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Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW



EXPEDITIONARY FAST TRANSPORT (EPF)

December 2021 Selected Acquisition Report (SAR)



DECEMBER 31, 2021
DEPARTMENT OF THE NAVY

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Contents

| | |
|--|----|
| Program Manager | 2 |
| Mission and Description | 3 |
| Executive Summary | 4 |
| Program Highlights Since Last Report | 4 |
| History of Significant Developments Since Program Initiation | 5 |
| Schedule | 6 |
| Schedule Events | 6 |
| Schedule Notes: | 7 |
| Deviation Explanations: | 7 |
| Significant Schedule Risks | 7 |
| Performance | 8 |
| Performance Notes: | 14 |
| Requirements Source: | 14 |
| Deviation Explanations: | 14 |
| Acquisition Budget Estimate | 15 |
| Total Acquisition Cost | 15 |
| Total End Item Quantity | 15 |
| Risk and Sensitivity Analysis | 15 |
| Unit Cost | 16 |
| Current Baseline Compared with Current Estimate | 16 |
| Original Baseline Compared with Current Estimate | 16 |
| Contracts | 17 |
| Contract Notes: | 17 |
| Technologies and Systems Engineering | 19 |
| Significant Technical Risks | 19 |
| Deliveries and Expenditures | 20 |
| Low Rate Initial Production | 21 |
| Operating and Support Costs | 22 |
| Total Program O&S Cost Compared with Baseline | 22 |
| O&S Cost Breakdown | 22 |

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Common Acronyms and Abbreviations

Acq O&M - Acquisition-Related Operations and Maintenance
ACAT - Acquisition Category
ADM - Acquisition Decision Memorandum
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
\$B - Billions of Dollars
BA - Budget Authority/Budget Activity
Blk - Block
BY - Base Year
CAPE - Cost Assessment and Program Evaluation
CARD - Cost Analysis Requirements Description
CDD - Capability Development Document
CLIN - Contract Line Item Number
CPD - Capability Production Document
CY - Calendar Year
DAB - Defense Acquisition Board
DAE - Defense Acquisition Executive
DAMIR - Defense Acquisition Management Information Retrieval
DoD - Department of Defense
DSN - Defense Switched Network
EMD - Engineering and Manufacturing Development
EVM - Earned Value Management
FOC - Full Operational Capability
FMS - Foreign Military Sales
FRP - Full Rate Production
FY - Fiscal Year
FYDP - Future Years Defense Program
ICE - Independent Cost Estimate
IOC - Initial Operational Capability
Inc - Increment
JROC - Joint Requirements Oversight Council
\$K - Thousands of Dollars
KPP - Key Performance Parameter
LRIP - Low Rate Initial Production
\$M - Millions of Dollars
MDA - Milestone Decision Authority
MDAP - Major Defense Acquisition Program
MILCON - Military Construction
N/A - Not Applicable
O&M - Operations and Maintenance
ORD - Operational Requirements Document
OSD - Office of the Secretary of Defense
O&S - Operating and Support
PAUC - Program Acquisition Unit Cost
PB - President's Budget
PE - Program Element
PEO - Program Executive Officer
PM - Program Manager
POE - Program Office Estimate
RDT&E - Research, Development, Test, and Evaluation
SAR - Selected Acquisition Report
SCP - Service Cost Position
TBD - To Be Determined
TY - Then Year
UCR - Unit Cost Reporting
U.S. - United States
USD(A&S) - Under Secretary of Defense (Acquisition and Sustainment)
USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)

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Program Manager

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Mission and Description

The Expeditionary Fast Transport (EPF) is a shallow draft, commercial-based ship capable of intra-theater personnel and cargo lift providing combatant commanders high-speed sealift mobility with inherent cargo handling capability and agility to achieve positional advantage over operational distances. Bridging the gap between low-speed sealift and high-speed airlift, the EPF will transport personnel, equipment, and supplies over operational distances with access to littoral offload points including austere minor and degraded ports in support of the Global War on Terrorism (GWOT)/Theater Security Cooperation Program (TSCP); Intra-theater Operational/Littoral Maneuver and Sustainment; and Seabasing. The EPF will enable the rapid projection, agile maneuver, and sustainment of modular, tailored forces in response to a wide range of military and civilian contingencies such as Non-Combatant Evacuation Operations, humanitarian assistance, and disaster relief.

The EPF Flight II is a modified EPF that incorporates engineering, design and operational improvements, which will provide Combatant Commanders with a more flexible and capable platform, and enable an embarkable Role 2 Enhanced (R2E) medical capability. EPF Flight II will be capable of conducting the same missions conducted by the EPF but with a reduced lift capacity.

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Executive Summary

Program Highlights Since Last Report

This is the initial SAR submission for the Expeditionary Fast Transport (EPF) program.

The Expeditionary Fast Transport (EPF) formerly Joint High Speed Vessel (JHSV) was designated at Milestone B as an Acquisition Category (ACAT) IC program with a quantity of 18 Ships. The Fiscal Year 2013 President's Budget truncated the total procurement quantity of the JHSV program from 18 ships to ten (10) ships. With the reduction to ten ships the total procurement cost was below the ACAT I threshold; the Under Secretary of Defense Acquisition Decision Memorandum (ADM) USD (AT&L), dated April 11, 2013, reclassified the program as an ACAT II. The Consolidated Appropriations Act of FY2015, FY2016, FY2018 and FY2021 included funding for one additional EPF, respectively, which increased the total procurements above the ACAT I threshold. The Under Secretary of Defense Acquisition Decision Memorandum (ADM) USD (AT&L), dated February 2, 2021, reclassified the program as an ACAT IB. The EPF program has successfully delivered 12 ships since program inception. The program currently has three ships under construction and a total of four under contract.

H.R. 1158 Consolidated Appropriations Act, 2020 added an additional \$49M of Cost to Complete (CTC) for EPF 14 Expeditionary Medical Transport conversion. EPF Flight II enhancements will be implemented during in-line production and incorporate fact-of-life and operational improvements that will enable an embarkable Role 2 Enhanced (R2E) medical capability, providing Combatant Commanders a more flexible and capable platform.

H.R.1168 Consolidated Appropriations Act, 2021 added \$260M for procurement of one additional Expeditionary Fast Transport Flight II Variant and \$50M of CTC funding to convert the EPF 13 to an Unmanned Logistics Prototype. Austal USA completed a special study to develop the Autonomous Prototype Engineering Change Proposal, which was awarded and definitized December 6, 2021. The final test and trial procedures are in development. The Autonomous Prototype will be tested in four different trial segments in the summer of 2022 to prove that the ship can execute autonomous missions including transiting over a planned route, loitering in a designated area, and station keeping in a designated sector all in accordance with Collision Regulations (COLREGs).

H.R. 2471 Consolidated Appropriations Act, 2022 added \$260M for procurement of one additional Expeditionary Fast Transport Flight II Variant and \$330M for procurement of one Expeditionary Medical Ship (EMS).

The EPF13 will commence Builder's Trials in August 2022 followed by Acceptance Trials in September 2022.

There are no significant software-related issues with this program at this time.

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History of Significant Developments Since Program Initiation

| History of Significant Developments Since Program Initiation | |
|--|---|
| Date | Significant Development Description |
| October 2008 | DAB MS B |
| May 2009 | Initial Critical Design Review |
| October 2009 | Production Readiness Review |
| December 2009 | Acquisition Decision Memorandum (ADM) to begin Construction on lead ship |
| December 2009 | Acquisition Strategy (AS) approved |
| December 2009 | Start of Construction (SOC) lead ship |
| December 2012 | EPF 1 delivered |
| June 2013 | EPF 2 delivered |
| April 2013 | Program reclassified from an ACAT IC to an ACAT II |
| November 2013 | Initial Operational Capability (IOC) achieved |
| March 2014 | EPF 3 delivered |
| September 2014 | EPF 4 delivered |
| April 2015 | EPF 5 delivered |
| January 2016 | EPF 6 delivered |
| June 2016 | EPF 7 delivered |
| April 2017 | EPF 8 delivered |
| December 2017 | EPF 9 delivered |
| November 2018 | EPF 10 delivered |
| March 2019 | ADM to approve acquisition of EPF 13 and 14 by PEO Ships |
| December 2019 | EPF 11 delivered |
| February 2020 | EPF Flight II Top Level Requirements (TLR) approved |
| September 2020 | EPF 12 delivered |
| February 2021 | EPF reclassified from ACAT II to ACAT IB by ASN (RD&A) |
| February 2021 | Acquisition Strategy (AS) Update signed by ASN (RD&A) |
| February 2021 | Program Streamlined Acquisition Plan (PSTRAP) signed by Deputy ASN Procurement (RD&A) |
| November 2021 | Autonomous Capability Initial Critical Design Review |

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Schedule

Schedule Events

| Schedule Events | | | | | |
|--------------------------------|---------------------------|---|----------|-------------------------|-----------|
| Events | Development APB Objective | Current APB Development Objective/Threshold | | Current Estimate/Actual | Deviation |
| DAB MS B | OCT 2008 | OCT 2008 | APR 2009 | OCT 2008 | |
| Initial Critical Design Review | MAY 2009 | MAY 2009 | NOV 2009 | MAY 2009 | |
| Production Readiness Review | NOV 2009 | NOV 2009 | MAY 2010 | OCT 2009 | |
| Keel Laying | MAY 2010 | MAY 2010 | NOV 2010 | JUL 2010 | |
| Lead Ship Delivery | NOV 2011 | NOV 2011 | NOV 2012 | DEC 2012 | |
| IOC | OCT 2012 | OCT 2012 | OCT 2013 | NOV 2013 | |
| Follow Ship 0901N Delivery | JAN 2013 | JAN 2013 | JAN 2014 | JUN 2013 | |
| IOT&E Complete | SEP 2012 | SEP 2012 | SEP2013 | AUG 2013 | |
| DAB MS C | SEP 2012 | SEP 2012 | SEP 2013 | N/A* | |
| Follow Ship 0902A Delivery | JUL 2013 | JUL 2013 | JUL 2014 | MAR 2014 | |
| Follow Ship 1001N Delivery | JAN 2014 | JAN 2014 | JAN 2015 | SEP 2014 | |
| Follow Ship 1002A Delivery | JUL 2014 | JUL 2014 | JUL 2015 | APR 2015 | |
| Follow Ship 1101N Delivery | JAN 2015 | JAN 2015 | JAN 2016 | JAN 2016 | |
| Follow Ship 1102A Delivery | JUL 2015 | JUL 2015 | JUL 2016 | JUN 2016 | |
| Follow Ship 1201N Delivery | JAN 2016 | JAN 2016 | JAN 2017 | APR 2017* | |
| Follow Ship 1202A Delivery | JUL 2016 | JUL 2016 | JUL 2017 | DEC 2017* | |

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| | | | | | |
|----------------------------------|----------|----------|----------|-----------|--|
| Follow Ship 1301N Delivery | JAN 2017 | JAN 2017 | JAN 2018 | NOV 2018* | |
|----------------------------------|----------|----------|----------|-----------|--|

Acronyms and Abbreviations:

IOT&E – Initial Operational Test and Evaluation

MS – Milestone

Schedule Notes:

EPF 11: Delivery – 12/10/19 (actual), OWLD – July 2021

EPF 12: Delivery – 9/2/20 (actual), OWLD – June 2022

EPF 13: Delivery – Sep 2022 (estimate), OWLD – Nov 2023

EPF 14: Delivery – June 2023 (estimate), OWLD – Aug 2024

EPF 15: Delivery – June 2024 (estimate), OWLD – Aug 2025

EPF 16: Delivery – October 2025 (estimate), OWLD – December 2026

*EMS: Delivery – December 2026 (estimate), OWLD – February 2028

*Assumes EMS is an EPF Flight II Variant with some enhanced permanent medical capabilities.

Deviation Explanations:

*APB Breach

The lead ship was ready for delivery prior to the end of November, but formal delivery did not occur until December 5, 2012.

Although Follow Ship 1201N Delivery, Follow Ship 1202A Delivery, and Follow Ship 1301N Actual Delivery Dates breach the established APB Delivery Date Threshold, Austal has continued to demonstrate improved performance as forecasted costs are now at or very near target. Also, Austal continues to meet all contractual requirements, to include delivery periodicity.

Significant Schedule Risks

| Significant Schedule Risks | |
|----------------------------------|------|
| Current Estimate (December 2021) | |
| I. | None |

Performance

| Performance Characteristics | | | | |
|--|---|---|-------------------------|--|
| Development APB Objective | Current APB Development Objective/Threshold | Demonstrated Performance (Include Date of Demonstration) | Current Estimate/Actual | Deviation |
| Transport Capability | | | | |
| JHSV shall be capable of transporting 700 ST 1200 NM at an average speed of 35 kts in a significant wave height of 1.25 meters prior to needing refueling. | JHSV shall be capable of transporting 700 ST 1200 NM at an average speed of 35 kts in a significant wave height of 1.25 meters prior to needing refueling. | JHSV shall be capable of transporting 600 ST of troops, supplies, and equipment 1200 NM at an average speed of 35 kts in a significant wave height of 1.25 meters prior to needing refueling. | In progress | JHSV shall be capable of transporting 600 ST 1200 NM at an average speed of 35 kts in a significant wave height of 1.25 meters prior to needing refueling. |
| Draft | | | | |
| JHSV shall have a draft of less than or equal to 10 ft. | JHSV shall have a draft of less than or equal to 10 ft. | JHSV shall have a draft of less than or equal to 15 ft. | In progress | JHSV shall have a draft of less than or equal to 13 ft. |
| Ramp (M1A2) | | | | |
| JHSV shall have a ramp capable of interfacing with RRDFs, piers with curb heights of up to 15 in., quay walls and other austere on- and off-load points and on/off-loading a combat-loaded M1A2 with articulation from dead astern to 40 deg abaft the | JHSV shall have a ramp capable of interfacing with RRDFs, piers with curb heights of up to 15 in., quay walls and other austere on- and off-load points and on/off-loading a combat-loaded M1A2 with articulation from dead astern to 40 deg abaft the beam to either side. | JHSV shall have a ramp capable of interfacing with RRDFs, piers with curb heights of up to 15 in., quay walls and other austere on- and off-load points and on/off-loading a combat-loaded M1A2 with articulation from dead astern to 40 deg abaft the beam towards one | In progress | JHSV shall have a ramp capable of interfacing with RRDFs, piers with curb heights of up to 15 in., quay walls and other austere on- and off-load points and on/off-loading a combat-loaded M1A2 with articulation from dead astern to 40 deg abaft the |

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| Performance Characteristics | | | | | |
|---|---|---|--|---|-----------|
| Development APB Objective | Current APB Development Objective/Threshold | | Demonstrated Performance (include Date of Demonstration) | Current Estimate/Actual | Deviation |
| beam to either side. | | side. | | beam to one side. | |
| Cargo movement between mission deck and flight deck; between pier and mission deck. | | | | | |
| JHSV shall have the capability to move 27,000 lbs of cargo in a single lift between the flight deck and the mission deck in a significant wave height of 1.25 meters. JHSV shall have the capability to move 40,000 lbs of cargo in a single lift between the mission deck and the pier in a significant wave height of 0.1 meters. | JHSV shall have the capability to move 27,000 lbs of cargo in a single lift between the flight deck and the mission deck in a significant wave height of 1.25 meters. JHSV shall have the capability to move 40,000 lbs of cargo in a single lift between the mission deck and the pier in a significant wave height of 0.1 meters. | JHSV shall have the capability to move 27,000 lbs of cargo in a single lift between the flight deck and the mission deck in a significant wave height of 1.25 meters. JHSV shall have the capability to move 40,000 lbs of cargo in a single lift between the mission deck and the pier in a significant wave height of 0.1 meters. | In progress | JHSV shall have the capability to move 27,000 lbs of cargo in a single lift between the flight deck and the mission deck in a significant wave height of 1.25 meters. JHSV shall have the capability to move 40,000 lbs of cargo in a single lift between the mission deck and the pier in a significant wave height of 0.1 meters. | |
| Net-Ready KPP | | | | | |
| The system must fully support execution of all operational activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for Net-Centric military operations | The system must fully support execution of all operational activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for Net-Centric military operations to | The system must fully support execution of joint critical operational activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for | In progress | The system must fully support execution of all operational activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for Net-Centric military operations | |

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| Performance Characteristics | | | | | |
|---|--|---|--|---|-----------|
| Development APB Objective | Current APB Development Objective/Threshold | | Demonstrated Performance (include Date of Demonstration) | Current Estimate/Actual | Deviation |
| to include 1) DISR mandated GIG IT standards and profiles identified in the TV-1, 2) DISR mandated GIG KIPs identified in the KIP declaration table, 3) NCOW RM Enterprise Services 4) IA requirements including availability, integrity, authentication, confidentiality, and nonrepudiation, and issuance of an ATO by the DAA, and 5) Operationally effective information exchanges; and mission critical performance and IA attributes, data correctness, data availability, and consistent data processing specified in the applicable joint and system integrated architecture views. | include 1) DISR mandated GIG IT standards and profiles identified in the TV-1, 2) DISR mandated GIG KIPs identified in the KIP declaration table, 3) NCOW RM Enterprise Services 4) IA requirements including availability, integrity, authentication, confidentiality, and nonrepudiation, and issuance of an ATO by the DAA, and 5) Operationally effective Information exchanges; and mission critical performance and IA attributes, data correctness, data availability, and consistent data processing specified in the applicable joint and system integrated architecture views. | transition to Net-Centric military operations to include 1) DISR mandated GIG IT standards and profiles identified in the TV-1, 2) DISR mandated GIG KIPs issuance of an IATO by the DAA, and 3) NCOW RM Enterprise Services 4) IA requirements including availability, integrity, authentication, confidentiality, and nonrepudiation, and issuance of an ATO by the DAA, and 5) Operationally effective information exchanges; and mission critical performance and IA attributes, data correctness, data availability, and consistent data processing specified in the applicable joint and system integrated architecture | | to include 1) DISR mandated GIG IT standards and profiles identified in the TV-1, 2) DISR mandated GIG KIPs identified in the KIP declaration table, 3) NCOW RM Enterprise Services 4) IA requirements including availability, integrity, authentication, confidentiality, and on repudiation, and issuance of an ATO by the DAA, and 5) Operationally Effective information exchanges; and mission critical performance and IA attributes, data correctness, data availability, and consistent data processing specified in the applicable joint and system integrated architecture views. | |

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| Performance Characteristics | | | | |
|---|--|---|-------------------------|---|
| Development APB Objective | Current APB Development Objective/Threshold | Demonstrated Performance (include Date of Demonstration) | Current Estimate/Actual | Deviation |
| | views. | | | |
| Force Protection | | | | |
| The JHSV shall possess a force protection system to sense, identify and lethally engage surface threats such as patrol boats and Boghammer type threats. The SST function shall provide the capability to sense, identify and track potential surface threats in nighttime, low light, and limited visibility conditions such as haze and light fog throughout 360 degrees. The SST function shall provide JHSV watch standers capability to sense potential surface threats at a range no less than the effective line-of sight of the JHSV's navigation radars. The SST function shall provide simultaneous and continuous visual autotracking of no less than two operator selected surface threats at | The JHSV shall possess a force protection system to sense, identify and lethally engage surface threats such as patrol boats and Boghammer type threats. The SST function shall provide the capability to sense, identify and track potential surface threats in nighttime, low light, and limited visibility conditions such as haze and light fog throughout 360 degrees. The SST function shall provide JHSV watch standers capability to sense potential surface threats at a range no less than the effective line-of-sight of the JHSV's navigation radars. The SST function shall provide simultaneous and continuous visual autotracking of no less than two | JHSV shall be equipped with a crew-served weapons system. Additionally, JHSV shall provide the space, weight and power for obtaining the objective. | In progress | JHSV shall be equipped with a crew-served weapons system. Additionally, JHSV shall provide the space, weight and power for obtaining the objective. |

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| Performance Characteristics | | | | |
|--|--|--|-------------------------|-----------|
| Development APB Objective | Current APB Development Objective/Threshold | Demonstrated Performance (include Date of Demonstration) | Current Estimate/Actual | Deviation |
| <p>a range of no less than 750 meters during daytime, nighttime (low-light conditions) and during limited visibility conditions such as haze or light fog. JHSV shall possess sufficient small arms gun mounts to engage threat surface platforms throughout no less than 360 deg. The gun mounts shall be stabilized in at least 2 axis in sea states with a significant wave heights of up to 6-8 ft. during wind conditions of 17-21 kts. The gun mount(s) shall have the capability to lethally engage patrol boats / Boghammer threats with a hit probability of no less than 70 % at 500 yds. Gun mounts shall be remotely linked to the SST and be capable of being slaved to the SST tracking function or being remotely operated by JHSV watchstander(s).</p> | <p>operator selected surface threats at a range of no less than 750 meters during daytime, nighttime (low-light conditions) and during limited visibility conditions such as haze or light fog. JHSV shall possess sufficient small arms gun mounts to engage threat surface platforms throughout no less than 360 deg. The gun mounts shall be stabilized in at least 2 axis in sea states with a significant wave heights of up to 6-8 ft. during wind conditions of 17-21 kts. The gun mount (s) shall have the capability to lethally engage patrol boats / Boghammer threats with a hit probability of no less than 70 % at 500 yds. Gun mounts shall be remotely linked to the SST and be capable of being slaved to the</p> | | | |

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| Performance Characteristics | | | | | |
|--|--|--|--|---|-----------|
| Development APB Objective | Current APB Development Objective/Threshold | | Demonstrated Performance (include Date of Demonstration) | Current Estimate/Actual | Deviation |
| Gun mounts shall be capable of hosting a variety of small arms to include: M2 .50 caliber machine guns and MK-19 grenade launchers. The surface force protection system shall be completely operable from the watch standing bridge. | SST tracking function or being remotely operated by JHSV watchstander(s). Gun mounts shall be capable of hosting a variety of small arms to include: M2 .50 caliber machine guns and MK-19 grenade launchers. The surface force protection system shall be completely operable from the watch standing bridge. | | | | |
| Survivability | | | | | |
| JHSV will be built to commercial ABS standards and will not be shock hardened. | JHSV will be built to commercial ABS standards and will not be shock hardened. | JHSV will be built to commercial ABS standards and will not be shock hardened. | In progress | JHSV will be built to commercial ABS standards and will not be shock hardened. | |
| Mission Deck Weight Loading | | | | | |
| Mission deck capable of supporting a maximum vehicle size/weight to on/offload a combat ready M1A2 main battle tank (total weight); a fully loaded HEMTT-PLS with a 20 ft ISO container | Mission deck capable of supporting a maximum vehicle size/weight to on/offload a combat ready M1A2 main battle tank (total weight); a fully loaded HEMTT-PLS with a 20 ft ISO container loaded (point | Mission deck capable of supporting a maximum vehicle size/weight to on/offload a combat ready M1A2 main battle tank (total weight); a fully loaded HEMTT-PLS | In progress | Mission deck capable of supporting a maximum vehicle size/weight to on/offload a combat ready M1A2 main battle tank (total weight); a fully loaded Heavy Expanded Mobility Tactical | |

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| Performance Characteristics | | | | | |
|-----------------------------|---|--|--|---|-----------|
| Development APB Objective | Current APB Development Objective/Threshold | | Demonstrated Performance (include Date of Demonstration) | Current Estimate/Actual | Deviation |
| loaded (point loading). | loading). | with a 20 ft ISO container loaded (point loading). | | Truck - Palletized Load System (HEMTT-PLS) with a 20 ft ISO container loaded (point loading). | |

Acronyms and Abbreviations:

ABS - American Bureau of Shipping

ATO - Approval to Operate

DAA - Designated Approval Authority

deg - Degrees

DISR - DOD Information Technology Standards and Profile Registry

ft - Feet/Foot

GIG - Global Information Grid

HEMTT-PLS - Heavy Expanded Mobility Tactical Truck- Palletized Load System

IA - Information Assurance

IATO - Interim Approval to Operate

in - Inches

ISO - International Standard for Organizations

IT - Information Technology

KIP - Key Interface Profile

kts - Knots

lbs - Pounds

MK - Mark

NCOW-RM - Net Centric Operations Warfare Reference Model

NM - Nautical Mile

RRDF - Roll-on/Roll-off Discharge Facilities

SST - Search, Sense and Tracking

ST - Short Tons

TV - Technical Standards View

yd - Yards

Requirements Source: Capability Development Document (CDD) dated January 29, 2007

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Acquisition Budget Estimate

Total Acquisition Cost

| Category | Base Year | Development APB | EPF APB 02/11/2009 | | Budget Estimate PB 2023 | | Deviation |
|--------------|-----------|-------------------|--------------------|-------------------|-------------------------|---------------|-----------|
| | | Objective (BY\$M) | Objective (BY\$M) | Threshold (BY\$M) | BY\$M | TY\$M | |
| RDT&E | 2008 | 122.2 | 122.2 | 134.4 | 114.8 | 115.6 | |
| Procurement | 2008 | 3337.8 | 3337.8 | 3671.6 | 3099.1 | 3898.6 | |
| MILCON | 2008 | | | | | | |
| Acq. O&M | 2008 | | | | | | |
| Total | | 3460.0 | 3460.0 | 3806.0 | 3213.9 | 4014.2 | |
| PAUC | 2008 | 192.222 | 192.222 | 211.444 | 189.054 | | |
| APUC | 2008 | 185.433 | 185.433 | 203.976 | 182.302 | | |

Total End Item Quantity

| Quantity Category | Current APB Quantity | Current Estimate Quantity |
|-------------------|----------------------|---------------------------|
| Development | 0 | 0 |
| Procurement | 18 | 17 |

Risk and Sensitivity Analysis

| Risks and Sensitivity Analysis | |
|--|--|
| Current Procurement Cost (December 2021) | |
| 1. | If the shipyard submits a Request for Equitable Adjustment for costs incurred as a result of enacting DFARS clause 252.223-7999, Ensuring Adequate COVID Safety Protocols for Federal Contractors (Deviation 2021-O0009) (OCT 2021), then the program office will potentially have to find funding to manage the REA process. Mitigation: Contracting Officer is preparing for the REA and constructing negotiation positions, to include leveraging REA request against Tariff Impacts request already received from Austal (only award one, not both). |
| Original Baseline Estimate (September 2018) | |
| 1. | None |
| Revised Original Estimate (N/A) | |
| None | |
| Current Baseline Estimate (Month YYYY) | |
| 1. | None |

Unit Cost

Current Baseline Compared with Current Estimate

| Category (\$M) | Current APB | Current Estimate | % Change | NMC Breach |
|----------------|-------------|------------------|----------|------------|
| PAUC | | | | |
| Cost | 3460.0 | 3242.0 | - | - |
| Quantity | 18 | 17 | - | - |
| Unit Cost | 192.222 | 189.054 | -1.7 | |
| APUC | | | | |
| Cost | 3337.8 | 3127.3 | - | - |
| Quantity | 18 | 17 | - | - |
| Unit Cost | 185.433 | 182.302 | -1.7 | |

Original Baseline Compared with Current Estimate

| Category (\$M) | Original APB | Current Estimate | % Change | NMC Breach |
|----------------|--------------|------------------|----------|------------|
| PAUC | | | | |
| Cost | 3460.0 | 3242.0 | - | - |
| Quantity | 18 | 17 | - | - |
| Unit Cost | 192.222 | 189.054 | -1.7 | |
| APUC | | | | |
| Cost | 3337.8 | 3127.3 | - | - |
| Quantity | 18 | 17 | - | - |
| Unit Cost | 185.433 | 182.302 | -1.7 | |

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Contracts

| Contract Data (\$TYM) | | |
|---|------------------------------------|----------------------|
| Contract Number | N00024-19-C-2227/13 | |
| Effort Number | 13 | |
| Modification Number | | |
| Award Date | March 25, 2019 | |
| Definitization Date | March 25, 2019 | |
| Order Number | | |
| CAGE Code/CAGE Legal Name | Austal USA | |
| Contract Title | Expeditionary Fast Transport (EPF) | |
| Contract Address | 1 Dunlap Drive Mobile, AL 36602 | |
| Contracts/Effort Price, Quantity, and Performance (\$M) | | |
| Initial Target Price: \$178.0 | Current Target Price: \$244.6 | |
| Initial Ceiling Price: \$197.0 | Current Ceiling Price: \$271.4 | |
| Contract's EAC: | PM's EAC: | |
| Initial Quantity 1 | Current Quantity 1 | Delivered Quantity 0 |
| BAC: | BCWP: | ACWP: |
| BCWS: | Cost Variance | Schedule Variance |

Contract Notes:

In accordance with Section 830(a)(2) of the FY 2020 National Defense Authorization Act, which requires a SAR to be submitted "in unclassified form without any designation relating to dissemination control" this SAR section has omitted information that is For Official Use Only (CUI).

Cost Variance:

Cost Variance reporting is not required on this (FPIF) contract

Schedule Variance:

Schedule Variance reporting is not required on this (FPIF) contract

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| Contract Data (\$TYM) | | |
|---|------------------------------------|----------------------|
| Contract Number | N00024-19-C-2227/14 | |
| Effort Number | 14 | |
| Modification Number | | |
| Award Date | March 25, 2019 | |
| Definitization Date | March 25, 2019 | |
| Order Number | | |
| CAGE Code/CAGE Legal Name | Austal USA | |
| Contract Title | Expeditionary Fast Transport (EPF) | |
| Contract Address | 1 Dunlap Drive Mobile, AL 36602 | |
| Contracts/Effort Price, Quantity, and Performance (\$M) | | |
| Initial Target Price: \$196.3 | Current Target Price: \$214.6 | |
| Initial Ceiling Price: \$218.2 | Current Ceiling Price: \$237.7 | |
| Contract's EAC: | PM's EAC: | |
| Initial Quantity 1 | Current Quantity 1 | Delivered Quantity 0 |
| BAC: | BCWP: | ACWP: |
| BCWS: | Cost Variance | Schedule Variance |

Contract Notes:

In accordance with Section 830(a)(2) of the FY 2020 National Defense Authorization Act, which requires a SAR to be submitted "in unclassified form without any designation relating to dissemination control" this SAR section has omitted information that is For Official Use Only (CUI).

Cost Variance:

Cost Variance reporting is not required on this (FPIF) contract

Schedule Variance:

Schedule Variance reporting is not required on this (FPIF) contract

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Technologies and Systems Engineering

Significant Technical Risks

| Significant Technical Risks | |
|----------------------------------|--|
| Current Estimate (December 2021) | |
| 1. | If the Autonomous Prototype is incorporated fully pre-delivery on EPF 13, then schedule delays could arise due to the additional testing time required to test the autonomous prototype. Mitigation: Continue to engage with Austal to maintain schedule |

Deliveries and Expenditures

| Deliveries | | | | |
|----------------------------------|-----------------|----------------|----------------|-------------------|
| Delivered to Date | Planned to Date | Actual to Date | Total Quantity | Percent Delivered |
| Development | 0 | 0 | 0 | 0.00% |
| Production | 12 | 12 | 17 | 70.59% |
| Total Program Quantity Delivered | 12 | 12 | 17 | 70.59% |

Expended and Appropriated (TY \$M)

Total Acquisition Cost: \$4014.19

Expended to Date: \$2800.52

Percent Expended: 69.77%

Total Funding Years: 21

Years Appropriated: 17

Percent Years Appropriated: 81%

Appropriated to Date: \$3947.17

Percent Appropriated 98.3%

The above data is current as of April 18, 2022.

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Low Rate Initial Production (LRIP)

| Item | Initial LRIP Decision | Current Total LRIP |
|--------------------------|-----------------------|---|
| Approval Date | 11/12/2008 | 8/7/2018 |
| Approved Quantity | 10 | 14 |
| Reference | Milestone B ADM | EPF 13 and 14 Individual Contract Streamlined Acquisition Plan (ISTRAP) |
| Start Year | 2008 | 2008 |
| End Year | 2013 | 2021 |

Rationale if Current Total LRIP Quantity exceeds 10% of the total Procurement quantities:

The Current Total LRIP Quantity is more than 10% of the total production quantity.

LRIP for EPF program represent the minimum quantity and rate that preserves the mobilization production base, in accordance with 10. U.S.C §4231(c).

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Operating and Support Costs

Total Program O&S Cost Compared with Baseline

| | Current APB Objective (BY\$) | Current APB Threshold (BY\$) | Current Estimate (BY\$) | Current Estimate (TY\$) | Deviation |
|------------------------|------------------------------|------------------------------|-------------------------|-------------------------|-----------|
| Total O&S (\$Millions) | 9621.9 | 10584.1 | 6902.0 | 9317.1 | |

O&S Cost Breakdown

Allocate O&S estimate by each weapon system (or system variants) acquired by the program) into the CAPE Cost Categories. Add a fresh column for each variant/system.

| Category (BY\$ Million) | EPF |
|-------------------------------|--------|
| Unit-Level Manpower | 4.630 |
| Unit Operations | 3.610 |
| Maintenance | 8.890 |
| Sustaining Support | 0.030 |
| Continued System Improvements | 0.000 |
| Indirect Support | 3.170 |
| Total O&S | 20.330 |

Cost Estimate Source: March 08, 2021 Program Office Estimate (POE)

O&S Cost Notes:

- a. Disposal Cost is included in the Operating and Support Cost of the current Acquisition Program Baseline (APB) objective and threshold for this program
- b. Sustainment Strategy:
 - a. Military Sealift Command (MSC) designated Life Cycle Manager
 - b. Streamlined to standard MSC maintenance philosophy
 - c. Two-level maintenance approach
- c. For Each Acquired System or System Variant:
 - a. Quantity to Sustain: 17
 - b. First Operational Fiscal Year: 2009
 - c. Final Operational Fiscal Year: 2048
 - d. Unit Expected Service Life: 20 years
- d. Antecedent System(s) O&S Costs:
 - a. There is no antecedent system to the EPF. The program represents a new material solution for DoD in intra-theater sealift, leveraging international commercial best practices in highspeed ferry technology

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