



1 Feb 25

Nuclear Enlisted Talent Management Board Pilot Program

OPNAV N133 – NUCLEAR ENLISTED COMMUNITY MANAGER

Eligibility Requirements

- Paygrade: E5 or E6
- Hold an active nuclear operator or supervisor Navy Enlisted Classification
- No non-judicial punishment within the last 24 months
- Recommended by Commanding Officer (Reactor Officer on CVNs)
- Evaluation marks 3.0 or greater in the last 12 months
- Eligible for promotion
- Meet all requirements for reenlistment with the exception of length of service
- 12 to 18 months prior to SEA-1 Projected Rotation Date (PRD)
 - o i.e. SEA-1 PRD between 1 June 2026 and 1 Dec 2026

Submission Timeline

- | | |
|---|-----------------|
| - Opportunities posted online: | 1 February 2025 |
| - Applications due: | 1 May 2025 |
| - Nuclear Enlisted TMBPP convenes: | 15 May 2025 |
| - Nuclear Enlisted TMBPP results published: | 1 June 2025 |

Contents of the Submission Package

- Nuclear Enlisted TMBPP Cover Sheet
- Special Duty Screening Application (NAVPERS 1306/92)
- CO (RO on CVNs) Letter of Recommendation
- Last 3 Evaluations

Where to Send Your Package

- Submit your package electronically by emailing bullnuke@navy.mil.

Opportunities Available

Defense Courier Service

- Working with NSA, NGA, CIA and various other agencies across the United States and Overseas, you and your joint service members will receive, transport, store, transfer and account for highly classified and time sensitive material.
 - o For more information visit: [https://www.mynavyhr.navy.mil/Career-Management/Detailing/Enlisted/Shore-Special/Defense-Courier-Duty/#:~:text=Defense%20Courier%20Stations%20\(DCS\)&text=Working%20with%20NSA%2C%20NGA%2C%20CIA,classified%20and%20time%20sensitive%20material.](https://www.mynavyhr.navy.mil/Career-Management/Detailing/Enlisted/Shore-Special/Defense-Courier-Duty/#:~:text=Defense%20Courier%20Stations%20(DCS)&text=Working%20with%20NSA%2C%20NGA%2C%20CIA,classified%20and%20time%20sensitive%20material.)
 - Locations Available
 - o Honolulu, HI
 - o San Diego, CA
 - o Norfolk, VA
 - o Jacksonville, FL
 - o Sigonella, Italy
 - o Kelly, Texas
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SEA-2 Homeport Guarantee

- Sailors selected for this program will be guaranteed their homeport of choice for their follow on sea tour (SEA-2).
 - Homeports available for guarantees
 - o Bangor, WA
 - o Bremerton, WA
 - o Kings Bay, GA
 - o San Diego, CA
 - o Pearl Harbor, HI
 - o Norfolk, VA
 - o Groton, CT
 - o Guam
 - o Yokosuka, Japan
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Rail Escort Vehicle Rider – “The Train Rider”

- The U.S. Navy’s Naval Nuclear Propulsion Program (NNPP) transports classified, high-value U.S. Navy ship components by rail, which can include naval spent nuclear fuel. Meanwhile, the U.S. Department of Energy’s (DOE) Office of Nuclear Energy is preparing for future large-scale transport of commercial spent nuclear fuel from nuclear power plants using the same rail infrastructure and similar railcars. The current fleet of NNPP escort vehicles will soon reach the end of their service life. To leverage resources and share best practices, NNPP and DOE jointly designed the new Rail Escort Vehicle (REV).
- Because of the nature of these materials and their transport, both of these programs require 24/7 monitoring and surveillance of their shipments by specially trained security

personnel on board the transport train. One REV will be included in every train along with the railcars that carry the spent nuclear fuel. The REV will transport the security personnel during these shipments, providing a comfortable living and working environment.

- For more information contact John Snell at 412-476-7267 or in enclosure (1)

Special Program Billets

Sailors selected by the Nuclear Enlisted TMBPP for special program billets will receive an endorsement from PER-403 to the applicable program. Although this endorsement does not guarantee admission into the program, it will greatly increase the competitiveness of the Sailor's package. In addition to the Nuclear Enlisted TMBPP application, Sailors must still complete the program specific application. In the event you are selected by the Nuclear Enlisted TMBPP, but not the applicable program, we will work with you to either select an alternate opportunity, or pull your package.

Embassy Duty

- The Navy looks to its most qualified and capable personnel to fill demanding and rewarding positions as Operations Coordinators (OPSCO) and Operations Assistants (OPSAsst) in exotic and unique locations. They serve as a part of the U.S. Defense Attaché Office (USDAO) team, based at U.S. Embassies in more than 50 countries. All candidates train at the Defense Intelligence Agency's (DIA) 13-week Joint Military Attaché School (JMAS), and depending on their assigned country, extensive language training may be provided prior to arriving on station. Our Defense Attaché Office (DAO) teams build strong, lasting relationships with partners who share a common vision of maritime security. LDOs, CWOs, and Enlisted Sailors serve in either OPSCO or OPSAsst positions, supporting the day-to-day operations of a DAO. The men and women who have served in DAOs have reaped personal rewards rarely duplicated in any other part of the military service.

- o For more information visit <https://www.mynavyhr.navy.mil/Career-Management/Detailing/Enlisted/Shore-Special/Embassy-Duty/>

Note: Location for Embassy Duty is determined on a need to fill basis

White House Fellows Program

- The White House Fellows Program was established in 1964 to provide a highly selected group of gifted, motivated young Americans with the experience of direct and personal involvement in the process of governing our nation. Fellows are assigned to the White House Staff, the Vice President, to members of the Cabinet, and to other top-level assignments in the executive branch. In addition to their duties as special assistant, White House fellows participate in an educational program revolving around the Government's processes, personalities, and problems.
- Additional Requirement: E6 or above
- Follow-on Shore Tour: This is a 12-month program. Sailors will execute a follow-on SHORE-1 tour following its completion.
- Application: Selected Sailors will apply for the 2026-2027 White House Fellows Program.
 - o For more information visit <https://www.mynavyhr.navy.mil/Career-Management/Fellowships/WHF-Program/>

SECNAV Tours with Industry

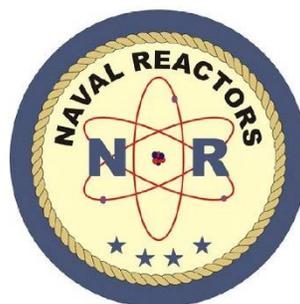
- The Department of the Navy (DON) will be better prepared to meet future challenges, if Navy personnel are familiar with industry innovation and transformation to assist DON senior leaders. This program is intended to build a cadre of personnel better poised to understand not only the naval profession, but also the nature of strategic problems facing the DON and solutions garnered from high-performing organizations outside DON.
- Additional Requirement: E6 or above
- Follow-on Shore Tour: This is a 12-month program. Sailors will execute a follow-on SHORE-1 tour following its completion.
 - o For more information visit <https://www.mynavyhr.navy.mil/Career-Management/Fellowships/SNTWI/>



Naval Spent Fuel Shipment Fact Sheet

United States Naval Nuclear Propulsion Program

SHIPPING NAVAL SPENT FUEL SAFELY FOR OVER 65 YEARS



November 2024

Enclosure (1)



USS New Jersey (SSN 796)



USS Gerald R. Ford (CVN 78)

Naval Spent Fuel Shipments

- Since 1957, the Naval Nuclear Propulsion Program has made over 920 container shipments of naval spent nuclear fuel to the Idaho National Laboratory. These shipments are transported via rail and are subject to rigorous health and safety requirements. The result is that all of the U.S. Navy's spent nuclear fuel shipments have been done safely without any release of radioactivity or injury to workers or the public.
- These spent nuclear fuel shipments are essential to maintaining and improving the U.S. Navy's nuclear-powered warships, which are key to the Navy's mission of protecting the nation.
- Upon refueling/defueling of reactors, all naval spent nuclear fuel is transported to the Naval Reactors Facility (located on the Idaho National Laboratory) for examination to confirm performance of current fuel and to improve the design of fuel for future ships. For example, the first nuclear-powered submarine, USS Nautilus (SSN 571), was refueled after the first two years of operation having steamed about 62,000 miles. Today's nuclear-powered attack submarine will not require refueling during its 33-year life and will steam over one million miles.
- Military advantages of nuclear-powered aircraft carriers and submarines include endurance at high speeds, independence from underway refueling, strategic and tactical flexibility, higher state of readiness upon arrival at destination, and submarine stealth at any speed. Today's nuclear fleet consists of:
 - 11 aircraft carriers (3 more under construction)
 - 67 submarines (13 more under construction)

**Approximately half of the U.S. Navy's major combatant ships are nuclear-powered.*
- The U.S. Navy's nuclear-powered ships have collectively steamed over 177 million miles and accumulated over 7,600 reactor-years of operating experience without a reactor accident or adverse impact on the public or the environment. The U.S. Navy operates these ships and conducts shipments of spent nuclear fuel with a strong commitment to safety and environmental protection.



USS Georgia (SSGN 729)



USS George H. W. Bush (CVN 77)

Naval Spent Fuel Shipping Containers

- Naval spent nuclear fuel is packaged for shipment in robust containers that meet or exceed all requirements of the Naval Nuclear Propulsion Program, the Nuclear Regulatory Commission, and the Department of Transportation.
- Collectively, these robust containers have traveled safely over 1.7 million miles throughout the United States loaded with naval spent nuclear fuel.
- Conservative engineering analysis, detailed calculations, scale model testing, and computer modeling demonstrate that the containers are designed to withstand severe real world accidents and remain safe. The regulatory accident performance standards that the container must withstand are:
 - 30-foot drop onto an unyielding surface.
 - 40-inch drop onto a 6-inch diameter vertical metal rod.
 - Fully-engulfing 1475°F for at least 30 minutes.
 - Immersion in 50 feet of water.**Including sequence of these events*
- Radiation levels outside the shipping container are extremely low and are not a threat to human health. Typical radiation levels on the outside of loaded naval spent fuel shipping containers are about 100 times less than the Department of Transportation safety limits.



M-290 Naval Spent Fuel Shipping Container
(10-11" solid stainless steel)



M-140 Naval Spent Fuel Shipping Container
(14" solid stainless steel)

Naval Spent Fuel Characteristics

- In addition to the design of the shipping containers, the contents — naval spent nuclear fuel — are also extremely robust.
 - Naval fuel is solid metal.
 - Naval fuel contains no flammable, explosive, or corrosive materials.
 - Naval fuel is designed to protect the warship's crew by fully containing the uranium fuel and all of its radioactive fission products produced during operation.
 - Naval fuel is built to withstand combat battle shock forces.
- The same characteristics of naval nuclear fuel that make reactor operations safe, with a warship's crew living in close proximity and under combat conditions, make it safe to transport in robust shipping containers.

Naval Spent Fuel Shipping Practices

- The following shipping practices are used for naval spent fuel shipments:
 - Shipments are escorted by specially trained and armed shipment couriers who maintain constant surveillance of the shipments. These couriers would act as on-board first responders in the case of any off-nominal transportation event.
 - Containers are not filled with water during shipment.
 - Shipment location and status are constantly monitored by the same tracking center used for nuclear weapons shipments.
 - Government-owned railcars are strictly inspected and regularly maintained.
 - Shipments are coordinated in advance with railroad police and operations personnel.
- Since 1996, shipment accident exercises have been conducted at the following locations: Bremerton, Washington; Norfolk, Virginia; Idaho Falls, Idaho; Portsmouth, New Hampshire; Topeka, Kansas; Kenova, West Virginia; Denver, Colorado; Vancouver, Washington; Fort Wayne, Indiana; Granger, Wyoming; Mechanicville, New York; Moberly, Missouri and Pocatello, Idaho. These periodic exercises have been very well received by the states and localities that have hosted them. Objectives of the accident exercises include:
 - Regional outreach with the host state and locality.
 - Opportunity to familiarize civilian emergency services personnel and interested political leaders with naval spent fuel shipments.
 - Opportunity for civilian emergency personnel to interact with shipment couriers.
 - Opportunity to train personnel and practice emergency actions, including communications and public affairs, in response to an accident scenario.

The key takeaway from these exercises is that a coordinated, collaborative response amongst the shipper (Naval Nuclear Propulsion Program), carrier (railroad), and civilian authorities (state, tribal, local) is crucial.

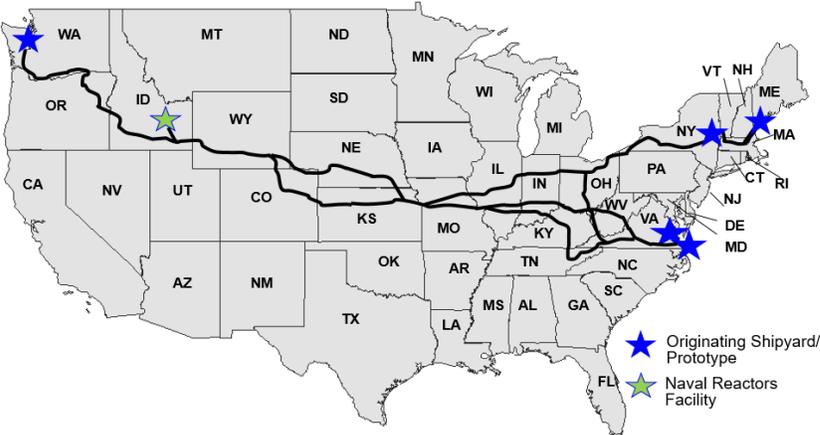


Shipment Couriers Integrate into Unified Command during the 2024 Accident Exercise in Pocatello, Idaho

Conclusion

- The robust design of shipping containers and naval spent nuclear fuel, along with the shipping practices used during transit, have been successful in ensuring every shipment over the last 65 years has been conducted safely.

Typical Naval Spent Fuel Shipping Routes



24/7 Shipment Emergency Number: 412-476-5000 (Bettis Laboratory)

For questions, please call the Naval Spent Fuel Transportation Office: 412-476-7277

For more information about the Naval Nuclear Propulsion Program, please visit:

www.energy.gov/nnsa/missions/powering-navy

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