

PEACE

Economic, Global and Social Challenges



Social Justice, Equality and Empowerment

Shawn Gonzales
Editor

NOVA

SOCIAL JUSTICE, EQUALITY AND EMPOWERMENT

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**ECONOMIC, GLOBAL
AND SOCIAL CHALLENGES**

SHAWN GONZALES
EDITOR

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PREFACE

This book provides insights into the economic, global and social challenges of peace in today's world. It also explores the nature of contemporary conflict and peace processes whereby certain parties seek to maintain the hostilities for economic gain. Through their research, the authors make a theoretical contribution towards reexamining the concept of international peace diplomacy from an educational perspective.

Chapter 1 – Continuation of peaceful economic growth in the 21st century requires the urgent solution of the problem of the highest unemployment since the 1930s. With innovations such as Uber, Airbnb and robotic cars growing rapidly, unemployment in the rich countries is sure to grow worse before it falls again. Several promising counter-measures are under discussion by policymakers. However, there is one major policy failure which has still not been corrected, and which can be expected to create approximately 100 million jobs, many of them in the more technologically advanced countries.

Despite having used 2 trillion dollars over the past half-century to develop a range of space technologies, governments have not reduced the cost of traveling to space at all: the only way to travel to space today is to use the same rocket (or more precisely, the roughly 1,700th copy of the same rocket) that Yuri Gagarin rode on in 1961! Yet piloted rocket-planes were operated routinely more than 70 years ago, and the sub-orbital spaceplane "SpaceShipOne" was developed early this century at a cost less than NASA spends every day before lunch! Moreover, market research has repeatedly shown that most of the general public would like to take a trip to space and back, creating a potentially huge consumer market for space travel services.

Recently the US Federal Aviation Administration (FAA) and British Civil Aviation Authority (CAA) have started to prepare the safety regulations

needed to enable commercial space travel services and spaceports for general public space travel and tourism. With funding of just a few % of space agencies' budgets, we could see rapid growth and maturation of passenger space vehicles. This chapter explains how space travel services will grow through three phases through the 21st Century, paralleling the growth of passenger air travel through the 20th Century to reach today's huge scale. The three billion passengers who fly with airlines every year support about 100 million jobs around the world: space travel services can be expected to grow at least as large through the 21st Century. The sharp reduction in space transportation costs which this will bring about will in turn create a wide range of new space-based business opportunities. It will also open access to the unlimited resources of space, thereby eliminating any claimed justification for continuing the "resource wars" which are perhaps the greatest threat to peace on Earth today. The true "Space Age," in which ordinary members of the public will travel to and from Earth orbit as routinely as they travel in aircraft today, has been described in science fiction for decades. However, it has only recently been understood that the key to realising this open-ended world is the development of dedicated passenger space-vehicles.

The status of Earth's civilisation has reached a pivotal moment. The population of more than seven billion inhabitants continues to grow. As an interdependent species we know that collaboration rather than confrontation is the key to securing civilisation while continuing to maintain progress with peace and freedom. The technological capabilities to do so are becoming available to anyone anywhere on our planet. Yet, instead of peace and progress on a global scale, war in its many forms still seems to be the norm throughout the world today. Overt and covert military activities, economic and financial manipulations, propaganda and disinformation, surveillance and policing are being used by governments not only against their declared opponents but against their own citizens as well. Therefore, if humans' world were to continue to remain closed, our civilization will face a very high risk of "implosion," due to the growing social, resource and environmental problems, that can only keep on growing in the closed environment of our now small world. This risk is now discussed not only by Astronautic Humanist philosophers, but also by independent thinkers like Stephen Hawking, who recently declared that Earth alone will not be able to sustain more than one billion people, within this century. If civilization does not begin to expand into space very soon, by 2050 we may suffer a holocaust of unprecedented size: up to six billion people may die, due to conflicts, environmental disasters, health systems' devolution and epidemics. Hence, as a unique alternative to the dire

and deteriorating state of the world it is surely now evident that expansion of civilisation into space is the true *moral imperative* of our time. By focusing our energies and creativity on the challenge of opening and developing the space frontier, instead of acquiescing in the destruction of civilisation confined to Earth, there can be true hope for peace and prosperity for all, including particularly young generations. It is our duty to explain this simple concept to as many Earthlings as possible.

The unlimited new fields of human activity which large-scale space travel will open up will greatly relieve the ever-growing stresses on the world's economic and political systems which we see today. Of central importance for achieving peace, many of the business opportunities that will result will employ the same aerospace engineers, companies and research organisations whose incomes today depend on arms sales, and hence on the continuation of wars around the world. Academics and social commentators are still looking to rename the "post-cold war era" in which we live. As the unique philosophy that accurately encapsulates the above ideas, "*Space Renaissance*" is the true name of this exciting coming era of which we are now on the very threshold, as described in detail in this chapter.

Chapter 2 – The problem of the missing spans the globe, affecting millions of people. Wherever there is an armed conflict, people go missing. Not knowing the fate of family members missing as a result of armed conflict or internal violence is a harsh reality for many people. Men are more likely than women to go missing, whether as soldiers or civilians, leaving not only an emotional trauma but also often financial difficulties.

The uncertainty in which families of missing persons have to live generate much suffering which often continues long after the situation of violence is over. Furthermore, very often, the lack of certainty about the fate of the missing persons leaves deep resentments that may pose an obstacle to a process of peace and reconciliation.

The paper seeks to explore the problem of addressing the issue of missing in the post-conflict settlement.

Chapter 3 – While structural social change is essential in peaceful societies and international relations, it cannot be created in abstraction from transformations of the subjective dispositions of the individuals of both groups towards one another. Where structural change requires struggle against a determined ruling group, the individuals who compose the oppositional movement (or movements) must be motivated both by the structural goal of changing the institutions (not killing the enemy) and individually disposed towards militant non-violent resistance that refrains from demonizing the

enemy in the hopes that their struggles will make the injustice of the situation apparent to the ruling power. It then employs this distinction to expose the problems of traditional theories of the necessity of armed struggle, here represented by Frantz Fanon's defence of revolutionary violence in *The Wretched of the Earth*. The chapter concludes with an argument that the dispositions and structural changes that social peace requires and the argument that both can only be realized over an open-ended time frame and never all at once through the armed overthrow of state power. Success thus demands the patience of philosophical understanding and argument.

Chapter 4 – This chapter examines the role of external economic aid as a form of mediation in conflicts emerging from violence. By suggesting a new conceptualization of mediation, external economic aid is examined as a potential form of mediation in post-conflict societies. Challenging the values of the Western-liberal paradigm of both mediation and external economic aid, this chapter offers a novel conceptual framework from which a reimagining of post-peace accord peacebuilding can begin. Employing qualitative data gathered from Northern Ireland and the Border Area, the validity and implications of the new conceptualizations of mediation and the impact of external economic aid are considered. The findings indicate that the International Fund for Ireland and the European Union Peace III Fund provide benefits consistent with mediation.

Chapter 5 – This paper explores the nature of contemporary conflict and of peace process in association with “spoilers,” whereby certain parties seek to maintain the hostilities especially for economic objective. In mineral-rich eastern Democratic Republic of Congo, the ongoing prolonged conflict and repeated failure of the peace process, whose period are overlapping, are directly related to the various tactics used by the major “spoiler” on the minor “spoilers” and others. In order to benefit from war economy and peace process, both major and minor “spoilers” have been taking advantage of three areas of United Nations-supported peace implementation: military integration of Congolese national army, disarmament and repatriation of Rwandan rebel group, and military operation against Rwandan rebel group. Understanding the nature and incentive of “spoilers” which may be symptomatic of contemporary conflict, as well as the exploitation and cooperation system among major and minor “spoilers” is a crucial step for conflict resolution and peacebuilding.

Chapter 6 – Some say reviving the Nigerian economy in a time of intensifying violent conflict and declining external financial inflows will be impossible. Expectations need to be kept modest, and measures must go beyond conventional economic approaches in order to be effective. The

recurring issue of security, good leadership and national development has been the bane of this country since independence in 1960. The growing trend of distrust among the various ethnic nationalities that make up the country Nigeria coupled with ineptitude in good governance has hindered growth in the country. The culture of lack of sustenance of government policies and programmes coupled with political violence has been the albatross to national development in Nigeria. This chapter sets out to examine the issues of security, good governance and sustainable development in Nigeria with a view to proffering solutions to the identified issues/problems. It also puts forward some outside-the-box ideas, which, when combined with greater government effectiveness and, hopefully, reductions in violent conflict, may help turn the economy around for good. It is also an attempt to establish ideologies on how to help stimulate some degrees of economic revival.

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Chapter 1

A NECESSARY CONDITION FOR PEACEFUL ECONOMIC GROWTH TO CONTINUE: THE “SPACE RENAISSANCE”

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ABSTRACT

Continuation of peaceful economic growth in the 21st century requires the urgent solution of the problem of the highest unemployment since the 1930s. With innovations such as Uber, Airbnb and robotic cars growing rapidly, unemployment in the rich countries is sure to grow worse before it falls again. Several promising counter-measures are under discussion by policymakers. However, there is one major policy failure which has still not been corrected, and which can be expected to create approximately 100 million jobs, many of them in the more technologically advanced countries.

Despite having used 2 trillion dollars over the past half-century to develop a range of space technologies, governments have not reduced the cost of traveling to space at all: the only way to travel to space today is to use the same rocket (or more precisely, the roughly 1,700th copy of the same rocket) that Yuri Gagarin rode on in 1961! Yet piloted rocket-planes were operated routinely more than 70 years ago, and the sub-

orbital spaceplane "SpaceShipOne" was developed early this century at a cost less than NASA spends every day before lunch! Moreover, market research has repeatedly shown that most of the general public would like to take a trip to space and back, creating a potentially huge consumer market for space travel services.

Recently the US Federal Aviation Administration (FAA) and British Civil Aviation Authority (CAA) have started to prepare the safety regulations needed to enable commercial space travel services and spaceports for general public space travel and tourism. With funding of just a few % of space agencies' budgets, we could see rapid growth and maturation of passenger space vehicles. This chapter explains how space travel services will grow through three phases through the 21st Century, paralleling the growth of passenger air travel through the 20th Century to reach today's huge scale. The three billion passengers who fly with airlines every year support about 100 million jobs around the world: space travel services can be expected to grow at least as large through the 21st Century. The sharp reduction in space transportation costs which this will bring about will in turn create a wide range of new space-based business opportunities. It will also open access to the unlimited resources of space, thereby eliminating any claimed justification for continuing the "resource wars" which are perhaps the greatest threat to peace on Earth today. The true "Space Age," in which ordinary members of the public will travel to and from Earth orbit as routinely as they travel in aircraft today, has been described in science fiction for decades. However, it has only recently been understood that the key to realising this open-ended world is the development of dedicated passenger space-vehicles.

The status of Earth's civilisation has reached a pivotal moment. The population of more than seven billion inhabitants continues to grow. As an interdependent species we know that collaboration rather than confrontation is the key to securing civilisation while continuing to maintain progress with peace and freedom. The technological capabilities to do so are becoming available to anyone anywhere on our planet. Yet, instead of peace and progress on a global scale, war in its many forms still seems to be the norm throughout the world today. Overt and covert military activities, economic and financial manipulations, propaganda and disinformation, surveillance and policing are being used by governments not only against their declared opponents but against their own citizens as well. Therefore, if humans' world were to continue to remain closed, our civilization will face a very high risk of "implosion," due to the growing social, resource and environmental problems, that can only keep on growing in the closed environment of our now small world. This risk is now discussed not only by Astronautic Humanist philosophers, but also by independent thinkers like Stephen Hawking, who recently declared that Earth alone will not be able to sustain more than one billion people, within this century. If civilization does not begin to expand into space

very soon, by 2050 we may suffer a holocaust of unprecedented size: up to six billion people may die, due to conflicts, environmental disasters, health systems' devolution and epidemics. Hence, as a unique alternative to the dire and deteriorating state of the world it is surely now evident that expansion of civilisation into space is the true *moral imperative* of our time. By focusing our energies and creativity on the challenge of opening and developing the space frontier, instead of acquiescing in the destruction of civilisation confined to Earth, there can be true hope for peace and prosperity for all, including particularly young generations. It is our duty to explain this simple concept to as many Earthlings as possible.

The unlimited new fields of human activity which large-scale space travel will open up will greatly relieve the ever-growing stresses on the world's economic and political systems which we see today. Of central importance for achieving peace, many of the business opportunities that will result will employ the same aerospace engineers, companies and research organisations whose incomes today depend on arms sales, and hence on the continuation of wars around the world. Academics and social commentators are still looking to rename the "post-cold war era" in which we live. As the unique philosophy that accurately encapsulates the above ideas, "*Space Renaissance*" is the true name of this exciting coming era of which we are now on the very threshold, as described in detail in this chapter.

INTRODUCTION

It is surely no secret that the appallingly destructive wars that so disfigure the modern world are largely "resource wars." The various natural resources which humans need in order to live well are distributed very unequally around the world. In theory it would be possible to negotiate solutions to most of the conflicts in the world whereby most people would be better off than continuing the current fighting. However, throughout history large, strong countries have coveted the resources of smaller, weaker countries. In addition, weapons manufacturers and their financiers have found it profitable to aggravate such situations to become full-scale wars - culminating in the horrifying "world wars" and the equally wasteful "cold war" of the blood-soaked 20th century.

Social stresses of various sorts make a society weaker against destructive forces. In particular, high unemployment eats away at the fabric of society, creating envy and dissatisfaction, facilitating bribery and corruption, petty theft and related crimes, as well as disloyalty and even treasonous behaviour.

Since ancient times it has been known that “the enemy within” is in many ways more dangerous than foreign enemies, and unemployment raises the temptation to become a traitor.

In this situation it is ominous that the true level of unemployment in the richer countries today is already the highest since the 1930s. Moreover, it is well-known that the UK and US governments have redefined unemployment so that, using the same definition as 20 years ago, unemployment would be nearly twice as high as reported today, as discussed by authoritative commentators such as Roberts (P Roberts). Indeed, if the definitions of unemployment used by governments had not been revised downwards, it would already be worse than the 1930s in many countries.

However, the current unemployment is truly “starvation in the midst of plenty.” How could it be otherwise, when we remember that engineering and scientific knowledge is greater today than ever before, and growing ever more rapidly? The most fundamental reason for the present massive unemployment is that *industrialisation is a success* – but policymakers’ way of thinking has failed to keep up with the fundamental changes that this necessitates in society. That is, as engineering progress has made almost all types of work easier and easier, there is less and less necessary work for people to do in order to live at a high standard of comfort. However, only when societies’ leaders clearly recognise this unprecedented situation can appropriate policies be implemented to ensure satisfying work for whoever wants it.

Perhaps most fundamentally, we can no longer rely on the age-old system whereby only those who work full-time receive sufficient pay to live comfortably. Preserving this idea would ensure that an ever larger proportion of the general population will be reduced to poverty, reversing centuries of progress – which in turn would cause more and more of the industrial system itself to grind to a halt through lack of demand! Yet the idea of prosperity even for people who do not work is difficult for most people to accept – and it is a key challenge for societies to evolve suitable mechanisms for apportioning resources to different people in a fair but productive way.

This idea is not new: a hundred years ago it was argued that we are inevitably heading towards a society in which there is no need for everyone to work. However, apart from some science fiction, discussion of the necessary social changes has not yet achieved prominence. Moreover the 20th century “world wars” delayed the problem for a few decades by creating massive demand for reconstruction after all the destruction. Soon after that the “cold war” wasted further trillions of dollars on constructing thousands of long-range missiles and other weaponry, and on maintaining huge standing

armies. This delayed the need to face the problem, while temporarily raising general living standards. However, with today's level of unemployment and under-employment in Europe, the USA and Japan, income inequality is worsening world-wide, as those on average incomes or below find themselves losing ground. Moreover, many ongoing innovations such as Uber, Airbnb, robotic cars and others continue to increase unemployment.

A major idea from a century ago, "guaranteed national income," is being revived today in Swiss, German, Dutch and other policy proposals, which are becoming urgently necessary as automation of existing jobs continues faster than new employment opportunities are created. However, this is only one aspect of what we can perhaps call humans' central problem in the coming years: how to pass the time peacefully, now that we have the know-how and the means to enable more and more people to spend a growing proportion of their time doing what they want.

In every society the richer strata spend substantial resources on travel, including both the vehicles needed for travel, and accommodation facilities around the world, both as hotels and as second, third and fourth apartments and houses. This trend can be expected to continue to the extent that peoples' incomes continue to grow. Also, humans thrive in the face of challenge. Young people in particular need challenges in order to develop their true potential: "You don't know what you can do until you try." Most people find satisfaction in doing work which they consider worthwhile, contributing to society in some way rather than involving selling some trivial products that people do not need – but there is a serious lack of ideas for new industries.

We suggest that the key to the present policy-puzzle is to recognise an extreme anomaly in the history of technology development. Generally, when a major new technology is developed, businesses compete to use it more and more widely in order to sell services to as many people as possible. This is one of the fundamental sources of economic growth – the virtuous circle of commercial expansion arising from the application of new technologies to ever-growing consumer markets – which thereby provide funding for further development. (A striking example of this is the laser industry: having started as large, expensive and dangerous machines, lasers have become ubiquitous, and have earned trillions of dollars of sales, employing millions of people (D. Braben)).

By contrast, nearly three quarters of a century after one of the very greatest of all human inventions – rocket-powered space travel – its utilisation has barely begun, and its non-military application is still limited to a tiny,

taxpayer-funded field of activity, still using the very first model ever built! This is the very definition of stagnation!

Various new uses of rockets as propulsion were pioneered during the 1920s by the dashing Fritz von Opel, who attached rocket engines to cars, bikes, trains and aeroplanes. Hitherto used only for fireworks and weapons, Opel opened peoples' eyes to a range of wider possibilities. Following this, the large rocket engines needed for space travel were developed during WW2 to power missiles. On October 3, 1942, after the first ever successful rocket flight to space and back, the leading engineers drank a toast to the future of space travel. However, at the end of WW2 they were taken to either the USA or the USSR where, during the "cold war" that dominated political discourse for nearly half-a-century, they designed missiles. Trillions of dollars were spent on building generation after generation of missiles – ground-to-ground, ground-to-air, air-to-air, air-to-ground, as well as anti-missile missiles and others. The US and SU economies were burdened with the costs of thousands upon thousands of never-to-be-used nuclear missiles, long-range, short-range and intermediate range.

In addition to missile development, the US government also funded the development of the piloted, reusable "X-15" spaceplane, but after successfully flying to space and back repeatedly, this was scrapped in 1968 without making any attempt at commercialisation!

Finally in 2004 a small company in the USA replicated what government researchers had achieved during the 1960s but then discontinued: piloting the "SpaceShipOne" spaceplane to space and back repeatedly. Thereafter, first the US government's Federal Aviation Administration (FAA) (FAA) and ten years later the British government's Civil Aviation Authority (CAA) (CAA) published reports supporting the development of passenger space travel services, and have started licensing of spaceports, and other supporting activities.

Consequently, it is now clear that during the 2020s we can finally catch up with the growth of sub-orbital passenger "joy-rides" that should naturally have started during the late 1940s. This represents a waste of about 80 years – longer than Stalin's disastrous dictatorship which cost the Russian people so dearly (A. Solzhenitsyn).

With just a small fraction of the resources used by space agencies, the growth of sub-orbital travel – short "joy-rides" to space lasting just a few minutes – will lead naturally to the development of orbital passenger vehicles, such as the SpaceCab and SpaceBus proposed by Bristol Spaceplanes (D. Ashford).