



Navy Next-Generation Attack Submarine (SSN[X]) Program: Background and Issues for Congress

Introduction

The Navy wants to begin procuring a new class of nuclear-powered attack submarine (SSN), called the Next-Generation Attack Submarine or SSN(X), in the mid-2030s. The SSN(X) would be the successor to the Virginia-class SSN design, which the Navy has been procuring since FY1998. The Navy's proposed FY2023 budget requests \$237.0 million in research and development funding for the SSN(X) program.

Submarines in the U.S. Navy

The U.S. Navy operates nuclear-powered ballistic missile submarines (SSBNs), nuclear-powered cruise missile and special operations forces (SOF) submarines (SSGNs), and nuclear-powered attack submarines (SSNs). The SSNs are general-purpose submarines that can perform a variety of peacetime and wartime missions.

Virginia-Class Program

As mentioned above, the Navy has been procuring Virginia-class SSNs (**Figure 1**) since FY1998. Since FY2011, the Navy has been procuring them at a rate of two boats per year. When procured at a rate of two boats per year, VPM-equipped Virginia-class SSNs have a current estimated procurement cost of about \$3.6 billion per boat. For additional information on Navy submarine programs, see CRS Report RL32418, *Navy Virginia (SSN-774) Class Attack Submarine Procurement: Background and Issues for Congress*, by Ronald O'Rourke, and CRS Report R41129, *Navy Columbia (SSBN-826) Class Ballistic Missile Submarine Program: Background and Issues for Congress*, by Ronald O'Rourke.

Submarine Construction Industrial Base

U.S. Navy submarines are built by General Dynamics' Electric Boat Division (GD/EB) of Groton, CT, and Quonset Point, RI, and Huntington Ingalls Industries' Newport News Shipbuilding (HII/NNS), of Newport News, VA. These are the only two shipyards in the country capable of building nuclear-powered ships. GD/EB builds submarines only, while HII/NNS also builds nuclear-powered aircraft carriers. The submarine construction industrial base also includes hundreds of supplier firms, as well as laboratories and research facilities, in numerous states. Much of the material procured from supplier firms for building submarines comes from sole-source suppliers.

SSN(X) Program

Program Designation

In the designation SSN(X), the "X" means that the exact design of the boat has not yet been determined.

Procurement Schedule

The Navy wants to shift from procuring Virginia-class boats to procuring SSN(X)s in the mid-2030s.

Figure 1. Virginia-Class Attack Submarine (SSN)



Source: Cropped version of photograph accompanying Dan Ward, "Opinion: How Budget Pressure Prompted the Success of Virginia-Class Submarine Program," *USNI News*, November 3, 2014. The caption states that it shows USS *Minnesota* (SSN-783) under construction in 2012, and credits the photograph to the U.S. Navy.

Design of the SSN(X)

The Navy states that the SSN(X)

will be designed to counter the growing threat posed by near peer adversary competition for undersea supremacy. It will provide greater speed, increased horizontal payload capacity, improved acoustic superiority, and higher operational availability. SSN(X) will conduct full spectrum undersea warfare and be able to coordinate with a larger contingent of off-hull vehicles, sensors, and friendly forces. It will retain and improve multi-mission... capability and sustained combat presence in denied waters.

(Budget-justification book for FY2023 Research, Development, Test, and Evaluation, Navy account, Vol. 3 [Budget Activity 5], p. 1305.)

Navy officials have stated that the Navy wants the SSN(X) to be an "apex predator." More specifically, they have stated that the Navy wants the SSN(X) to incorporate the speed and payload the Navy's fast and heavily armed Seawolf (SSN-21) class SSN design, the acoustic quietness and sensors of the Virginia-class design, and the operational availability and service life of the Columbia-class design.

These requirements will likely result in an SSN(X) design that is larger than the original Virginia-class design, which has a submerged displacement of about 7,800 tons, and

possibly larger than the original SSN-21 design, which has a submerged displacement of 9,138 tons. Due to technological changes over the years for improved quieting and other purposes, the designs of U.S. Navy submarines with similar payloads have generally been growing in displacement from one generation to the next.

Potential Procurement Cost

An April 2021 Congressional Budget Office (CBO) report states that in constant FY2021 dollars, the SSN(X)'s average unit procurement cost is estimated at \$5.8 billion by the Navy and \$6.2 billion by CBO—figures that are substantially higher than the \$3.6 billion unit procurement cost of a VPM-equipped Virginia-class SSN. The report states that CBO's estimate assumes that the SSN(X) design would be similar in size and capabilities to the SSN-21 design.

Issues for Congress

Issues for Congress include the following:

- whether the Navy has accurately identified the SSN(X)'s required capabilities and accurately analyzed the impact that various required capabilities can have on the SSN(X)'s cost;
- the potential impact of the SSN(X) program on funding that will be available for other Navy program priorities;
- whether it would be technically feasible for the SSN(X) to be powered by a reactor plant using low-enriched uranium (LEU), rather than the highly enriched uranium (HEU) used on other Navy nuclear-powered ships, and if so, what impact that would have on nuclear arms control and nonproliferation efforts and SSN(X) costs and capabilities; and
- whether each SSN(X) should be built jointly by GD/EB and HII/NNS (the approach used for building Virginia-class SSNs and, in modified form, for building Columbia-class SSBNs), or whether individual SSN(X)s should instead be completely built within a given shipyard (the separate-yard approach used for building earlier Navy SSNs and SSBNs).

Regarding the third issue above, a January 2020 Department of Energy (DOE) National Nuclear Security Administration (NNSA) report to Congress on the potential

for using LEU for the SSN(X) that was provided by the Navy to CRS in unclassified form stated:

It is not practical to substitute LEU into existing naval fuel systems or to design a VIRGINIA Class Submarine (VCS) replacement [i.e., the SSN(X)] around an unproven advanced LEU fuel concept. Developing a newly designed submarine capable of later acceptance of an LEU reactor core would also involve insertion of substantial margin (e.g., increased hull size) that would be difficult to estimate accurately at present and costly to implement. If future United States policy requires a shift to LEU, at least 15 years of advanced fuel development and significant investment would be required. This development timeline makes it impractical to design a lead ship VCS replacement with an LEU reactor while meeting the Navy's schedule.

FY2023 Funding Request and Congressional Action

The Navy's proposed FY2023 budget requests \$237.0 million in research and development funding for the SSN(X) program, including \$143.9 million in Project 2368 (SSN[X] Class Submarine Development) within Program Element (PE) 0604850N (SSN[X]), which is line 154 in the Navy's FY2023 research and development account, and \$93.1 million in Project 2370 (Next Generation Fast Attack Nuclear Propulsion Development) within PE 0603570N (Advanced Nuclear Power Systems), which is line 48.

The House Armed Services Committee, in its report (H.Rept. 117-397 of July 1, 2022, pages 473 and 478) on the FY2023 National Defense Authorization Act (H.R. 7900), and the House Appropriations Committee, in its report (H.Rept. 117-388 of June 24, 2022, pages 198 and 202) on the FY2023 DOD Appropriations Act (H.R. 8236), both recommend approving the Navy's FY2023 research and development funding requests for the SSN(X) program.

Ronald O'Rourke, Specialist in Naval Affairs

IF11826

Disclaimer

This document was prepared by the Congressional Research Service (CRS). CRS serves as nonpartisan shared staff to congressional committees and Members of Congress. It operates solely at the behest of and under the direction of Congress. Information in a CRS Report should not be relied upon for purposes other than public understanding of information that has been provided by CRS to Members of Congress in connection with CRS's institutional role. CRS Reports, as a work of the United States Government, are not subject to copyright protection in the United States. Any CRS Report may be reproduced and distributed in its entirety without permission from CRS. However, as a CRS Report may include copyrighted images or material from a third party, you may need to obtain the permission of the copyright holder if you wish to copy or otherwise use copyrighted material.