debris Mitigation, the ISO Space Systems - Space Debris Mitigation Requirements (ISO 24113:2011) and the ITU Recommendation ITU-R S.1003 should achieve the best possible acceptance within the international space community.

Moreover, Switzerland is conducting the majority of its space activities through the European Space Agency (ESA).<sup>3</sup>

**Link to other national mechanisms:**

None.

**References:**

None.

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<sup>3</sup> Please refer to the ESA profile (p.45) for a comprehensive description of the relevant space debris mitigation mechanisms and policy applicable to the Agency's missions and activities.

## THAILAND

### National mechanism:

The Kingdom of Thailand has not adopted yet any national mechanism to fully implement the IADC Space Debris Mitigation Guidelines into binding legislation. However, Thailand, who oversees and regulates the operation of THAICHOTE satellite (THEOS-33396), has a system of the risk assessment of the satellite collision avoidance that can operate the avoidance manoeuvres, if necessary.

### Description:

None.

### Applicability:

None.

### Relation to international mechanisms:

As a member State of the Committee on the Peaceful Uses of Outer Space, Thailand, who oversees and regulates the operation of THAICHOTE satellite (THEOS-33396), adheres to the Space Debris Mitigation Guidelines of the Committee. Furthermore, Thailand supports 2 mitigation measures of the IADC Space Debris Mitigation Guidelines:

1. Post Mission Disposal: A spacecraft or orbital stage should be left in an orbit in which, using an accepted nominal projection for solar activity, atmospheric drag will limit the orbital lifetime after completion of operations. The IADC and some other studies and a number of existing national guidelines have found 25 years to be a reasonable and appropriate life time limit. In this regard, Thailand has studied the possibility of THAICHOTE satellite re-entry into the atmosphere. The outcome of this study was the operating procedure for the THAICHOTE de-orbit and re-entry. This would be the guidelines for mitigating the number of non-operating satellite in low Earth orbit.
2. Prevention of On-Orbit Collisions: In developing the design and mission profile of a spacecraft or orbital stage, a program or project should estimate and limit the probability of accidental collision with known objects during the spacecraft or orbital stage's orbital lifetime. In this regard, Thailand has determined the acceptable risk level of the space object close approaches and readily operates the avoidance manoeuvres, if necessary.

### Link to other national mechanisms:

None.

### References:

None.

**TUNISIA****Contribution received in relation to the compendium not in the format of the template**

[Original: French]

[13 January 2021]

La Tunisie n'a pas encore adopté de mécanismes ni de normes relatives à la réduction des débris spatiaux mais reste sensibilisée à cette problématique.

[English]

[13 January 2021]

Tunisia has not yet adopted mechanisms or standards related to space debris mitigation but continues to keep abreast of the issue.

## UKRAINE

### National mechanisms:

1. Law of Ukraine on Space Activity of 15 November 1996.
2. Industrial standard URKT-11.03 “Limitation of the Near-Earth Orbital Debris Making at Operation of Space Technical Equipment”, entered into force in on 19 July 2006.

### Description:

The Law of Ukraine on Space Activity is the legal basis for Ukrainian space activities. Article 9 of the Law is entitled “Prohibitions on and restrictions of space activity” and provides that the infringement of international norms and standards concerning to outer space pollution are forbidden at carrying out space activity in Ukraine.

The main technical activities on limitation of space debris generation stated in the industrial standard URKT-11.03 are as follows:

1. Elimination or minimization of space debris generation during standard operations.
2. Minimization of the possibility of space objects breaking in orbit (including their passivation after mission’s completion or in case of failure).
3. Removal of spacecraft and launch vehicles from orbit after mission’s completion.
4. Prevention of space objects collisions in near-Earth space.

### Applicability:

The scope of application of the Law of Ukraine on Space Activity is regulated in its preamble:

“This Law defines general legal principles of carrying out of space activity in Ukraine and, under jurisdiction of Ukraine, abroad.

Provisions of this Law are distributed to all kinds of activity connected with research and use of outer space”.

The requirements of the standard URKT-11.03 are compulsory for all subjects of space activity. They extend to launch vehicles and spacecraft, including the ones that are developed for foreign organizations, if the contract does not specify other space debris limitation activity.

### Relation to international mechanisms:

The industrial standard URKT-11.03 is consistent with the Space Debris Mitigation Guidelines of the Committee and IADC Space Debris Mitigation Guidelines.

### Link to other national mechanisms:

None.



**References:**

The Law of Ukraine on Space Activity (unofficial English translation):

<http://www.nkau.gov.ua/nsau/pravonsau.nsf/8EE0562C6B91F547C3256A8F00362010/785F24D0FD8DF9CFC22573D3004E6717?OpenDocument&lang=E>

**UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND****National mechanism:**

Outer Space Act 1986 (OSA)

**Description:**

The Outer Space Act is the legal basis for the regulation of activities in outer space (including the launch and operation of space objects) carried out by persons connected with the United Kingdom. The Act confers licensing and other powers on the Secretary of State acting through the UK Space Agency. The Act ensures compliance with UK obligations under the international conventions covering the use of outer space to which the UK is a signatory.

Under the legislation of the OSA, the Secretary of State shall not grant a licence unless he is satisfied that the activities authorised by the licence will not jeopardise public health or the safety of persons or property, will be consistent with the international obligations of the United Kingdom, and will not impair the national security of the United Kingdom. Further the Secretary of State requires the licensee to conduct his operations in such a way as to prevent the contamination of outer space or adverse changes in the environment of the Earth, and to avoid interference with activities of others in the peaceful exploration and use of outer space.

The Secretary of State requires the licensee to insure himself against liability incurred in respect of damage or loss suffered by third parties, in the United Kingdom or elsewhere, as a result of the activities authorised by the licence. Further the licensee shall indemnify Her Majesty's government in the United Kingdom against any claims brought against the government in respect of damage or loss arising out of activities carried on by him to which this Act applies.

The OSA provides the necessary regulatory oversight to: consider public health and safety, and the safety of property; to evaluate the environmental impact of proposed activities; to assess the implications for national security and foreign policy interests; and to determine financial responsibilities and international obligations.

Within the OSA framework, safety evaluation aims to determine whether an applicant can safely conduct the launch of the proposed launch vehicle(s) and any payload. Because the licensee is responsible for public safety, it is important that the applicant demonstrate an understanding of the hazards involved and discuss how the operations will be performed safely. There are a number of technical analyses, some quantitative and some qualitative, that the applicant must perform in order to demonstrate that their commercial launch operations will pose no unacceptable threat to the public. The quantitative analyses tend to focus on the reliability and functions of critical safety systems, and the hazards associated with the hardware, and the risk those hazards pose to public property and individuals near the launch site and along the flight path, to satellites and other on-orbit spacecraft. The qualitative analyses focus on the organisational attributes of the applicant such as launch safety policies and procedures, communications, qualifications of key individuals, and critical internal and external interfaces.

Under the legislation of the OSA, the Secretary of State shall not grant a licence unless he is satisfied that the activities authorised by the licence will not jeopardise public health or the safety of persons or property, will be consistent with the international obligations of the United

Kingdom, and will not impair the national security of the United Kingdom. Further the Secretary of State requires the licensee to conduct his operations in such a way as to prevent the contamination of outer space or adverse changes in the environment of the Earth, and to avoid interference with activities of others in the peaceful exploration and use of outer space.

The OSA provides the necessary regulatory oversight to: consider public health and safety, and the safety of property; to evaluate the environmental impact of proposed activities; to assess the implications for national security and foreign policy interests; and to determine financial responsibilities and international obligations.

In assessing a mission proposed by a licence applicant, UK Space Agency assessors exploit references to the protection of public health or the safety of persons or property, the prevention of the contamination of outer space or adverse changes to the environment of the Earth, and the avoidance of interference with activities of others in order to reflect current best practices relating to space debris mitigation. Accordingly, during the safety review, applicants will be obliged to demonstrate compliance/conformance with existing norms/best practices in relation to measures such as the IADC Space Debris Mitigation Guidelines, Space Debris Mitigation Guidelines of the Committee, and the growing body of international standards relating to debris.

#### **Applicability:**

OSA is a mandatory, statutory instrument applying to UK nationals (i.e. personal rather than territorial).

#### **Relation to international mechanisms:**

In performing analysis of licence applications, compliance with the requirements identified in the following documents are evaluated and will determine whether a licence will be issued or otherwise:

- Space Debris Mitigation Guidelines of the Committee
- IADC Space Debris Mitigation Guidelines
- ITU Recommendation ITU-R S.1003
- ISO Standards (24113: Space Systems – Space Debris Mitigation Requirements; and others)

#### **Link to other national mechanisms:**

None.

#### **References:**

- <http://www.bis.gov.uk/ukspaceagency/what-we-do/space-and-the-growth-agenda/uk-capabilities-for-overseas-markets/the-outer-space-act-1986>

## UNITED STATES OF AMERICA

### National mechanisms:

- Federal Aviation Administration Authorities:
  - Space Launch Act of 1984, as codified and amended, Title 51 United States Code (U.S.C.), Commercial Space Transportation, chapter 509; Title 51 U.S.C., Commercial Space Launch Activities, Sections 50901-50923
  - National and Commercial Space Programs Act (NCSPA) of 2010, Title 51 U.S.C., Subtitle VI
  - Federal Aviation Administration (FAA) Regulations, Title 14, Code of Federal Regulations (CFR), Parts 415.39, 417.129, 431.43
- National Oceanic and Atmospheric Administration Authorities:
  - Title 51, U.S.C., National and Commercial Space Programs, Subtitle VI, Earth Observations, Section 60122
  - National Oceanic and Atmospheric Administration, Department of Commerce Regulations, Title 15, CFR, Part 960, Licensing of Private Land Remote-Sensing Space Systems; Final Rule
  - NOAA Satellites: Per National Environmental Satellite, Data, and Information Service (NESDIS) Policy NQP-0304, NOAA follows NASA policy and best practices for decommissioning and disposal for the fleet of U.S. meteorological satellites NOAA operates.
- National Aeronautics and Space Administration Authorities:
  - National Aeronautics and Space Act, Title 51 United States Code Sec. 10101, *et seq.*
  - NASA Procedural Requirements for Limiting Orbital Debris, NPR 8715.6A, 2007; revised 2009
  - NASA Process for Limiting Orbital Debris, NS 8719.14A, 2007; revised 2011
- Federal Communications Commission Authorities:
  - Communications Act of 1934, as amended, Title 47 U.S.C., Section 301 *et. seq.*
  - Federal Communications Commission (FCC) Regulations, Title 47, CFR, Parts 5, 25, and 97; initial publication at 69 Federal Register 54586 (September 9, 2004)
- Department of Defense Authorities:
  - Title 10 United States Code
  - DoD Directive 3100.10 (Space Policy), 2012; DoD Instruction 3100.12 (Space Support), 2000

- U.S. Geological Survey:
  - The U.S. Geological Survey follows the U.S. best practices for operations and end of life disposal for the Landsat land remote sensing satellites.
- National Policies:
  - U.S. National Space Policy, Presidential Policy Directive 4 (PPD-4), 2010
  - U.S. Government Orbital Debris Mitigation Standard Practices, 2001

**Description:**

- **National Space Policy**

Presidential Policy Directive 4 (PPD-4), the National Space Policy of 2010, directs the United States to continue to follow the United States Government Orbital Debris Mitigation Standard Practices, consistent with mission requirements and cost effectiveness, in the procurement and operation of spacecraft, launch services, and the conduct of test and experiments in space. Additionally, PPD-4 requires the head of the sponsoring department or agency to approve exceptions to the Standard Practices and notify the Secretary of State.

- **United States Government Orbital Debris Mitigation Standard Practices**

The United States Government Orbital Debris Mitigation Standard Practices were drafted in 1997 and presented to U.S. industry in 1998. After further consultation with industry, the standard practices were adopted in February 2001. The standard practices encompass all program phases, from initial concept development to space hardware disposal, focusing on: the minimization of intentional debris releases and the occurrence of accidental explosions; the avoidance of hazardous collisions; and, responsible disposal of space hardware. The U.S. Government Orbital Debris Mitigation Standard Practices serve as the overall U.S. Government space debris mitigation technical guidance and as the foundation for specific orbital debris mitigation requirements issued by individual U.S. Government departments and agencies.

- **NASA Procedural Requirements (NPR) for Limiting Orbital Debris**

The current NPR 8715.6A represents the culmination of more than 20 years of orbital debris mitigation policy at NASA, which originated with NASA Management Instruction 1700.8 (1993) and NASA Policy Directive 8710.3 (1997). The NPR establishes (1) the organizations and personnel responsible for orbital debris mitigation within NASA, (2) specific program and project responsibilities from development through end-of-operations, and (3) the report structure necessary to document compliance with the NPR.

- **NASA Process for Limiting Orbital Debris**

NASA Standard 8719.14A sets forth the specific orbital debris mitigation technical requirements for all NASA space programs and projects. These requirements cover the basic four elements of the U.S. Government Orbital Debris Mitigation Standard Practices, as well as other specific areas, such as the use of space tethers. The standard also defines the structure and content of related documentation, as well as their required milestone submittal dates. The predecessor

to NS 8719.14A was NSS 1740.14 (1995), which served as the baseline for the development of the U.S. Government Orbital Debris Mitigation Standard Practices.

- **DoD Directive 3100.10 (Space Policy) and DoD Instruction 3100.12 (Space Support)**

The DoD Space Policy directs all DoD components to promote the responsible, peaceful, and safe use of space, including following the U.S. Government Orbital Debris Mitigation Standard Practices, in accordance with direction in the U.S. National Space Policy. The implementing Space Support Instruction contains procedures DoD will follow to limit debris and responsibilities for implementing these guidelines.

- **Regulation of United States Commercial Space Transportation**

The Federal Aviation Administration (FAA), under the purview of the U.S. Department of Transportation, regulates U.S. commercial space transportation. All U.S. persons launching from U.S. launch sites, reentering to U.S. sites, or conducting launch or reentry operations outside the United States, must adhere to these requirements for commercial launch and reentry vehicles. The FAA does not issue licenses for activities the U.S. Government carries out for the U.S. Government.

The FAA issues licenses to commercial launch vehicles after a rigorous evaluation of the safety of the launch system. If at any time the license holder does not comply with the regulations, the FAA may revoke the license or impose a fine.

The current FAA orbital debris mitigation regulations focus on safety at the end of launch. End of launch is defined by the FAA as the last exercise of control over the launch vehicle. The relevant regulations are as follows:

- §415.39 Safety at end of launch -- To obtain safety approval, an applicant must demonstrate compliance with §417.129 of this chapter, for any proposed launch of a launch vehicle with a stage or component that will reach Earth orbit.
- §417.129 Safety at end of launch -- A launch operator must ensure for any proposed launch that for all launch vehicle stages or components that reach Earth orbit—
  - a) There is no unplanned physical contact between the vehicle or any of its components and the payload after payload separation;
  - b) Debris generation does not result from the conversion of energy sources into energy that fragments the vehicle or its components. Energy sources include chemical, pressure, and kinetic energy; and
  - c) Stored energy is removed by depleting residual fuel and leaving all fuel line valves open, venting any pressurized system, leaving all batteries in a permanent discharge state, and removing any remaining source of stored energy.
- §431.43(c)(3) Reusable launch vehicle (RLV) mission operational requirements and restrictions for an RLV mission -- There will be no unplanned physical contact between the vehicle or its components and payload after payload separation and debris generation will not result from conversion of energy sources into energy that fragments the vehicle or its payload. Energy sources include, but are not limited to, chemical, pneumatic, and kinetic energy.

- **Federal Communications Commission (FCC) Regulations**

The FCC regulations apply to radiofrequency licensing of satellite communications, other than communications using U.S. Federal Government stations. (47 U.S.C. 301, 305). The regulations require applicants to provide information concerning use of orbits and plans for mitigation of orbital debris (47 C.F.R. 5.64, 25.114, 97.207). The information is analyzed to determine whether a grant serves the public interest. The FCC must find that the “public interest, convenience, and necessity” will be served in order to grant a license. (47 U.S.C. 308).

FCC regulations also require that geostationary satellites be relocated at end-of-mission in accordance with the IADC guideline, and all satellites must discharge stored energy sources at end-of-mission. 47 CFR 25.283.

An FCC Order (FCC 04-130) articulates additional policies and practices.

- **National Oceanic and Atmospheric Administration (NOAA): Regulation of Private Remote Sensing**

- **Title 51, U.S.C., National and Commercial Space Programs, Subtitle VI, Earth Observations, Section 60122, Conditions for Operations:**

Defines specific guidelines and policy for private remote sensing spacecraft. This statute contains a specific requirement that operators shall, upon termination of operations under the license, make disposition of any satellites in space in a manner satisfactory to the President.

- **National and Commercial Space Programs Act (NCSPA) of 2010 (Title 51 U.S.C., Subtitle VI):**

This Act applies to all U.S. operators of commercial remote sensing satellites. Written compliance with U.S. orbital debris and disposal policies and best practices is a prerequisite for obtaining a license.

- **15 CFR Part 960 Licensing of Private Land Remote-Sensing Space Systems; Final Rule**

The National Oceanic and Atmospheric Administration (NOAA) issues regulations establishing the agency’s requirements for the licensing, monitoring and compliance of operators of private Earth remote sensing space systems under Title 51, U.S.C., National and Commercial Space Programs, Subtitle VI, Earth Observations (the Act) (formerly Title II of the Land Remote Sensing Policy Act of 1992, 15 U.S.C. § 5601, *et seq.*). These regulations implement the provisions of the Act and the 2003 U.S. Commercial Remote Sensing Policy. They are also derived from experience gained with respect to the licensing of private remote sensing space systems. They are intended to facilitate the development of the U.S. commercial remote sensing industry and promote the collection and widespread availability of Earth remote sensing data, while preserving essential U.S. national security interests, meeting foreign policy objectives and complying with international obligations. The regulations contain a specific requirement that operators shall, upon termination of operations under the license, make disposition of any satellites in space in a manner satisfactory to the President. The measures required to meet this requirement are specified in each license issued by NOAA.

NOAA: Operation of U.S. Meteorological Satellites

NOAA NESDIS directs and manages the operations of the U.S. fleet of meteorological satellites, including command and control activities, health and safety monitoring, anomaly investigation and corrective actions. The fleet is comprised of three major systems: the Geostationary Operational Environmental Satellite System (GOES), the Polar-orbiting Operational Environmental Satellite (POES), and the Suomi National Polar-orbiting Partnership. In addition to being responsible for the health and safety of the spacecraft, NOAA NESDIS is also responsible for their decommissioning and disposal.

**Applicability:**

- **National Space Policy**

The National Space Policy provides guidance to all U.S. Government Departments and Agencies.

- **U.S. Government Orbital Debris Mitigation Standard Practices**

These government orbital debris mitigation standard practices apply to all U.S. Government Departments and Agencies involved in space operations, including regulatory authorities. The implementation of these standard practices is executed through Department/Agency specific requirements or regulations, as applicable. The National Space Policy requires the head of the department or agency sponsoring a launch to approve exceptions to the Standard Practices and notify the Secretary of State.

- **NASA Procedural Requirements for Limiting Orbital Debris**

The processes defined within NPR 8715.6A are mandatory without exception.

- **NASA Process for Limiting Orbital Debris**

NASA orbital debris mitigation requirements are mandatory for each NASA space program and project, although individual requirements can be waived by senior NASA management on a case-by-case basis with justification.

- **DoD Directive 3100.10 (Space Policy) and DoD Instruction 3100.12 (Space Support)**

All DoD components are required to follow DoDD 3100.10 and DoDI 3100.12.

- **Regulations for Commercial Launch Vehicles**

The 14 CFR part 400 regulations are applicable to commercial launch vehicles launched in the United States and to commercial launch vehicles launched by United States citizens or companies.

- **FCC Regulations**

FCC regulations and radio station licensing provisions apply to operations of earth stations in the United States and mobile stations (including space stations) under the jurisdiction of the United States, except for U.S. Federal Government stations. (47 U.S.C. 301, 305). Compliance with regulations is mandatory.



- **NOAA Regulations: Licensing of Private Land Remote-Sensing Space Systems, 15 CFR Part 960**

These Regulations apply to all U.S. operators of commercial remote sensing satellites. Written compliance with U.S. orbital debris and disposal policies and best practices is a prerequisite for obtaining a license.

#### **Relation to other international mechanism(s):**

The U.S. Government Orbital Debris Mitigation Standard Practices served as one of the primary sources for the development of the IADC Space Debris Mitigation Guidelines and the later Space Debris Mitigation Guidelines of the Committee. NASA is a founding member of the IADC and has played a leading role in discussions of space debris mitigation in the IADC, and in the Scientific and Technical Subcommittee (STSC) of the Committee on the Peaceful Uses of Outer Space since the topic became a standing agenda item in 1994. In the IADC, NASA continues to play a lead role in researching and developing relevant technical standards; this work will continue to inform the STSC so that the Space Debris Mitigation Guidelines of the Committee can be updated as appropriate.

#### **Link to other national mechanisms:**

The FCC regulations apply to a request for a license for an earth station to communicate with a satellite licensed by another country. (47 C.F.R. 25.137(b)). The applicant must provide information concerning the debris mitigation plans for the satellite. Alternatively, the applicant can seek a determination that the satellite operations will be subject to “direct and effective” regulation by another country. The FCC determined in several specific cases that satellites are subject to direct and effective regulation. The cases involved satellites that operate under launch and space operations authorizations issued under national mechanisms by the United Kingdom or France.

#### **References:**

- **National Space Policy**  
[http://www.whitehouse.gov/sites/default/files/national\\_space\\_policy\\_6-28-10.pdf](http://www.whitehouse.gov/sites/default/files/national_space_policy_6-28-10.pdf)
- **United States Government Orbital Debris Mitigation**  
[http://orbitaldebris.jsc.nasa.gov/library/USG\\_OD\\_Standard\\_Practices.pdf](http://orbitaldebris.jsc.nasa.gov/library/USG_OD_Standard_Practices.pdf)  
[http://orbitaldebris.jsc.nasa.gov/library/NPR\\_8715\\_006A.pdf](http://orbitaldebris.jsc.nasa.gov/library/NPR_8715_006A.pdf)  
[http://orbitaldebris.jsc.nasa.gov/library/NPR\\_8715\\_006A.pdf](http://orbitaldebris.jsc.nasa.gov/library/NPR_8715_006A.pdf)  
<http://www.hq.nasa.gov/office/codeq/doctree/871914.pdf>
- **DoD Materials**
  - DoD Directive 3100.10 (Space Policy):  
<http://www.dtic.mil/whs/directives/corres/pdf/310010p.pdf>

- DoD Instruction 3100.12 (Space Support):  
<http://www.dtic.mil/whs/directives/corres/pdf/310012p.pdf>
- **FCC Materials**
  - Communications Act of 1934, as amended:  
[http://www.house.gov/legcoun/Comps/FCC\\_CMD.PDF](http://www.house.gov/legcoun/Comps/FCC_CMD.PDF)
  - Code of Federal Regulations (Link for General Browsing of Title 47):  
[http://www.ecfr.gov/cgi-bin/text-idx?SID=685669905c05d232fc85ebb36583d4d5&tpl=/ecfrbrowse/Title47/47tab\\_02.tpl](http://www.ecfr.gov/cgi-bin/text-idx?SID=685669905c05d232fc85ebb36583d4d5&tpl=/ecfrbrowse/Title47/47tab_02.tpl)
  - Code of Federal Regulations (Links for Specific Provisions Related to Debris Mitigation):
    - Part 5 (Experimental Licensing):  
<http://www.ecfr.gov/cgi-bin/text-idx?SID=685669905c05d232fc85ebb36583d4d5&node=47:1.0.1.1.6.2.233.9&rgn=div8>
    - Part 25 (Most Satellite Communications):
      - 47 C.F.R. 25.114 (d)  
<http://www.ecfr.gov/cgi-bin/text-idx?SID=685669905c05d232fc85ebb36583d4d5&node=47:2.0.1.1.4.2.36.5&rgn=div8>
      - 47 C.F.R. 25.283  
<http://www.ecfr.gov/cgi-bin/text-idx?SID=f4d4bb0aa0761d43a831765407965cd7&node=47:2.0.1.1.4.4.41.13&rgn=div8>
    - Part 97 (Amateur Satellite):  
<http://www.ecfr.gov/cgi-bin/text-idx?SID=9c5e6e34eb0f19a977ff59724fd441b2&node=47:5.0.1.1.6&rgn=div5#47:5.0.1.1.6.3.159.4>
  - Order, FCC 04-130, and Explanatory Materials:  
<http://transition.fcc.gov/ib/sd/ssr/mod.html>  
 Federal Register publication of rules adopted in FCC 04-130:  
<http://www.gpo.gov/fdsys/pkg/FR-2004-09-09/html/04-20362.htm>
  - Other Explanatory Materials:
    - Licensing Guidance for Small Satellites:  
[http://hraunfoss.fcc.gov/edocs\\_public/attachmatch/DA-13-445A1.pdf](http://hraunfoss.fcc.gov/edocs_public/attachmatch/DA-13-445A1.pdf)
    - Licensing Guidance for Commercial Space Launches:  
[http://hraunfoss.fcc.gov/edocs\\_public/attachmatch/DA-13-446A1.pdf](http://hraunfoss.fcc.gov/edocs_public/attachmatch/DA-13-446A1.pdf)
- **NOAA Materials:**
  - National and Commercial Space Programs Act (NCSPA) of 2010 (Title 51 U.S.C., Subtitle VI) (Commercial Remote Sensing Satellites):

<http://www.gpo.gov/fdsys/pkg/USCODE-2011-title51/pdf/USCODE-2011-title51-subtitleVI.pdf>

- Licensing of Private Land Remote-Sensing Space Systems, 15 CFR Part 960 (Commercial Remote Sensing Satellites):

<http://www.nesdis.noaa.gov/CRSRA/files/15%20CFR%20Part%20960%20Regs%202006.pdf>

## **COMMITTEE ON THE PEACEFUL USES OF OUTER SPACE (COPUOS): SPACE DEBRIS MITIGATION GUIDELINES**

### **International mechanism:**

Space Debris Mitigation Guidelines of the United Nations Committee on the Peaceful Uses of Outer Space, endorsed by the United Nations General Assembly in its Resolution 62/217 of 22 December 2007.

### **Description:**

The Space Debris Mitigation Guidelines of the Committee are the result of more than a decade of work undertaken by the Committee on the Peaceful Uses of Outer Space and its Scientific and Technical Subcommittee (STSC). After extensive preparatory work by the STSC Working Group on Space Debris, the Guidelines were adopted by the STSC at its 44<sup>th</sup> session in 2007 (A/AC.105/890, para.99), endorsed by the Committee at its 50<sup>th</sup> session in 2007 (A/62/20, paras. 118 and 119) and subsequently submitted to the General Assembly at its session in 2007.

As agreed by the United Nations General Assembly through resolution 62/217 of 22 December 2007, the Guidelines reflect the existing practices as developed by a number of national and international organizations. From a technical point of view, the guidelines are applicable to mission planning and the operation of newly designed spacecraft and orbital stages and, if possible, to existing ones. There is a total of seven guidelines: a) to limit debris released during nominal [spacecraft / orbital stages] operations, b) to minimize the potential for break-ups during operational phases, c) to limit the probability of accidental collision in orbit, d) to avoid intentional destruction and other harmful activities, e) to minimize the potential for post-mission break-ups resulting from stored energy, and f) / g) to limit the long-term presence of spacecraft and launch vehicle orbital stages in the low-Earth orbit (LEO) region / geosynchronous Earth orbit (GEO) region after the end of their mission.

The Guidelines are meant to be reviewed and revised in the future as necessary.

### **Applicability:**

The Guidelines are not legally binding under public international law. Through resolution 62/217, the United Nations General Assembly invited Member States of the United Nations to implement those voluntary guidelines through relevant national mechanisms “to the greatest extent feasible”, through space debris mitigation practices and procedures.

### **Relation to international mechanisms:**

The Guidelines are based on the technical content and the basic definitions of the IADC Space Debris Mitigation Guidelines, and taking into consideration the United Nations treaties and principles on outer space.

### **References:**

- [www.unoosa.org](http://www.unoosa.org)

## **EUROPEAN SPACE AGENCY (ESA): SPACE DEBRIS MITIGATION POLICY FOR AGENCY PROJECTS**

### **International mechanism:**

“Space Debris Mitigation Policy for Agency Projects”, administrative instruction of the European Space Agency (ESA) Director General, entered into force on 28 March 2014.

Note: This administrative instruction replaces ESA’s previous instruction of 2008, fully aligning ESA’s space debris mitigation policy to ISO Standard 24113 "Space Systems – Space Debris Mitigation Requirements" issued in May 2011 and adopted by the European Coordination on Space Standardisation (ECSS) as the ECSS-U-AS-10C standard in 2012.

### **Description:**

The administrative instruction “Space Debris Mitigation for Agency Projects” of the ESA Director General establishes ECSS-U-AS-10C as the ESA standard for the technical requirements on space debris mitigation for Agency projects, sets out the principles governing its implementation and defines the associated internal responsibilities. It applies to a) the procurement of ESA space systems (e.g.: launchers, satellites, inhabited or robotic vehicles) and b) operations, under the responsibility of ESA, of any given space system. For the procurement of launch services for ESA space systems, all reasonable efforts shall be made to ensure the use of launchers which are compliant with ECSS-U-AS-10C. The instruction contains two annexes listing a) implementation requirements (see below) and b) terms and definitions.

The “Implementation Requirements”, annexed to the administrative instruction “Space Debris Mitigation Policy for Agency Projects” of the ESA Director General, define a set of requirements for the limitation of space debris and a set of risk reduction measures in the case of re-entries of space systems (or their components) into the Earth’s atmosphere, including the definition of a maximum acceptable casualty risk for ESA space systems.

### **Applicability:**

The European Space Agency is an international intergovernmental organisation with international legal personality (Art. 15 ESA Convention) and thus a subject of public international law. The ESA Director General is its executive organ (Art. 10, 12 ESA Convention). Within the ESA legal system, the Director General’s administrative instructions and policies are binding for all ESA staff, who, in applicable cases, have to ensure the correct implementation of such acts in ESA’s relation with third parties.

### **Relation to international mechanisms:**

The European Code of Conduct for Space Debris Mitigation, the Inter-Agency Space Debris Coordination Committee (IADC) Guidelines for Space Debris Mitigation, the Space Debris Mitigation Guidelines of the Committee and the United Nations Treaties and Principles on Outer Space are referenced in the administrative instruction “Space Debris Mitigation for Agency Projects” of the ESA Director General; the technical requirements in the administrative

instruction are similar, yet more specific, and meet the same intent of the requirements that are listed in the ISO Standard 24113 of 2011. Therefore, ESA's space debris mitigation policy is fully in line with the non-binding guidelines listed above. It shall be reminded that ESA has taken an active role in the elaboration of some of these instruments, in particular through its involvement in the IADC and through its endorsement of the European Code of Conduct for Space Debris Mitigation of 2004.

**Link to national mechanisms:**

There is no legal relation between the administrative instruction "Space Debris Mitigation for Agency Projects" of the ESA Director General and national space debris mitigation mechanisms of ESA Member States or non-Member States. However, the administrative instruction specifies that all reasonable efforts shall be made to ensure that, whenever relevant, ESA programmes comply with re-entry regulations and procedures of launching states [cf. Art.VII Outer Space Treaty].

**References:**

- ESA's space debris mitigation mechanisms and ESA activities regarding space debris mitigation are described on the website of ESA under [http://www.esa.int/Our\\_Activities/Operations/Space\\_Debris](http://www.esa.int/Our_Activities/Operations/Space_Debris)

**INTER-AGENCY SPACE DEBRIS COORDINATION COMMITTEE (IADC):  
SPACE DEBRIS MITIGATION GUIDELINES****International mechanism:**

Inter-Agency Space Debris Coordination Committee (IADC) Space Debris Mitigation Guidelines, 2002; revised 2007

**Description:**

At the 17<sup>th</sup> meeting of the IADC in Darmstadt, Germany, during 11-13 October 1999, Working Group 4 undertook the challenge to develop the first set of consensus international space debris mitigation guidelines. This effort was designated IADC Action Item 17.2. Together, Working Group 4 and the Steering Group during 2001-2002 developed and refined a draft set of mitigation guidelines. The IADC Space Debris Mitigation Guidelines were adopted by consensus of the Steering Group in October 2002 and were presented to the Scientific and Technical Committee of the United Nations' Committee on the Peaceful Uses of Outer Space in February, 2003. A minor revision to the guidelines was accepted by the Steering Group in September, 2007.

The IADC Space Debris Mitigation Guidelines describe existing practices which have been identified and evaluated for limiting the generation of space debris in the environment. The guidelines cover the overall environmental impact of space missions with a focus on (1) limitation of debris released during normal operations, (2) minimisation of the potential for on-orbit break-ups, (3) post-mission disposal, and (4) prevention of on-orbit collisions.

**Applicability:**

The IADC Space Debris Mitigation Guidelines are non-binding and as such applicable to mission planning and the design and operation of spacecraft and orbital stages that will be injected into Earth orbit. Organizations are encouraged to use these guidelines in identifying the standard that they will apply when establishing the mission requirements for planned spacecraft and orbital stages. Operators of existing spacecraft and orbital stages are encouraged to apply these guidelines to the greatest extent possible.

**Relation to international mechanisms:**

The IADC Space Debris Mitigation Guidelines were used as a foundation for the development of the Space Debris Mitigation Guidelines of the Committee, which were adopted by the Committee on the Peaceful Uses of Outer Space and later endorsed by the UN General Assembly in 2007, as well as the basis of the ISO standard 24113 "space systems – space debris mitigation".

**References:**

[http://www.iadc-online.org/index.cgi?item=docs\\_pub](http://www.iadc-online.org/index.cgi?item=docs_pub)

## **INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO): STANDARDS AND TECHNICAL REPORTS**

### **International mechanisms:**

The following is a list of the standards and technical reports developed by the International Organization for Standardization (ISO) for mitigating space debris:

1. ISO 24113, Space systems — Space debris mitigation requirements. Publication date: 1st edition - 2010; 2nd edition - 2011; 3rd edition - in preparation.
2. ISO 23312, Space systems — Detailed space debris mitigation requirements for spacecraft. Publication date: 1st edition - in preparation.
3. ISO 20893, Space systems — Detailed space debris mitigation requirements for launch vehicle orbital stages. Publication date: 1st edition - in preparation.
4. ISO 11227, Space systems — Test procedures to evaluate spacecraft material ejecta upon hypervelocity impact. Publication date: 1st edition - 2012; Amendment 1 - in preparation.
5. ISO 14200, Space environment (natural and artificial) — Guide to process-based implementation of meteoroid and debris environmental models (orbital altitudes below GEO+2000km). Publication date: 1st edition - 2012.
6. ISO 16126, Space systems — Assessment of survivability of unmanned spacecraft against space debris and meteoroid impacts to ensure successful post-mission disposal. Publication date: 1st edition - 2014.
7. ISO 27852, Space systems — Estimation of orbit lifetime. Publication date: 1st edition - 2011; 2nd edition - 2016.
8. ISO 27875, Space systems — Re-entry risk management for unmanned spacecraft and launch vehicle orbital stages. Publication date: 1st edition - 2010; Amendment 1 - 2016; 2nd edition - in preparation.
9. ISO/TR 16158, Space systems — Avoiding collisions among orbiting objects: Best practices, data requirements, and operational concepts. Publication date: 1st edition - 2013; 2nd edition - in preparation.
10. ISO/TR 18146, Space systems — Space debris mitigation design and operation guidelines for spacecraft. Publication date: 1st edition - 2015.
11. ISO/TR 20590, Space systems — Space debris mitigation design and operation guidelines for launch vehicle orbital stages. Publication date: 1st edition - 2017.
12. ISO 13541, Space data and information transfer systems — Attitude data messages. Publication date: 1st edition - 2010; 2nd edition - in preparation.
13. ISO 26900, Space data and information transfer systems — Orbit data messages. Publication date: 1st edition - 2012; 2nd edition - in preparation.
14. ISO 13526, Space data and information transfer systems — Tracking data message. Publication date: 1st edition - 2010; 2nd edition - in preparation.



15. ISO 19389, Space data and information transfer systems — Conjunction data message.  
Publication date: 1st edition - 2014.

**Description:**

ISO 24113 (Document type: international standard) defines the primary space debris mitigation requirements applicable to all elements of unmanned systems launched into, or passing through, near-Earth space, including launch vehicle orbital stages, operating spacecraft and any objects released as part of normal operations. The requirements contained in ISO 24113 are intended to reduce the growth of space debris by ensuring that spacecraft and launch vehicle orbital stages are designed, operated and disposed of in a manner that prevents them from generating debris throughout their orbit lifetime. The requirements are also intended to reduce the casualty risk on ground associated with atmospheric re-entry of space objects. ISO 24113 is the top-level standard in a family of ISO standards addressing space debris mitigation.

ISO 23312 (Document type: international standard) will support compliance with those clauses in ISO 24113 that are relevant to spacecraft. ISO 23312 will define detailed space debris mitigation requirements for the design and operation of spacecraft.

ISO 20893 (Document type: international standard) will support compliance with those clauses in ISO 24113 that are relevant to launch vehicle orbital stages. ISO 20893 will define detailed space debris mitigation requirements for the design and operation of launch vehicle orbital stages.

ISO 11227 (Document type: international standard) supports compliance with those clauses in ISO 24113 that are relevant to space debris impact risk assessment. ISO 11227 describes an experimental procedure for acquiring data to characterize the ejecta released when spacecraft materials are impacted by hypervelocity projectiles representative of space debris and meteoroids. Such data contribute to informed decisions being made with regard to the selection of suitable materials for external surfaces on spacecraft.

ISO 14200 (Document type: international standard) supports compliance with those clauses in ISO 24113 that are relevant to space debris impact risk assessment. ISO 14200 specifies a process for implementing meteoroid and debris environment models in the impact risk assessment of spacecraft and launch vehicle orbital stages. Guidance is provided for selecting and using the models and ensuring their traceability throughout the design phase of a spacecraft or launch vehicle orbital stage.

ISO 16126 (Document type: international standard) supports compliance with those clauses in ISO 24113 that are relevant to space debris impact risk assessment. ISO 16126 defines requirements and a procedure for assessing the survivability of an unmanned spacecraft against space debris and meteoroid impacts to ensure the survival of critical components required to perform post-mission disposal. ISO 16126 also describes two impact risk analysis procedures that can be used to satisfy the requirements.

ISO 27852 (Document type: international standard) supports compliance with those clauses in ISO 24113 that are relevant to post-mission disposal in the LEO protected region. ISO 27852 describes a process for the estimation of orbit lifetime for spacecraft, launch vehicles, upper stages and associated debris in LEO-crossing orbits. ISO 27852 also clarifies the following: a)

modelling approaches and resources for solar and geomagnetic activity modelling; b) resources for atmosphere model selection; c) approaches for spacecraft ballistic coefficient estimation.

ISO 27875 (Document type: international standard) supports compliance with those clauses in ISO 24113 that are relevant to the re-entry of space objects. ISO 27875 provides a framework with which to assess, reduce and control the potential risks that spacecraft and launch vehicle orbital stages pose to people and the environment when those space vehicles re-enter the Earth's atmosphere and impact the Earth's surface. ISO 27875 is intended to be applied to the planning, design and review of space vehicle missions for which controlled or uncontrolled re-entry is possible.

ISO/TR 16158 (Document type: technical report) supports compliance with those clauses in ISO 24113 that are relevant to collision avoidance. ISO/TR 16158 describes some widely used techniques for perceiving close approaches, estimating collision probability, estimating the cumulative probability of survival, and manoeuvring to avoid collisions.

ISO/TR 18146 (Document type: technical report) can be used to guide engineers in the application of those ISO space debris mitigation standards that are relevant to spacecraft. ISO/TR 18146 contains non-normative information on spacecraft design and operational practices for mitigating space debris.

ISO/TR 20590 (Document type: technical report) can be used to guide engineers in the application of those ISO space debris mitigation standards that are relevant to launch vehicle orbital stages. ISO/TR 20590 contains non-normative information on launch vehicle orbital stage design and operational practices for mitigating space debris.

ISO 13541 (Document type: international standard) specifies two standard message formats for use in transferring spacecraft attitude information between space agencies/operators. Such exchanges are used in many ways, including: a) pre-flight planning and scheduling for tracking or attitude estimation support; b) carrying out attitude operations; c) performing attitude comparisons; d) carrying out attitude propagations and/or sensor predictions. These data exchanges can also be important in the assessment of collision probability.

ISO 26900 (Document type: international standard) specifies three standard message formats for use in transferring spacecraft orbit information between space agencies/operators. Such exchanges are used in many ways, including: a) pre-flight planning and scheduling for tracking or navigation support; b) carrying out tracking operations; c) performing orbit comparisons and orbit conjunction analyses; d) performing orbit propagation and orbit reconstruction; and e) designing collaborative manoeuvres. These data exchanges are the foundation of comprehensive, timely, accurate conjunction assessment, collision avoidance, SSA and Space Traffic Management.

ISO 13526 (Document type: international standard) specifies a standard message format for use in exchanging spacecraft tracking data used in orbit determination between space agencies/operators. Such exchanges are used for distributing tracking data output from routine interagency cross-supports where spacecraft missions managed by one agency are tracked from a ground station managed by a second agency. These data exchanges are critical to the development of comprehensive, timely, accurate space catalogues that are foundational to actionable SSA.

ISO 19389 (Document type: international standard) specifies a standard message format for use in exchanging spacecraft conjunction information between originators of conjunction assessments and satellite owner/operators and other authorized parties. Such exchanges provide critical information to satellite owner/operators to enable timely collision avoidance decisions. ISO 19389 is applicable to satellite operations in all environments in which close approaches and collisions among satellites are concerns.

### Applicability:

Voluntary

### Relation to international mechanisms:

	Measures		ISO Standards (or Technical Reports)	UN Guidelines	IADC Guidelines
Limiting debris generation	Released objects	General measures for avoiding the release of objects	ISO 24113, 6.1.1	Recommendation 1	5.1
		Slag from solid motors	ISO 24113, 6.1.2.2, 6.1.2.3	--	--
		Combustion products from pyrotechnics	ISO 24113, 6.1.2.1 (Combustion Products < 1 mm)	--	--
	On-orbital break-ups	Intentional destruction	ISO 24113, 6.2.1	Recommendation 4	5.2.3
		Accidental break-ups during operation	ISO 24113, 6.2.2 (Probability < 10 <sup>-3</sup> )	Recommendation 2	5.2.2 (Monitoring)
		Post-mission break-up (Passivation, etc.)	ISO 24113, 6.2.2.3 (Detailed in ISO 20893, 23312)	Recommendation 5	5.2.1
Disposal at end-of-operations	GEO	Re-orbit at end of operation	ISO 24113, 6.3.2 (Detailed in ISO 20893, 23312) 6.3.2.1: General Requirement 6.3.2.2: 235 km+ + (1 000•Cr•A/m), e < 0,003 6.3.1: Success Probability > 0,9	Recommendation 7 (No quantitative requirements) Note: ITU-R S.1003-1 recommends: 235 km + 1,000 Cr•A/M Here, A[m <sup>2</sup> ], M[kg], Cr[-]	5.3.1 235 km+ (1 000•Cr•A/m), e < 0,003
	LEO	Reduction of orbital lifetime	ISO 24113, 6.3.3 (Detailed in ISO 20893, 23312) 6.3.3.1: Orbital lifetime after end of operation < 25 years 6.3.1: Success Probability > 0,9	Recommendation 6 (No quantitative requirements)	5.3.2 (Recommend 25 years)

	Measures		ISO Standards (or Technical Reports)	UN Guidelines	IADC Guidelines
		Options for removal from the protected region	<b>ISO 24113, 6.3.3.2 (a) ~ (f)</b> (Detailed in ISO 20893, 23312)	Mentioned in Recommendation 6	5.3.2
<b>Re-entry</b>		Avoidance of ground casualties	<b>ISO 24113, 6.3.4</b> (Detailed in ISO 27875)	Included in Recommendation 6	5.3.2
<b>Collision avoidance for large debris</b>			<b>ISO/TR-16158</b> (for assessment only) ISO/19389	Recommendation 3	5.4
<b>Protection from the impact of micro-debris</b>			<b>ISO 16126</b> (for assessment only)	--	5.4
<b>Exchange or pooling of space data for the purpose of safety-of-flight and mitigation of Radio Frequency Interference</b>			<b>ISO 13541, Attitude</b> <b>ISO 26900, Orbit</b> <b>ISO 13526, Tracking</b> <b>ISO 19389, Conjunction</b>	Consensus LTS Guideline 11 (Share space object and orbital event information), Guideline 12 (Orbital information sharing), Guideline 13 (sharing of space debris information), Guideline 14 (Conjunction Assessment), Guideline 31 (Reentry)	5.4 "Reliable orbital information"

#### References:

1. <https://www.iso.org/standard/57239.html>
2. <https://www.iso.org/standard/75221.html>
3. <https://www.iso.org/standard/73023.html>
4. <https://www.iso.org/standard/57535.html>
5. <https://www.iso.org/standard/54506.html>
6. <https://www.iso.org/standard/55720.html>
7. <https://www.iso.org/standard/68572.html>
8. <https://www.iso.org/standard/44393.html>
9. <https://www.iso.org/standard/55739.html>
10. <https://www.iso.org/standard/61602.html>

11. <https://www.iso.org/standard/68467.html>
12. <https://www.iso.org/standard/53987.html>
13. <https://www.iso.org/standard/46135.html>
14. <https://www.iso.org/standard/53984.html>
15. <https://www.iso.org/standard/64784.html>

**INTERNATIONAL TELECOMMUNICATIONS UNION (ITU):  
RECOMMENDATION ITU-R S.1003.2****International mechanism:**

International Telecommunications Union (ITU) Recommendation ITU-R S.1003.2 (12/2010)  
Environmental protection of the geostationary-satellite orbit

**Description:**

ITU-R S.1003.2 provides guidance about disposal orbits for satellites in the geostationary-satellite orbit (GSO). In this orbit, there is an increase in debris due to fragments resulting from increased numbers of satellites and their associated launches.

Given the current limitations (primarily specific impulse) of space propulsion systems, it is impractical to retrieve objects from GSO altitudes or to return them to Earth at the end of their operational life. A protected region must therefore be established above, below and around the GSO which defines the nominal orbital regime within which operational satellites will reside and manoeuvre. To avoid an accumulation of non-functional objects in this region, and the associated increase in population density and potential collision risk that this would lead to, satellites should be manoeuvred out of this region at the end of their operational life. In order to ensure that these objects do not present a collision hazard to satellites being injected into GSO, they should be manoeuvred to altitudes higher than the GSO region, rather than lower.

The recommendations embodied in ITU-R S.1003.2 are:

- Recommendation 1: As little debris as possible should be released into the GSO region during the placement of a satellite in orbit.
- Recommendation 2: Every reasonable effort should be made to shorten the lifetime of debris in elliptical transfer orbits with the apogees at or near GSO altitude.
- Recommendation 3: Before complete exhaustion of its propellant, a geostationary satellite at the end of its life should be removed from the GSO region such that under the influence of perturbing forces on its trajectory, it would subsequently remain in an orbit with a perigee no less than 200 km above the geostationary altitude.
- Recommendation 4: The transfer to the graveyard orbit removal should be carried out with particular caution in order to avoid radio frequency interference with active satellites.

**Applicability:**

ITU-R S.1003.2 is addressed to member states of the ITU and applies to the operation of satellites in the GSO. Due to its character as a recommendation of the ITU Radiocommunication Assembly, it is not legally binding.

**Relation to international mechanisms:**

None.

**References:**

- [http://www.itu.int/rec/R-REC-S.1003/\\_page.print](http://www.itu.int/rec/R-REC-S.1003/_page.print)

**ITALIAN SPACE AGENCY (ASI), BRITISH NATIONAL SPACE CENTRE (BNSC<sup>4</sup>), FRENCH SPACE AGENCY (CNES), GERMAN AEROSPACE AGENCY (DLR) AND EUROPEAN SPACE AGENCY (ESA): EUROPEAN CODE OF CONDUCT FOR SPACE DEBRIS MITIGATION****International mechanism:**

European Code of Conduct for Space Debris Mitigation, Issue 1.0, 28 June 2004

**Description:**

The European Code of Conduct for Space Debris Mitigation (in the following: the Code) has been developed and formally adopted, upon signature by their Directors General, by the Italian Space Agency (ASI), the British National Space Centre (BNSC), the French Space Agency (CNES), the German Aerospace Agency (DLR) and the European Space Agency (ESA).

The primary objectives of the Code are a) to help preventing on-orbit break-ups and collisions of spacecraft, b) to facilitate the removal from useful densely populated orbit regions and subsequent disposal of spacecraft and orbital stages that have reached the end of mission operations and c) to help limiting objects released during normal spacecraft operations. To reach these goals, the Code presents fundamental mitigation, safety and protection measures for the design and operation of space systems. These measures are grouped into 1) management measures, 2) design measures including end-of-life measures, 3) operational measures including end-of-life measures, 4) impact protection measures and 5) re-entry safety measures. It does not cover the launch phase safety.

The Code is accompanied by a “Support to Implementation” document aiming at providing appropriate sources of information and tools to individuals involved in the management, design, operation and mission control of spacecraft.

**Applicability:**

The application of the Code is on voluntary basis. The agencies having adopted it recommend its application “by any other space project conducted in Europe, or by a European entity acting outside Europe, including operators” (Article 2.2 of the Code). The Code contains provisions that “may be given binding effect by means of legal instruments between contracting parties”.

**Relation to international mechanisms:**

The Code is consistent with the IADC Space Debris Mitigation Guidelines (which, in turn, were used as a foundation for the development of the Space Debris Mitigation Guidelines of the Committee), while providing greater (technical) detail and explanations. The Code, in its

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<sup>4</sup> now UK Space Agency



introduction, furthermore makes reference to Articles I and IX of the Outer Space Treaty of 1967 and to the Liability Convention of 1972.

**References:**

None.

**UNITED NATIONS ENVIRONMENT PROGRAMME (UNEP)****Contribution received in relation to the compendium not in the format of the template**

[Original: English]

[6 April 2021]

UNEP does not have additional responses to submit for inclusion in the compendium of space debris mitigation standards adopted by States and international organizations at this time.

UNEP recommends that the gathering of information relating to space debris mitigation standards adopted by States and international organizations should include questions and references relating to provisions which address the environmental issues resulting from space debris and measures to be taken to mitigate the environmental impact of space debris. UNEP further recommends that the gathering of information should include steps taken by States to cooperate with and build the capacity of scientific bodies working to collect and share information relating to space debris, such as the UNEP Global Resource Information Database (GRID) network and the UN Geospatial Network of the UN Committee of Experts in Global Geospatial Information Management (UN-GGIM).