NRIC National Reactor Innovation Center

MARITIME NUCLEAR APPLICATION GROUP

NRIC Maritime Overview

Sanjay Mukhi – NRIC Collaboration Manager

4/03/2025

Accomplishments Over the Past Year

Published ABS Task 1 "*Road Map for the Development of Commercial Maritime Applications of Advanced Nuclear Technology*".

Completed DOE Review of ABS Task 2-1, 2-2, and 3 and the MNAG Regulatory Landscape Paper.

- "*Configurations of Commercial Advanced Nuclear-Maritime Applications*"
- "*Report on Potential Challenges and Impacts of Advanced Nuclear-Maritime Applications in the U.S.*"
- "*Readiness Report for DOE Support of Maritime-related Demonstration Projects of Advanced Nuclear Technology*"
- "*Introductory Review of the Maritime Nuclear Regulatory Landscape*"

Conducted 4 MNAG Quarterlies, 11 Working Group Meetings, 1 Maritime/O&G Joint Industry Project Workshop, and supported 1 IAEA Symposium on FNPP's.

Scoping

- Fixed/non-propulsion or mobile/propulsion (i.e. where a nuclear reactor is used to directly propel a vessel).
- Fixed (intended for a fixed location), transportable (can be moved, used onsite), or mobile (can be used on the go).
- Depending on the context and purpose, other taxonomies may also apply.

Maritime Nuclear Applications

LAND-BASED APPLICATIONS

Reactor Onshore

Applications:
- Microreactor or SMR sited at port producing electricity, heat, or synthetic fuels

OFFSHORE FIXED OR FLOATING APPLICATIONS

Reactor Offshore: Offshore Power Consumption

Applications:
- Small floating power station for offshore industry
- Floating datacenter
- Small floating power station for offshore eFuels production
- Floating desalination plant

Reactor Offshore: Onshore Power Consumption

Applications:
- Small floating power station for coastal industry

MOBILE APPLICATIONS

Reactor Offshore: Nuclear Powered Vessels (International Transport)

Applications:
- Nuclear power container ship
- Nuclear electric dry cargo ship
- Nuclear electric gas carrier
- Nuclear electric car carrier with electric vehicle charging and power to shore
- Nuclear electric passenger ship
- Nuclear deep sea tug
- Nuclear electric ice breaker with reverse cold ironing facility
- Nuclear electric tanker

Reactor Offshore: Nuclear Powered Vessels (Domestic Transport)

Applications:
- Nuclear electric river towboat
- Nuclear electric offshore support vessel
- Nuclear electric tanker
- Nuclear drill ship
- Nuclear electric dredging vessel
- Nuclear power container ship
- Nuclear electric dry cargo ship
- Nuclear electric gas carrier
- Nuclear electric car carrier with electric vehicle charging and power to shore
- Nuclear electric passenger ship

Portion of an Example Taxonomy from American Bureau of Shipping work funded by DOE-NE iFOA

Maritime Nuclear Application Group (MNAG)

Opportunities for presentations and discussions on a wide crosscut of topics.

NRIC

- Activities for Education & Public Awareness & Engagement Strategies
- ABS Task 3 Update– Readiness Report for DOE Support of Maritime-related Demonstration Projects of Advanced Nuclear Technology
- MNAG Report - Introductory Review of the Maritime Nuclear Regulatory Landscape
- Report Intro - Ship Motion Test Facility – Engineering Requirements / Cost Estimate
- MNAG Report – Intro - Economic, Environmental, and Social Considerations of Maritime Applications of Nuclear Technology
- Report Results - Ship Motion Test Facility – Engineering Requirements / Cost Estimate
- MNAG Report – Results – Economic and Public Acceptance of Maritime Applications of Nuclear Technology

SNL

- DOE Award to ABS & NRIC: Advanced Nuclear Maritime Demonstration Projects Summary of Research (ABS).
- Security for FNPPs

ABS

- DOE Hydrogen Earthshot RFI
- ABS Global Forum and House Nuclear Caucus Recap
- ABS Task 3 Update– Readiness Report for DOE Support of Maritime-related Demonstration Projects of Advanced Nuclear Technology
- ABS Task 4 Update – Develop Guidance for Addressing Key Technical, Regulatory, Safety/Security, and Policy Issues for Maritime Demonstration Projects
- Public Perception of Nuclear Energy
- DOE Award to ABS & NRIC: Advanced Nuclear Maritime Demonstration Projects Summary of Research

Core Power

- DOE Hydrogen Earthshot RFI
- UK Regulatory Update: Consultation on the draft merchant/nuclear ships regulations 2021
- UK Regulatory Developments
- Core Powe Update – Emergency Planning Zones in Maritime Applications

MPR Associates

- Report Intro - Ship Motion Test Facility – Engineering Requirements / Cost Estimate
- MNAG Report – Intro - Economic, Environmental, and Social Considerations of Maritime Applications of Nuclear Technology
- Report Results - Ship Motion Test Facility – Engineering Requirements / Cost Estimate
- MNAG Report – Results – Economic and Public Acceptance of Maritime Applications of Nuclear Technology

Edmund

- Green Corridors / Clydebank Declaration

ORNL

- Regulatory Framework for Nuclear and Maritime Security.

NRC

- Regulatory Considerations for Maritime Nuclear

Social/Environmental WG

- Major announcements/ news from COP 2021

Zeno Power

- Liability Issues for Maritime Nuclear

INL

- Offshore O&G Nuclear Workshop – Joint Industry Project

DOE-EERE

- Interagency Maritime Decarbonization R&D Working Group

MARAD

- Regulatory Landscape for deploying “novel” marine technologies in the U.S.

Morgan Lewis

- Commercial Maritime Applications for Advanced Reactors – Onshore vs. Commercial maritime domestic/international
- Nuclear Liability for FNPPs in U.S. Waters

Gard

- Overview of Marine Liability Insurance

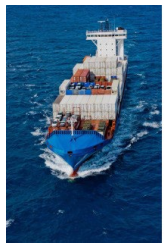
Department of State on the Directorate of Defense Trade Controls (DDTC)

- International Traffic in Arms Regulations

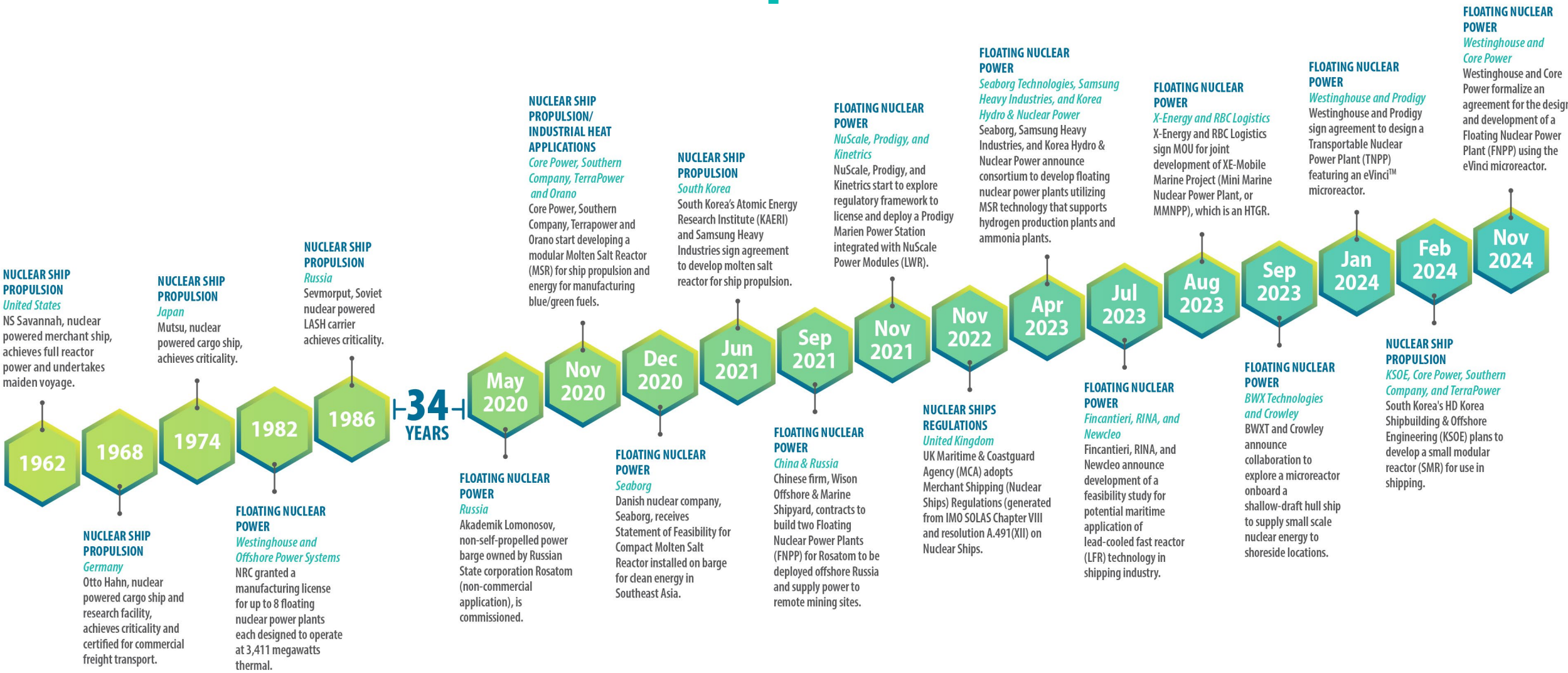
Total Participants
~175 members

NRIC National Reactor Innovation Center

Rapidly Expanding Landscape – MNAG Participants

Westinghouse
BWXT BWX Technologies, Inc.
PRODIGY CLEAN ENERGY
zeno
HEC Herbert Engineering Corp.
Royal Caribbean Group
STAR BULK
ABS
NUSCALE Power for all humankind

ExxonMobil
energy
CROWLEY
RINA
Southern Company
REPLOY POWER
MAERSK
Flibe ENERGY
gard
MPR
orano
BECHTEL
Shell
WAH KWONG MARITIME TRANSPORT HOLDINGS LIMITED
FINCANTIERI
moltex clean energy
NESI Nuclear Energy Solutions, Inc.
RBC Logistics
ANGLO-EASTERN
ENTERPRISES SHIPPING & TRADING S.A.
CORE POWER
NANO Nuclear Energy Inc.
SAILPLAN
TerraPower A Nuclear Innovation Company
ENBE SOLUTIONS
BLUE ENERGY
SAMSUNG
SAMSUNG HEAVY INDUSTRIES
newcleo Futurable Energy
ICHNP
SEABORG making nuclear sustainable
KINECTRICS
NOV
NRIC National Reactor Innovation Center

Civilian Efforts up to 2024



NRIC National Reactor Innovation Center

Economic Impacts

Table 1 Revenue Differences for a Nuclear Ship compared to Baseline Fossil Fueled Ship[1]

Difference	% Change in Revenue
Speed of Ship at Sea	+8.2%
Cargo Capacity in Weight	+0.3%
Outage Time for Refueling	-4.6%
Overall Effect	3.5%

1. These conclusions are specifically tied to the assumptions made in Appendices 8.1.2 and 8.1.3, and the specific scenario examined, which are meant to reflect one potential use case of nuclear shipping. Different ships, outage scenarios, and routes, and cargo would lead to varying conclusions.

Economic Impacts

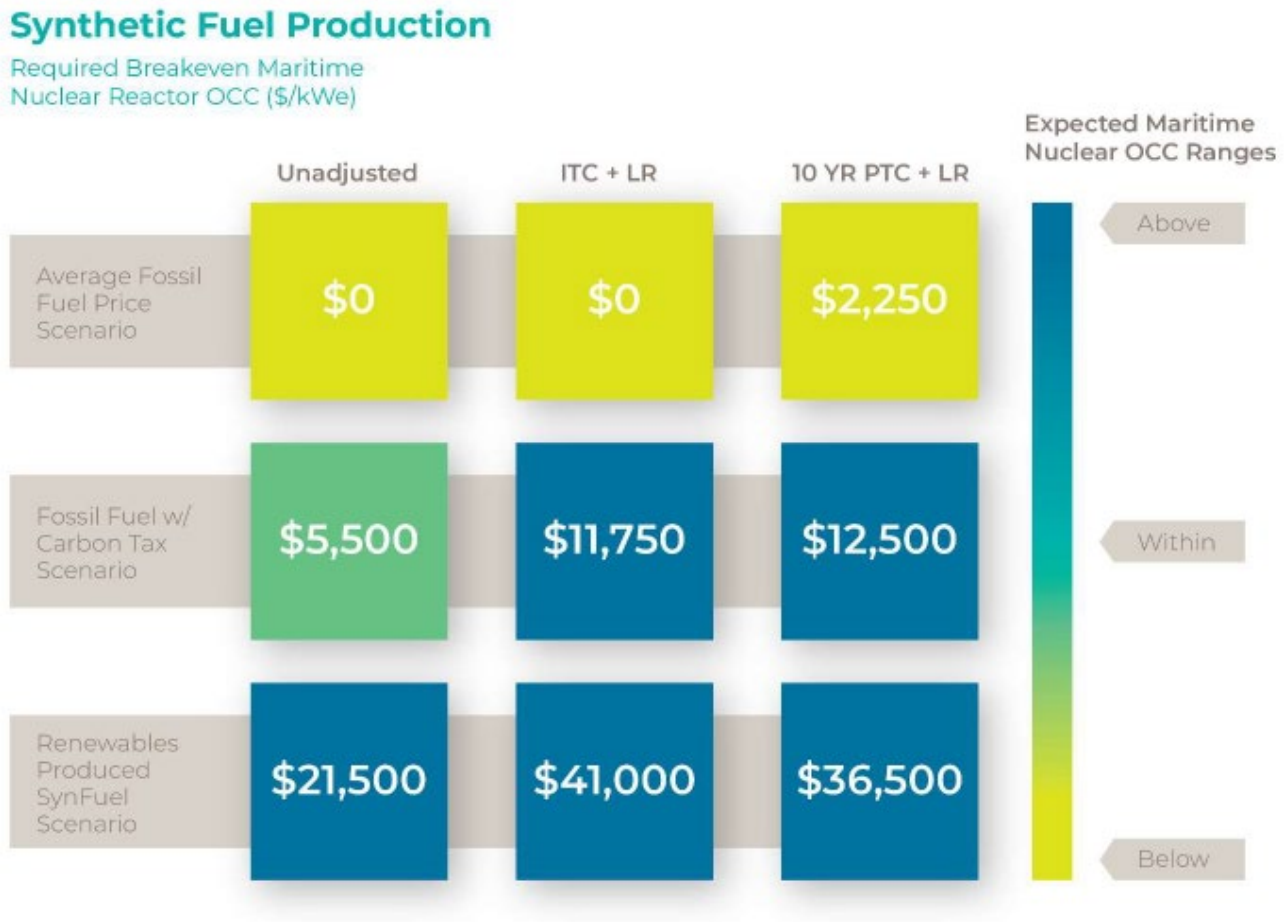


Figure 1 Breakeven nuclear plant OCC diagram for synthetic maritime fuel production

Economic Impacts

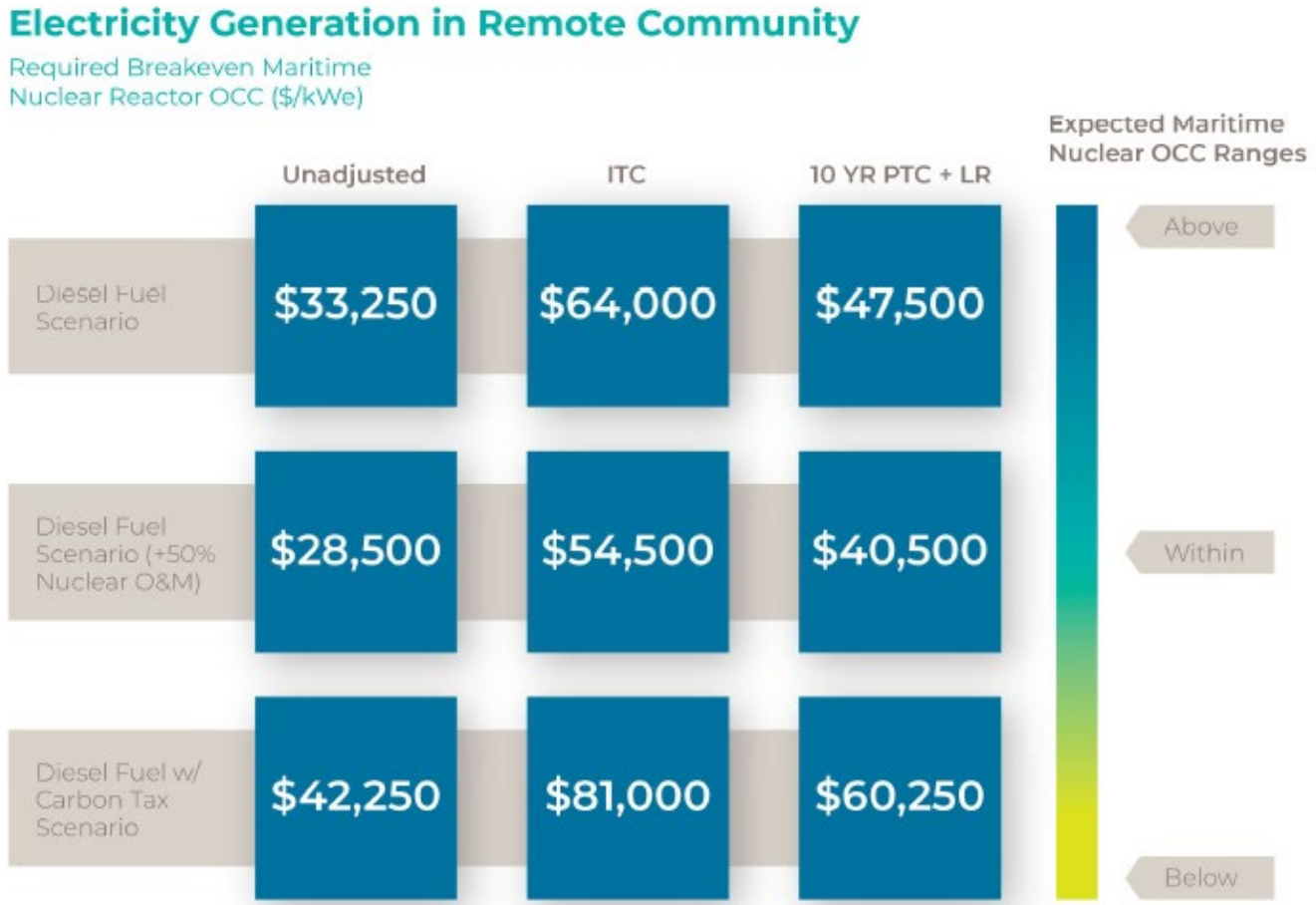


Figure 2 Breakeven nuclear plant OCC diagram for remote community electricity production

Economic Impacts

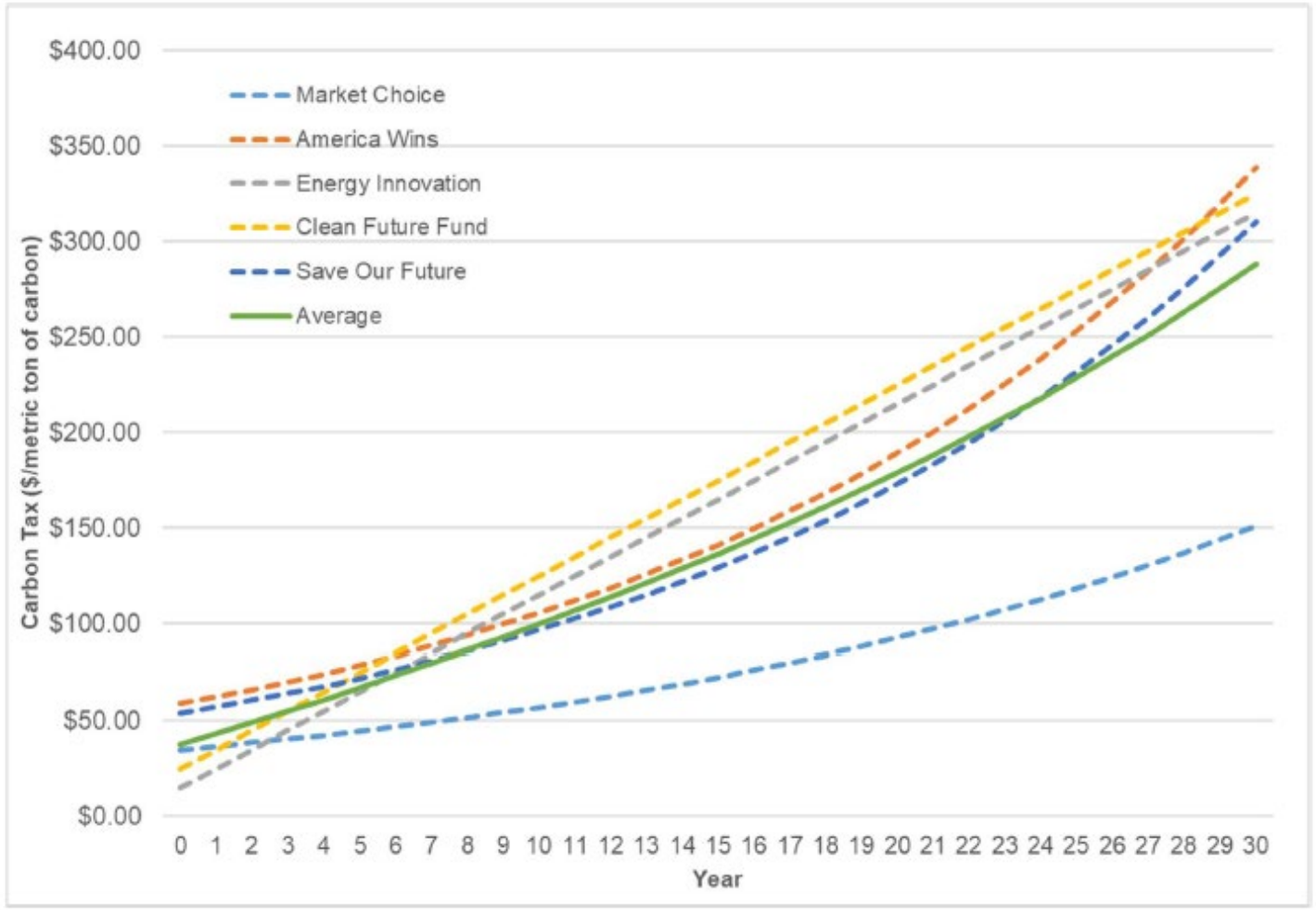


Figure 4 Proposed U.S. carbon taxes, over time

Economic Considerations

- Tax Incentives
- Capital Intensive and FOAK
- Modularity and Shipbuilding Practices
- Flexible Deployment
- Operational Differences
- Nuclear Security and Perception
- Revenue Difference for Nuclear Ships
- Breakeven OCC's

Environmental Impacts and Public Perception

REVERSE COLD IRONING

POLLUTION AND RADIATION RISKS DURING OPERATION

DECOMMISSIONING AND WASTE MANAGEMENT

COMMUNITY ENGAGEMENT AND ENVIRONMENTAL IMPACT

JOB CREATION

RELIABLE SOURCE OF ENERGY

R&D Path Forward

What reactor technologies can best be applied to various maritime applications?

To what extent can Modeling and Simulation (ModSim) be used to test advanced reactor designs for maritime applications?

What phenomena needs to be evaluated for maritime applications?

What physical tests need to be developed to supplement ModSim testing?

What needs to be modified for land-based reactors to be leveraged for maritime applications?

Regulatory Path Forward

How do you define a site for maritime applications and what are the regulatory jurisdictional requirements for various waters?

How should safety, security, safeguards, and liability be applied to maritime applications?

What guidance can the NRC provide to nuclear developers seeking to develop reactor offerings for maritime applications?

What broader regulatory frameworks need to be developed to license nuclear reactors for maritime applications?

What broader regulatory frameworks need to be developed for international deployments of nuclear reactors for maritime applications?

Finance Path Forward

How can nuclear project risks be clarified and mitigated for first-movers within the maritime industry seeking to deploy advanced reactors?

What are the opportunities for cost reductions for maritime nuclear applications?

What should be the liability coverage for maritime nuclear applications?

How can a demonstration program de-risk commercial opportunities for maritime nuclear applications?

Public Acceptance Path Forward

What lexicon should be used in both the nuclear and maritime industry to aid in multidisciplinary development?

Are there key messages that industry partners should leverage to increase buy-in from the coastal communities, investors, interest groups, and government partners?

How should key messages be conveyed to stakeholders to achieve broad consensus for demonstrating and deploying advanced nuclear reactors for maritime applications?

National Security Path Forward

What public safety impacts could maritime nuclear applications have in the event of a catastrophic threat and what guidance can be provide to developer to enable 3S by design?

What infrastructure needs to be modernized to support maritime nuclear applications?

How could the development of these technologies aid a country with using nuclear reactors for military applications?

What proliferation risks exist with these technologies for countries seeking to develop a nuclear weapons program?

Questions?

NRIC National Reactor Innovation Center

MARITIME NUCLEAR APPLICATION GROUP

www.nric.inl.gov

DOE IFOA to ABS & NRIC: Advanced Nuclear Maritime Demonstration Projects

Jorge Segovia
04/03/2025

Award Number: DE-NE0009226
Update to NRIC Program Review

Team Members & Project Contacts

ABS Project Team

Name	Company	Role Title
Domenic Carlucci	ABS	Principal Investigator
Jin Wang	ABS	Project Director
Mayir Mamtimin	ABS	Project Support - Nuclear SME
Jorge Segovia	ABS	Project Support
David Johnson	ABS Contractor	Consulting SME
Najla Streety	ABS	Project Management Office
Crystal Duplechin	ABS	Project Management Office
Kathryn Dodd	ABS	Project Accounting

Gratis Support

Name	Company	Role Title
Keith Letourneau	Blank Rome LLP	Nuclear Legal SME
Alex Polonsky	Morgan, Lewis & Bockius LLP	Nuclear Legal SME

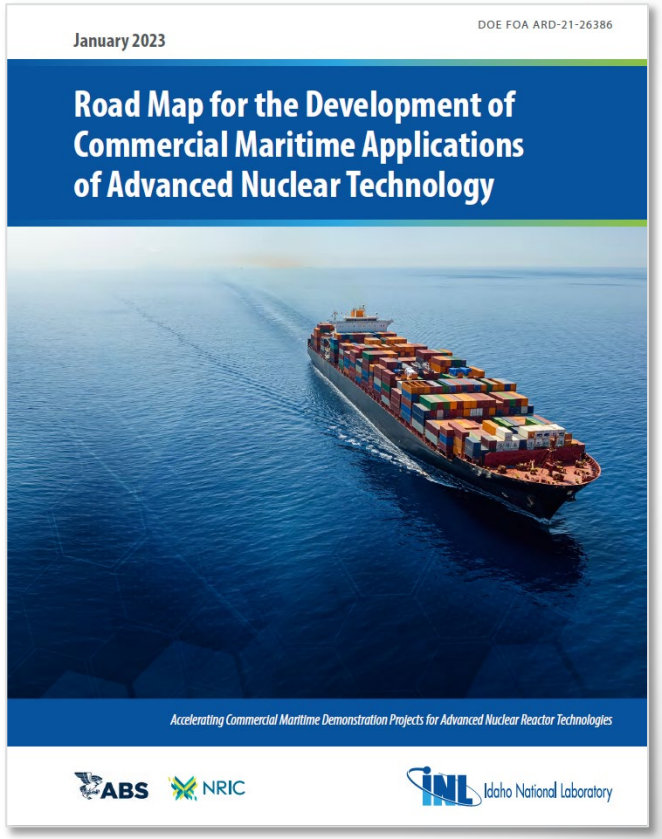
Award Partners

Name	Company	Role Title
Jacopo Buongiorno	MIT Contractor	Consulting SME
River Bennett	ABS Contractor	Consulting SME
Sanjay Mukhi	NRIC (INL)	NRIC Project Manager
Marvin Fielding	NRIC (INL)	NRIC/INL Program Manager
Jorge Arvelo	MPR Associates Inc	NRIC Consultant
Wesley Price	MPR Associates Inc	NRIC Consultant
Sean Robinson	MPR Associates Inc	NRIC Consultant
Abdalla Abou-Jaoude	INL	NRIC & INL SME

Overall Project Schedule

Task/Milestone/Deliverable	Year 1												Year 2											
	Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Task 1: Develop Demonstration Project Pathways and Business Case																								
Deliverable 1-1: Road Map for the Development of Commercial Maritime Applications of Advanced Nuclear Technology						D																		
Task 2: Develop Models of Various Advanced Reactor Technologies Integrated with Maritime Applications																								
Deliverable 2-1: Configurations of Commercial Advanced Nuclear-Maritime Applications										D														
Deliverable 2-2: Report on Potential Barriers and Impacts of Advanced Nuclear-Maritime Applications in the U.S.																D								
Task 3: Assess and Enhance DOE Readiness for Demos																								
Deliverable 3-1: Readiness Report for DOE Support of Maritime-Related Demonstration Projects of Advanced Nuclear Technology																					D			
Task 4: Develop Guidance for Addressing Key Technical, Regulatory, and Policy Issue for Maritime Demonstration Projects																								
Deliverable 4-1: Overcoming Barriers to Nuclear-Maritime Demonstrations																								D

Task 1 Summary



Task 1 – Key Takeaways

Maritime Nuclear Applications

LAND-BASED APPLICATIONS

Reactor Onshore

Applications:

- Microreactor or SMR sited at port producing electricity, heat, or synthetic fuels

OFFSHORE FIXED OR FLOATING APPLICATIONS

Reactor Offshore: Offshore Power Consumption

Applications:

- Small floating power station for offshore industry
- Floating datacenter
- Small floating power station for offshore eFuels production
- Floating desalination plant

Reactor Offshore: Onshore Power Consumption

Applications:

- Small floating power station for coastal industry

MOBILE APPLICATIONS

Reactor Offshore: Nuclear Powered Vessels (International Transport)

Applications:

- Nuclear power container ship
- Nuclear electric dry cargo ship
- Nuclear electric gas carrier
- Nuclear electric car carrier with electric vehicle charging and power to shore
- Nuclear electric passenger ship
- Nuclear deep sea tug
- Nuclear electric ice breaker with reverse cold ironing facility
- Nuclear electric tanker

Reactor Offshore: Nuclear Powered Vessels (Domestic Transport)

Applications:

- Nuclear electric river towboat
- Nuclear electric offshore support vessel
- Nuclear electric tanker
- Nuclear drill ship
- Nuclear electric dredging vessel
- Nuclear power container ship
- Nuclear electric dry cargo ship
- Nuclear electric gas carrier
- Nuclear electric car carrier with electric vehicle charging and power to shore
- Nuclear electric passenger ship

Task 1 – Key Takeaways: Regulatory Gap Analysis

	Activity or Milestone	Description (jurisdiction, authority, etc.)	Gaps – what may need to be addressed?
Nuclear Technology	Experimental Reactor License	DOE	Does not allow commercial applications
	Commercial Reactor License	NRC	Reactor Design Certification, Operating License, Manufacturing License, Fueled Reactor transportation, physical protection systems
Marine Technology	Equipment Certification	Recognized Organization	Does not typically cover nuclear reactors
	Classification Approval	Classification Society	Missing or lacking Rules for Nuclear Vessels/Offshore Structures
	Statutory Approval	Flag State	Missing or lacking Rules for Nuclear Vessels/Offshore Structures
Location-Based Regulatory Milestones:	Territorial Waters & Internal Waters	National Authority, Local Authority	Issues involving or allowances of nuclear material and reactors
	EEZ Waters	National Authority	Issues involving or allowances of nuclear material and reactors
	International Waters	Enforced by member states	Missing or lacking updated rules for Nuclear Vessels/Offshore Structures (Beyond SOLAS Chapter VIII) [58]
	Transport of Nuclear Fuel	Applicable transportation authority	Covered under the Irradiated Nuclear Fuel (INF) Code of the IMO
	Transport of fueled reactor	Applicable transportation authority	Missing or lacking updated rules for transporting reactors carrying unused or partially used nuclear materials
Application-Based Regulatory Milestones:	Power to Nearby Offshore Installations	Specific requirements for integration	Missing or lacking Rules for Nuclear Vessels/Offshore Structures
	Power Self-Consumption Onboard (integrated with marine systems)		Missing or lacking Rules for Nuclear Vessels/Offshore Structures

Complete Gap Analysis provided in Deliverable 1-1

Task 1 – Key Takeaways: 2050 Demand

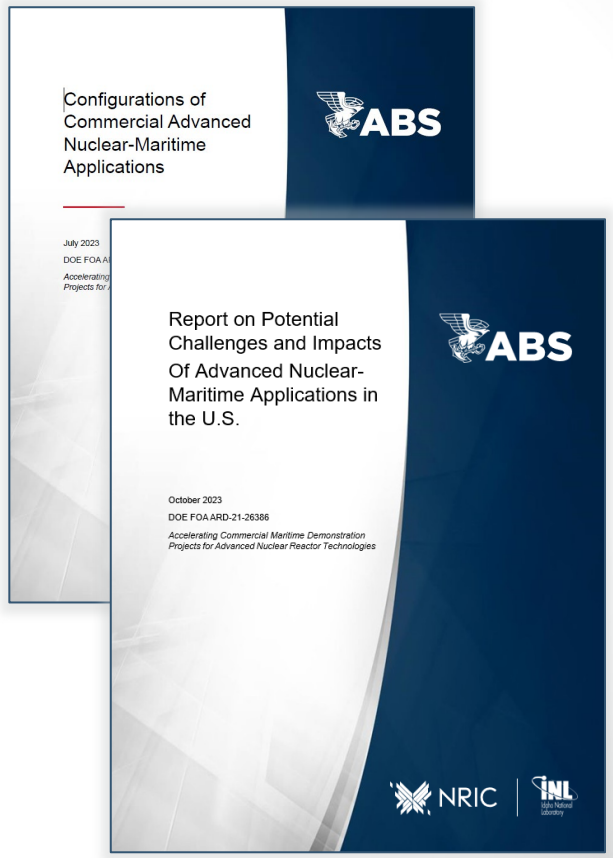
Application	Potential 2050 Demand
Port Producing Electricity	+3 to 5 ports powered by advanced nuclear power
Land-Based Heat and Synthetic Fuels	+ 35 to 70 million metric tonnes of hydrogen production powered by advanced nuclear power
Floating Data Center	+ 9 to 35 advanced nuclear powered floating data centers
Floating Power for Coastal Energy	+ 1 to 2GW advanced nuclear powered floating black-start capacity
Offshore Synthetic Fuel	2.5 to 5 million metric tonnes of floating hydrogen production powered by advanced nuclear power
Floating Desalination	+2 to 6 floating advanced nuclear powered desalination plants by 2050 in U.S.
U.S. Commercial Ship Propulsion	+5 to 11 U.S. ships using advanced nuclear propulsion
Global Commercial Ship Propulsion	+328 to 820 global ships using advanced nuclear propulsion (including U.S. vessels)

Other Information Summarized:

- History of Maritime-Nuclear Applications, Commercial and Navy
- Summary of Decarbonization Drivers
- Potential Benefits of Nuclear Power for Maritime Applications
- Introduction to Potential Barriers or Issues
- Introduction to INL Facilities and Demonstration Capabilities
- Proposed Milestones for Demonstration in Nuclear and Maritime Industries
- Key aspects of Regulatory Landscape: Social License, Location, Nuclear Use

Complete 2050 Demand Estimate provided in Deliverable 1-1, including assumptions used

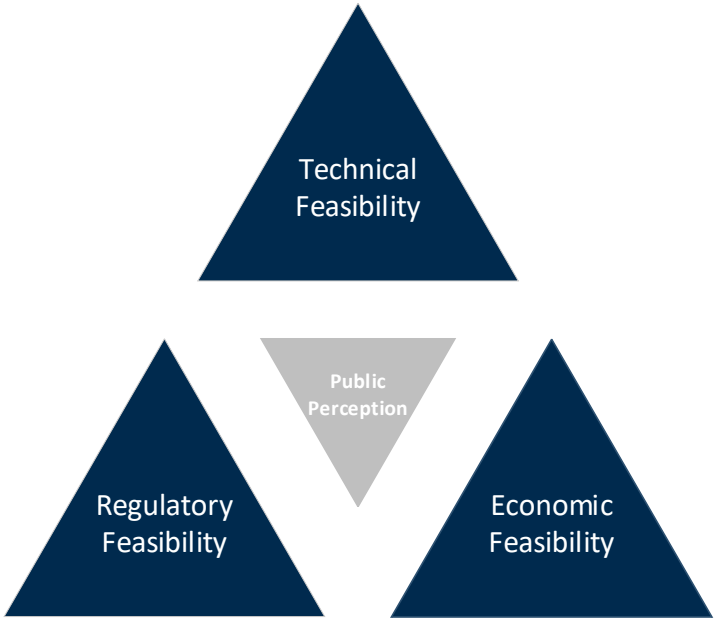
Task 2 Summary

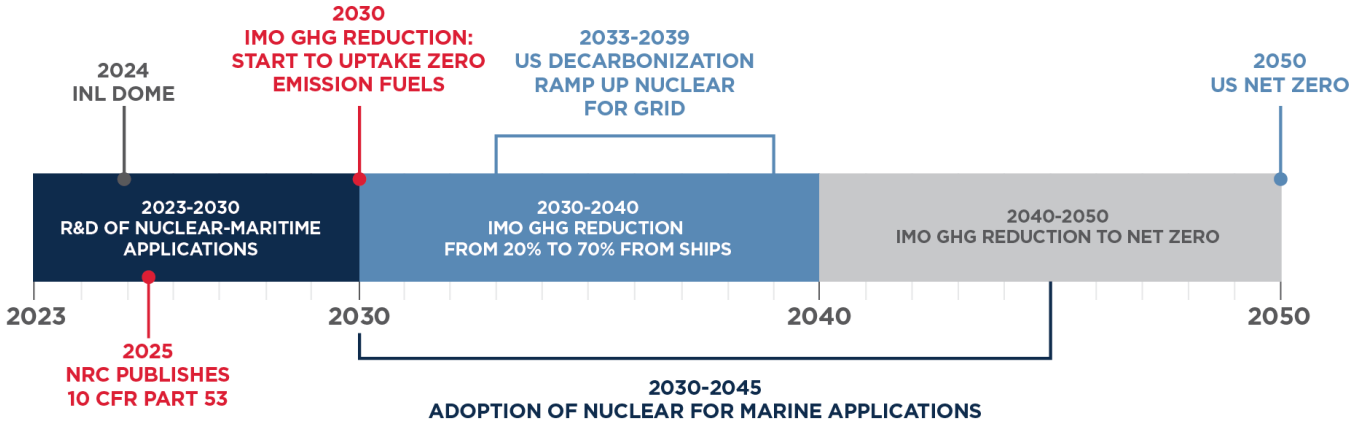


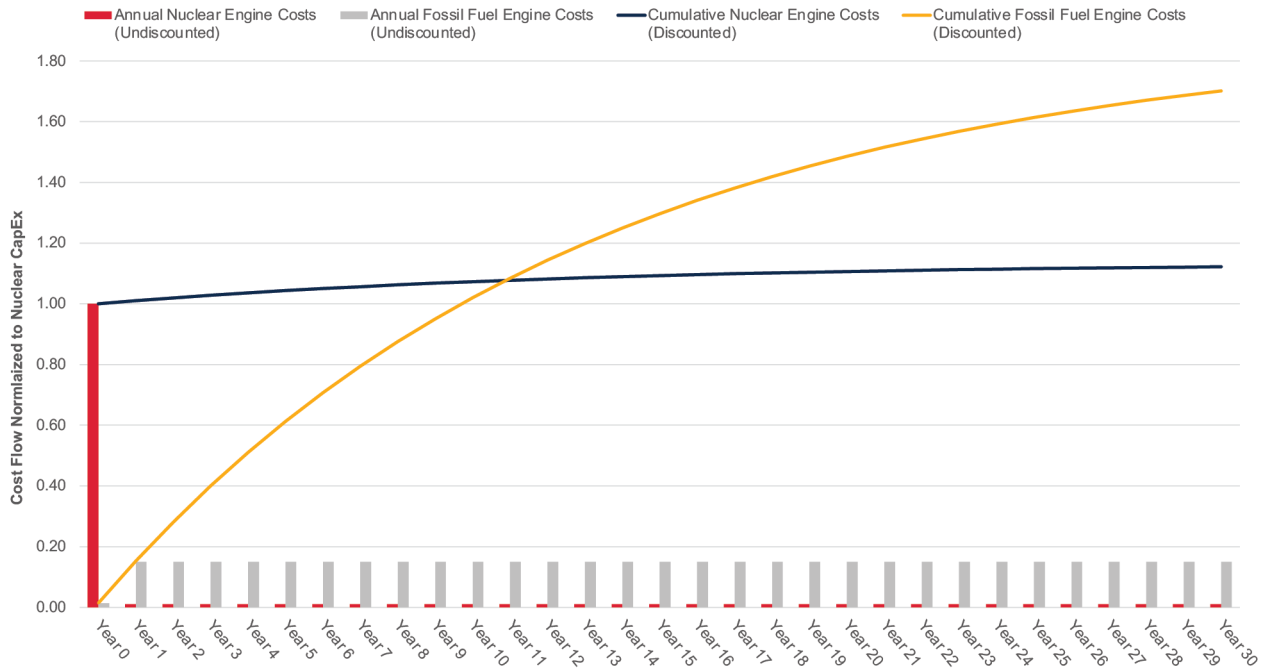
Task 2 – Key Takeaways: Deliverable 2-1

- Introduction to Technical, Regulatory, and Economic Feasibility Requirements
- Proposed / Expected Timelines
- Introduction to Advanced Reactor Technology and Types of Reactors
- Techno-economic Evaluation and Example Configurations
  - Nuclear Power for Synthetic Fuel Production
  - Nuclear Propulsion for Ships
- Appendices for Additional Information
  - Details of Technical Criteria for Marine Applications
  - Introduction to Nuclear Energy
  - Additional Regulatory Information for Targeted U.S. States
  - Additional Information of U.S. Agencies
  - Details of Nuclear-Maritime Economic Evaluations

Task 2 – Key Takeaways: Deliverable 2-1







Task 2 – Key Takeaways: Technology Suitability

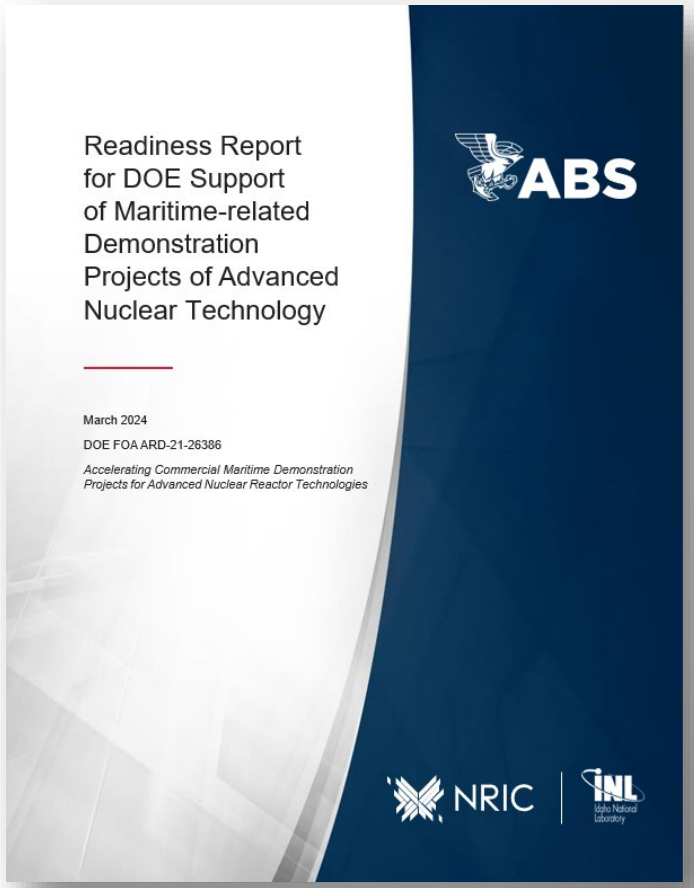
Reactor Size	Fixed Land/coast	Fixed offshore only	Fixed offshore w/ onshore grid coupling	Mobile local	Mobile international
Large (> 300 MWe)	✓			✗	✗
SMR (< 300 MWe)	✓	✓	✓	✓	✓
Micro (< 20 MWe)				✓	✓
Reactor Type					
Light Water Reactor (LWR)	✓				
Sodium Fast Reactor (SFR)	✓			✗	✗
Lead Fast Reactor (LFR)					
High-Temperature Gas Reactor (HTGR)	✓	✓	✓		
Fluoride High-Temperature Reactor (FHR)	✓	✓	✓	✓	✓
Molten Salt Reactor (MSR)	✓	✓	✓	✓	✓
Heat Pipe Reactor (HPR)	✓			✓	✓

Complete Suitability Tables provided in D2-1 and D2-2

Example Potential Barriers – D2-2 Table 1 (shortened for viewing)

Key Barrier	Technical Issues	Regulatory Issues	Economic Issues
Security, Non-Proliferation & Export Control	• Design for security and non-proliferation risks • Direct attack or sabotage may involve potentially severe technical consequences to the unit and to future designs or applications.	• ITAR, trade controls, or other restrictions may block nuclear ships, marine units, or marine nuclear materials from entering foreign ports. • Potentially restrictive to operational areas.	• Direct attack or sabotage may have severe economic repercussions on the industry beyond just the vessel or marine unit. • Security arrangements/personnel may increase costs.
Nuclear Licensing	• May require re-design or additional testing or demonstration efforts.	• Licensing effort may be challenging and delayed for new or unique technologies or applications.	• May be costly for new technology or applications
Demonstration and Testing	• Specific maritime nuclear testing equipment and platforms may need to be developed.	• New material may require code case for standardization.	• May involve developing new codes or standards, increasing the overall costs of the application.
Business Case	• High upfront (CAPEX) costs • Development potentially restricted if engineering solutions do not show as economically feasible.	• Policy or regulations may affect regional & global market landscapes. • Sustainable carbon pricing schemes/policy may not incorporate nuclear power for maritime applications.	• Failure to understand or estimate economic factors appropriately may potentially involve severe consequences to owners/investors.
Nuclear Waste, Decommissioning & Vessel Recycling	• Maintenance and servicing may require specialized and complex remote handling equipment due to shutdown radiation fields.	• Unclear on regional and international waste management. Potentially restrictive to implement or approve if no arrangement for transport or long-term waste disposal is available.	• Arrangements for transport or disposal may be prohibitively costly to implement.
Supply Chain and Fuel Availability	• Supply chain for other advanced materials and plant components may not be developed or available.	• HALEU availability. • Regulations related to trade may restrict supply chains and material or parts availability.	• The supply chain for advanced materials may be expensive.
Support Infrastructure	• Shipyards and ports may not be suitable to handle nuclear material.	• Gaps in nuclear or maritime regulations may cause issues when technology interfaces with infrastructure and land-based support efforts.	• Crew and personnel may not be trained; potential rising costs of personnel.
Public Policy/Public Acceptance Barriers	• Negative public perception may reduce number of dedicated engineers and technicians interested in supporting the development of the technology.	• Negative public perception may result in restrictive transport or trade policy or regulations regionally or globally.	• Negative public perception may limit investment opportunities.

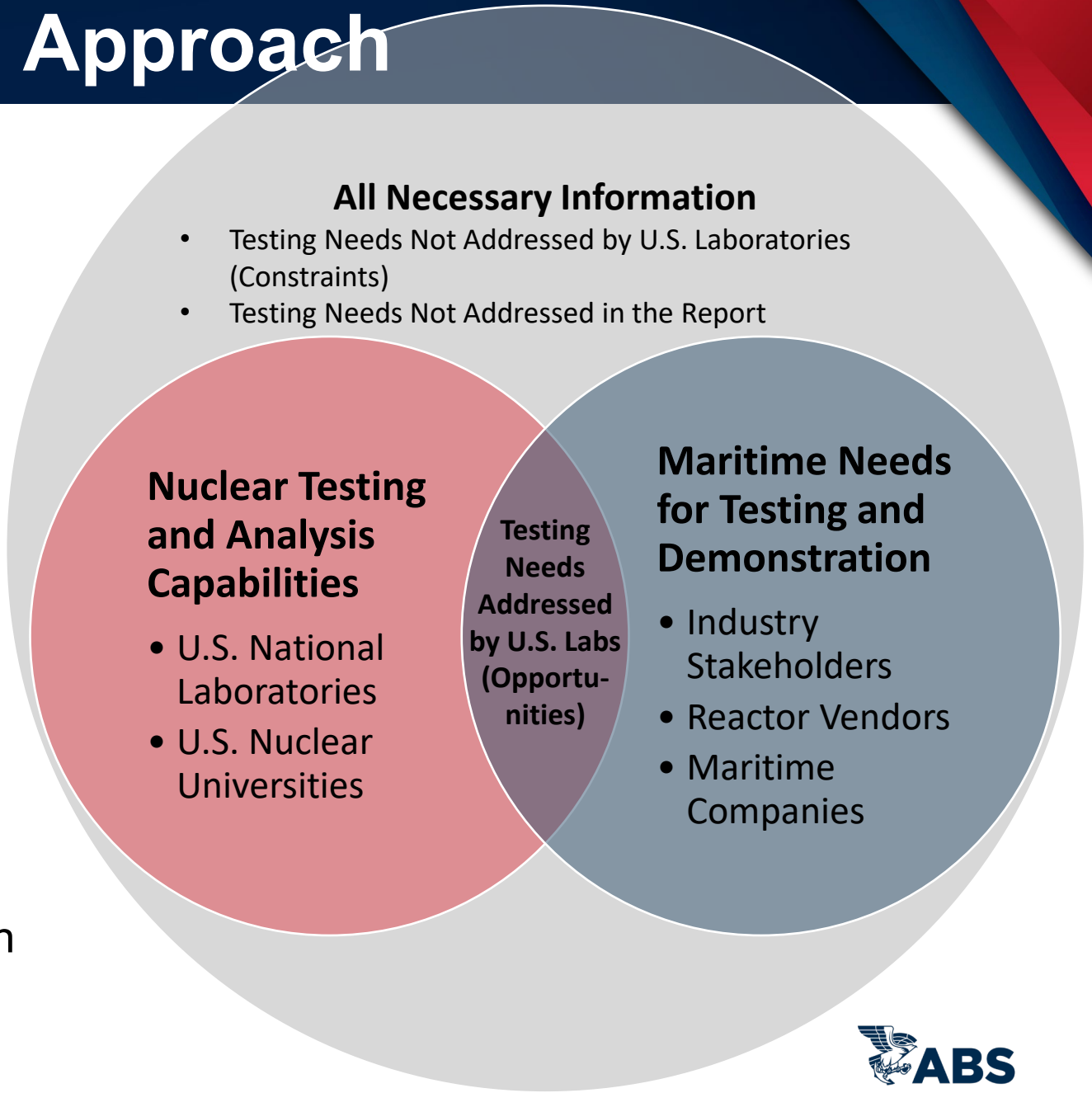
Task 3 Summary



Task 3 – Key Takeaways: Approach

Gathering Information:

1. **Information Needs Request Form No. 1**
   - **Target:** Maritime/Offshore Industries
   - **Request:** Information on what testing will be needed for maritime-nuclear applications
2. **Information Needs Request Form No. 2**
   - **Target:** U.S. National Laboratories and U.S. University Nuclear Laboratory Facilities
   - **Request:** Information on capabilities that could support maritime-nuclear application demonstration testing

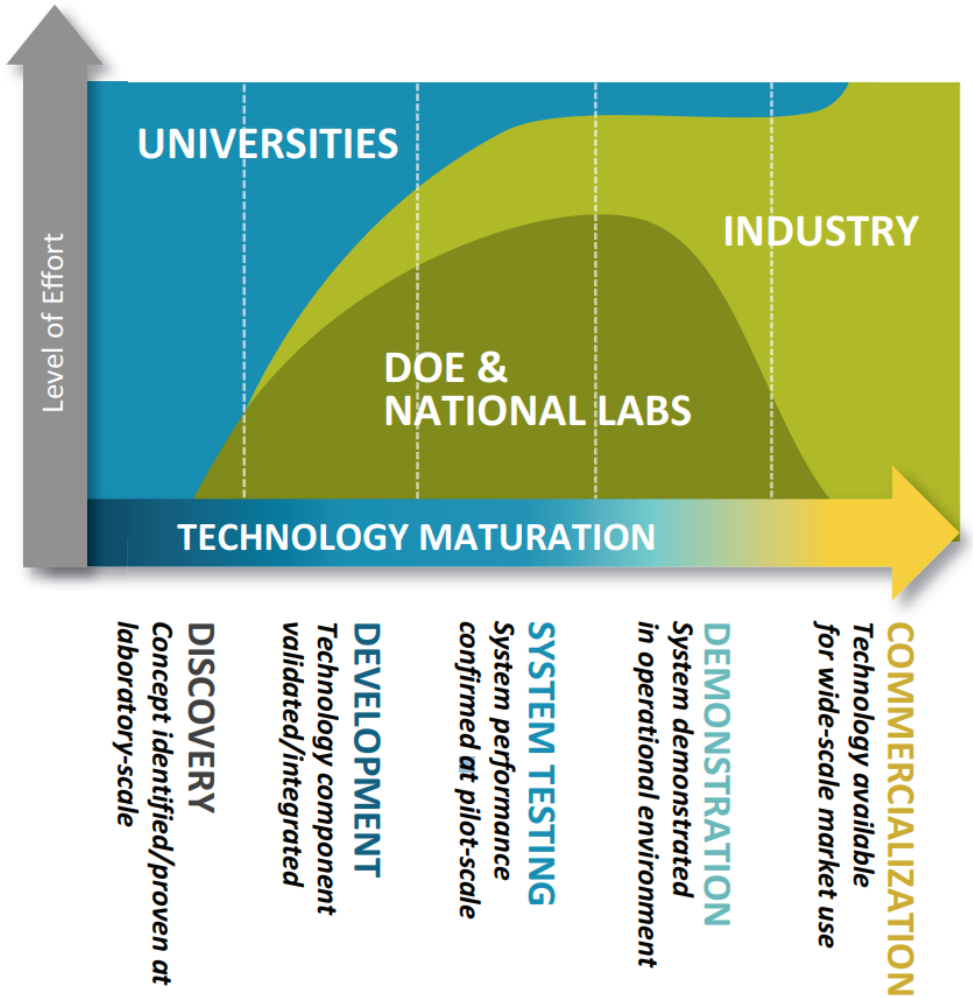


Task 3 – Key Takeaways

Testing Needs Addressed by U.S. Laboratories and Nuclear Universities

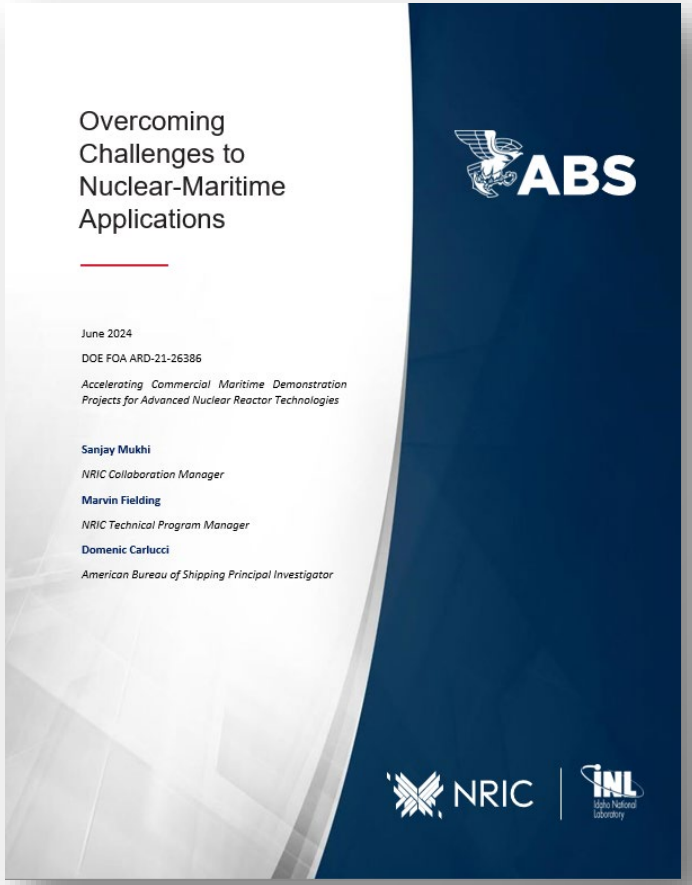
Review of Capabilities for:

- Reactor Operations under Severe Conditions
- Alarm Systems
- Fire Safety
- Physical Scenario Analysis
- Materials and Chemical Tests
- Reactor Operations in Marine Environment
- Non-Destructive Examination (NDE)
- Security
- General Research (Other)



DOE National Laboratories' Relationships to Universities and Industry in the Energy Innovation System Source: Energy.Gov

Task 4 Summary



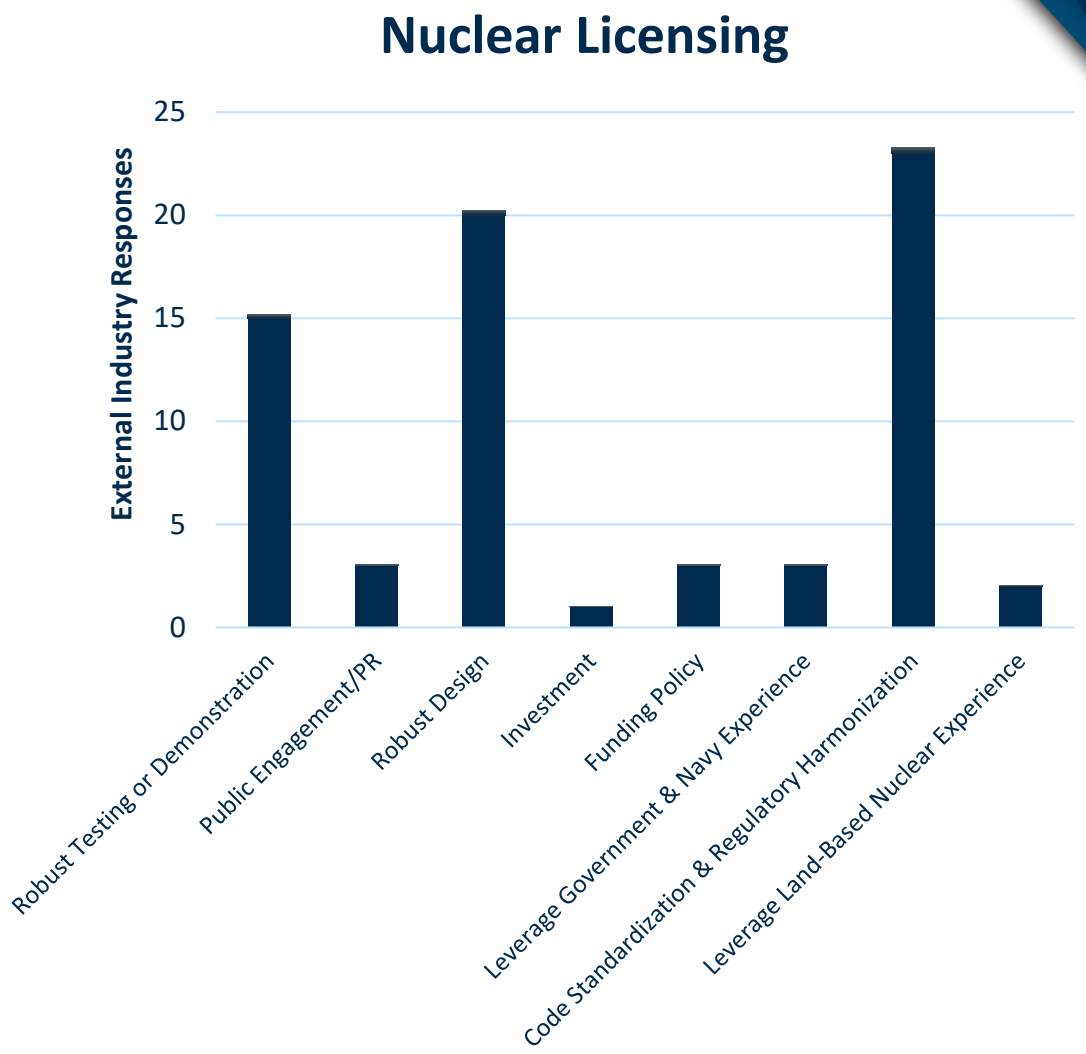
Task 4 Approach – Addressing Barriers

Responses typically fall under one or more categories to overcome potential barriers or issues to adoption:

Code Standardization / Regulatory Harmonization	Crew Certification & Personnel Training	Cybersecurity	Establish Fuel Supply	
Funding Policy	Investment	Leasing Scheme	Leverage Government/ Navy Experience	Successful Land-Based Reactor Demonstration/ Deployment
Operational Procedures	Public Education/PR	Robust Design	Robust Testing or Demonstration	

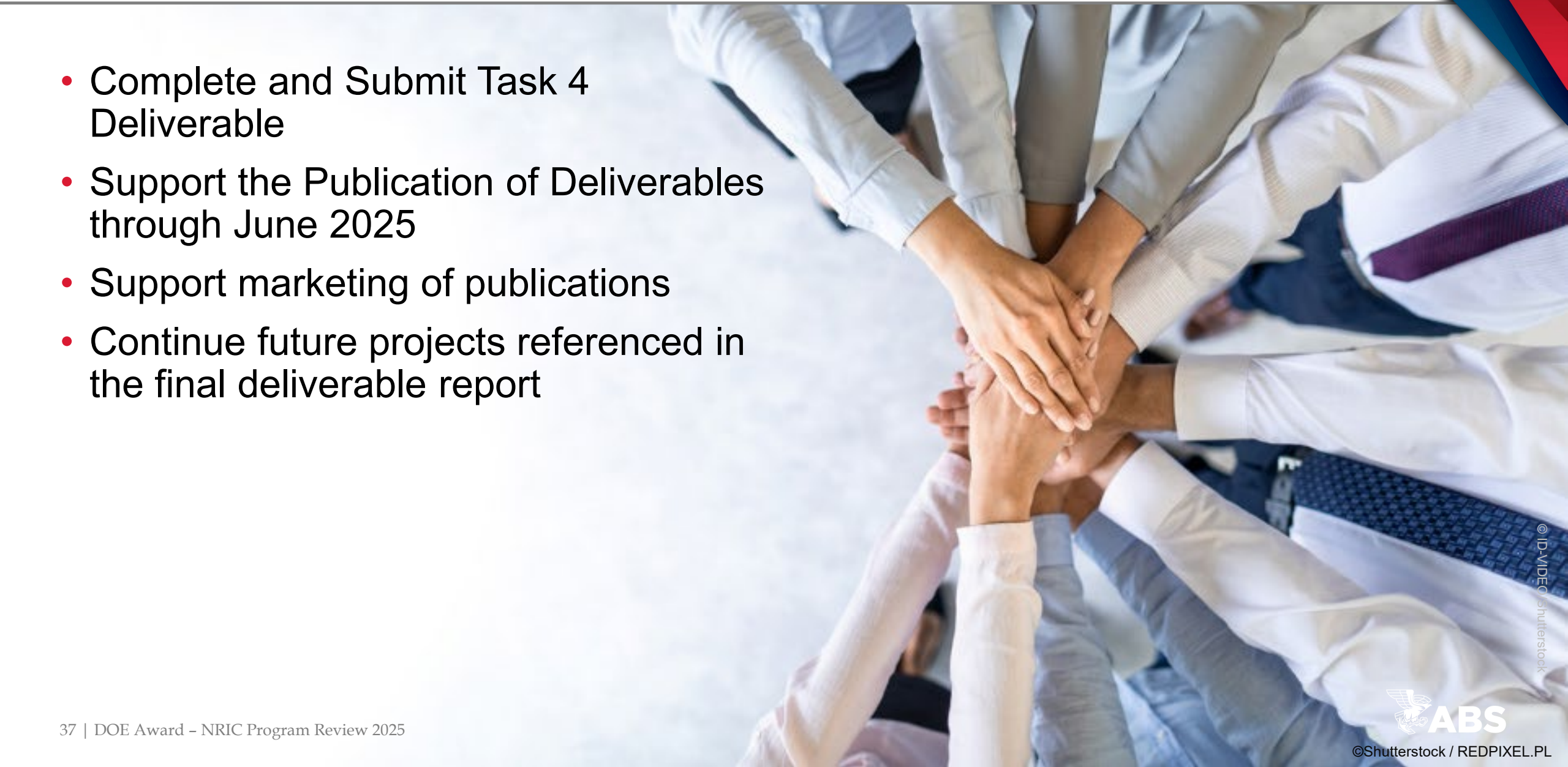
Task 4 Deliverable

- Summarize and describe potential barriers to advancing nuclear-maritime technology and novel applications
  - Consider both U.S. and International barriers
- Provide Recommendations to Address Key Barriers
  - Summary of Solicited Input from Industry Experts
  - Literature review of other identified approaches to address barriers
  - Prioritization of recommendations and actions to address barriers
- Conclusion and Recommendations for Future Work



Project Next Steps

- Complete and Submit Task 4 Deliverable
- Support the Publication of Deliverables through June 2025
- Support marketing of publications
- Continue future projects referenced in the final deliverable report



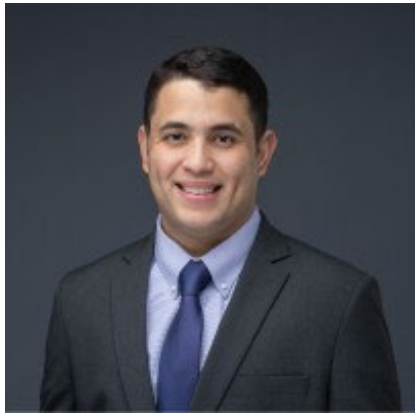
Meet the NRIC/INL Team

Sanjay Mukhi

NRIC Collaboration Manager

Marvin Fielding

NRIC Technical Program Manager



Jorge Arvelo

MPR Lead

Abdalla Abou Jaoude

Advanced Reactor Research Integrator

Levi Larson

INL Energy Economist

Meet the ABS Team

Domenic Carlucci

Principal Investigator
Vice President
Global Government Services

Michael Kei

Vice President
Technology Americas

Jin Wang

Project Director
Director – Energy Transition
Technology Americas

Mayir Mamtimin

Project Support
Nuclear SME
Principal Engineer
Technology Americas

Jorge Segovia

Project Support
Senior Engineer
Technology Americas

Contact Us

Visit Us Online
www.eagle.org

Send Us an Email
WorldHQ@eagle.org

Telephone
1-281-877-6000

World Headquarters
1701 City Plaza Drive
Spring, TX 77389 USA

www.eagle.org