

**CLEARED
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Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

Selected Acquisition Report (SAR)



Expeditionary Fast Transport (EPF)

FY 2024 President's Budget

Defense Acquisition Visibility Environment
(DAVE)

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Common Acronyms and Abbreviations

\$B - Billions of Dollars

\$K - Thousands of Dollars

\$M - Millions of Dollars

ACAT - Acquisition Category

Acq O&M - Acquisition-Related Operations and Maintenance

ADM - Acquisition Decision Memorandum

APB - Acquisition Program Baseline

APPN - Appropriation

APUC - Average Procurement Unit Cost

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

FMS - Foreign Military Sales

FOC - Full Operational Capability

FRP - Full Rate Production

FY - Fiscal Year

FYDP - Future Years Defense Program

ICE - Independent Cost Estimate

Inc - Increment

IOC - Initial Operational Capability

JROC - Joint Requirements Oversight Council

KPP - Key Performance Parameter

LRIP - Low Rate Initial Production

MDA - Milestone Decision Authority

MDAP - Major Defense Acquisition Program

MILCON - Military Construction

N/A - Not Applicable

O&M - Operations and Maintenance

O&S - Operating and Support

ORD - Operational Requirements Document

OSD - Office of the Secretary of Defense

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
- U.S. - United States
- UCR - Unit Cost Reporting
- USD(A&S) - Under Secretary of Defense (Acquisition and Sustainment)
- USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)

Program Information

Program Name

Expeditionary Fast Transport

DoD Component

Navy

Responsible Office

Program Manager

Name: Timothy Roberts

Phone: 202-781-2143

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Mission and Description

The Expeditionary Fast Transport (EPF), formerly known as the Joint High Speed Vessel (JHSV) 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 the agility to achieve positional advantage over operational distances. Bridging the gap between low-speed sea lift 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.

Executive Summary

EPF

Program Highlights Since Last Report

The EPF program has successfully delivered 13 ships since program inception. The program currently has two ships (EPF 14 and 15) under construction and one ship (EPF 16) is under contract. EPF 12 completed Post Shakedown Availability (PSA) on June 8, 2022. EPF 13 successfully completed Unmanned Logistics Prototype trials, demonstrating that a large ship can become a self-driving platform. Acceptance Trials completed on September 9, 2022. EPF 13 delivered February 16, 2023. EPF 14 keel laying completed on January 25, 2022. EPF 14 projected delivery is August 2023. EPF 15 Start of Construction (SOC) began January 17, 2022. The Detailed Design and Construction option for EPF 16 was exercised on May 3, 2022 and SOC is planned to begin in Q4 FY 2023. EPF 15 projected delivery is May 2025. EPF 16 projected delivery is March 2026. An Undefinitized Contracting Action for an Expeditionary Medical Ship (EMS) design study was awarded on May 13, 2022. EMS 1 through 3 are included in the EPF ship class bringing the ship count to 19. H.R. 2617 Consolidated Appropriations Act, 2023 added \$645M for procurement of two additional EMS. There are no significant software-related issues with this program at this time.

History of Significant Developments Since Program Initiation

History of Significant Developments Since Program Initiation	
Date	Significant Development Description
Feb - 2023	EPF 13 Delivered
Aug - 2022	Autonomous Prototype Trials Complete
May - 2022	EMS Design Study Undefintized Contracting Action (UCA) Awarded
Mar - 2022	EPF Flight II CDD Annex Endorsed
Feb - 2022	Autonomous Capability Final Critical Design Review (FCDR)
Nov - 2021	Autonomous Capability Initial Critical Design Review (ICDR)
Feb - 2021	Acquisition Strategy (AS) Update signed by ASN (RD&A)
Feb - 2021	EPF reclassified from ACAT II to ACAT IB by ASN (RD&A)
Feb - 2021	Program Streamlined Acquisition Plan (PSTRAP) signed by Deputy ASN Procurement (RD&A)
Sep - 2020	EPF 12 delivered
Feb - 2020	EPF Flight II Top Level Requirements (TLR) approved
Dec - 2019	EPF 11 delivered
Mar - 2019	ADM to approve acquisition of EPF 13 and 14 by PEO Ships
Nov - 2018	EPF 10 delivered
Dec - 2017	EPF 9 delivered
Apr - 2017	EPF 8 delivered
Jun - 2016	EPF 7 delivered
Jan - 2016	EPF 6 delivered
Apr - 2015	EPF 5 delivered
Sep - 2014	EPF 4 delivered
Mar - 2014	EPF 3 delivered
Nov - 2013	Initial Operational Capability (IOC) achieved

Aug - 2013	Initial Operational Test and Evaluation (IOT&E) Complete
Jun - 2013	EPF 2 delivered
Apr - 2013	Program reclassified from an ACAT IC to an ACAT II
Dec - 2012	EPF 1 delivered
Dec - 2009	Acquisition Decision Memorandum (ADM) to begin Construction on lead ship
Dec - 2009	Acquisition Strategy (AS) approved
Dec - 2009	Start of Construction (SOC) lead ship
Nov - 2009	Contract Award (EPF 1 - 10)
Oct - 2009	Production Readiness Review
May - 2009	Initial Critical Design Review (ICDR)
Oct - 2008	DAB MS B

Schedule

EPF

Events	Milestone Baseline Objective	Current Baseline 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	Oct 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	
IOT&E Complete	Sep 2012	Sep 2012	Sep 2013	Aug 2013	
IOC	Oct 2012	Oct 2012	Oct 2013	Nov 2013	
Follow Ship 0901N Delivery	Jan 2013	Jan 2013	Jan 2014	Jun 2013	
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	Yes
Follow Ship 1202A Delivery (2)	Jul 2016	Jul 2016	Jul 2017	Dec 2017	Yes
Follow Ship 1301N Delivery (2)	Jan 2017	Jan 2017	Jan 2018	Nov 2018	Yes

Notes

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 - 2/16/23 (actual), OWLD - Apr 2024

EPF 14: Delivery - Aug 2023 (estimate), OWLD - Oct 2024

EPF 15: Delivery - May 2025 (estimate), OWLD -Jul 2026

EPF 16: Delivery - Mar 2026 (estimate), OWLD - May 2027*

EMS 1: Delivery - Apr 2027 (estimate), OWLD - Jun 2028*

EMS 2: Delivery - Apr 2028 (estimate), OWLD - Jun 2029*

EMS 3: Delivery - Apr 2029 (estimate), OWLD - Jun 2030

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

Deviation Explanation

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.

Performance

EPF

Performance Characteristics					
Milestone Baseline	Current Baseline Objective/Threshold	Demonstrated Performance	Current Estimate/Actual	Deviation	
Cargo movement between mission deck and flight deck; between pier and mission deck.					
	EPF 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. EPF 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.	EPF 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. EPF 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.	EPF 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. EPF 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.	EPF 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. EPF 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.	
Draft					
	EPF shall have a draft of less than or equal to 10 ft.	EPF shall have a draft of less than or equal to 15 ft.	EPF shall have a draft of less than or equal to 13 ft.	EPF shall have a draft of less than or equal to 13 ft.	
Force Protection					
	The EPF 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	EPF shall be equipped with a crew-served weapons system. Additionally, EPF shall provide the space, weight and power for obtaining the objective.	EPF shall be equipped with a crew-served weapons system. Additionally, EPF shall provide the space, weight and power for obtaining the objective.	EPF shall be equipped with a crew-served weapons system. Additionally, EPF shall provide the space, weight and power for obtaining the objective.	

threats in nighttime, low light, and limited visibility conditions such as haze and light fog throughout 360 degrees. The SST function shall provide EPF watchstanders capability to sense potential surface threats at a range no less than the effective line-of-sight of the EPF's navigation radars. The SST function shall provide simultaneous and continuous visual auto-tracking of no less than two 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. EPF 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 EPF 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.

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 loaded (point 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 loaded (point 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 Heavy Expanded Mobility Tactical Truck - Palletized Load System (HEMTT-PLS) with a 20 ft ISO container loaded (point 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 Heavy Expanded Mobility Tactical Truck - Palletized Load System (HEMTT-PLS) with a 20 ft ISO container loaded (point loading).

Net-Ready KPP

The system must fully support execution of all operational

The system must fully support execution of joint critical operational

The system must fully support execution of all operational activities identified in

The system must fully support execution of all operational

<p>activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for Net-Centric military operations 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.</p>	<p>activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for 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 views.</p>	<p>the applicable joint and system integrated architectures and the system must satisfy the technical requirements for Net-Centric military operations 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.</p>	<p>activities identified in the applicable joint and system integrated architectures and the system must satisfy the technical requirements for Net-Centric military operations 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.</p>
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Ramp (M1A2 Capable)					
	EPF 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.	EPF 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 side.	EPF 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 one side.	EPF 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 one side.	
Survivability					
	EPF will be built to commercial ABS standards and will not be shock hardened.	EPF will be built to commercial ABS standards and will not be shock hardened.	EPF will be built to commercial ABS standards and will not be shock hardened.	EPF will be built to commercial ABS standards and will not be shock hardened.	
Transport Capability					
	EPF 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.	EPF 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.	EPF 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.	EPF 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.	

Requirement Reference

Validated:

Capability Development Document (CDD) dated January 29, 2007

CDD Annex dated March 02, 2022

Deviation Explanation

No deviations for this program/subprogram

Notes

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

Acquisition Budget Estimate

EPF

Total Acquisition Cost

		Milestone APB	Current Baseline		Budget Estimate PB 2024		
Category	Base Year	Objective (BY\$M)	Objective (BY\$M)	Threshold (BY\$M)	BY\$M	TY\$M	Deviation
RDT&E	2008	122.2	122.2	134.4	114.8	115.6	
Procurement	2008	3,337.8	3,337.8	3,671.6	3,720.7	4,531.9	
MILCON	2008	0	0		0	0	
Acq. O&M	2008	0	0		0	0	
Total		3,460.0	3,460.0		3,835.5	4,647.5	
PAUC	2008	192.222	192.222	211.444	201.868	244.605	
APUC	2008	185.433	185.433	203.976	195.826	238.521	

Appropriation Category Deviation Explanations

PAUC Deviation Explanation

APUC Deviation Explanation

Budget Notes

Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	0	0
Procurement	18	19
O&M-Acquired		0

Quantity Notes

2023 Congressional Add of two EMS increases quantity above 18. APB is being revised to include additional EMS.

Unit Cost**EPF****Current UCR Baseline and Current Estimate (Base-Year Dollars)**

Category (\$M) Base Year:2008	Current UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	3,460.0	3,835.5	
Quantity	18	19	
Unit Cost	192.222	201.868	5.02%
Average Procurement Unit Cost			
Cost	3,337.8	3,720.7	
Quantity	18	19	
Unit Cost	185.433	195.826	5.60%

Original UCR Baseline and Current Estimate (Base-Year Dollars)

Category (\$M) Base Year:2008	Original UCR Baseline	Current Estimate	% Change
Program Acquisition Unit Cost			
Cost	3,460.0	3,835.5	
Quantity	18	19	
Unit Cost	192.222	201.868	5.02%
Average Procurement Unit Cost			
Cost	3,337.8	3,720.7	
Quantity	18	19	
Unit Cost	185.433	195.826	5.60%

Cost Growth Details**Current Baseline PAUC Breach Explanation****Current Baseline APUC Breach Explanation****Original Baseline PAUC Breach Explanation****Original Baseline APUC Breach Explanation****Impacts of Schedule Changes on Unit Cost****Impacts of Performance Changes on Unit Cost****Actions Taken or Proposed to Control Future Cost Growth**

Risk and Sensitivity Analysis

EPF

Risk and Sensitivity Analysis
Current Procurement Cost(December - 2022)
Original Baseline Estimate (February - 2009)
Current Baseline Estimate (February - 2009)

Schedule Risk		
Other	2023-09-30	If the aluminum extrusion supply chain issues remain, then the delivery date for EPF 15 will be adversely impacted. The shipbuilder is actively working to resolve before September 2023
Technical Risks		
Current	December 14, 2023	If the Flight II introduces new capabilities and design, then there may be an increase in schedule risk. Impacts have been analyzed and adjudicated. Working closely with Austal and technical community to minimize impacts on EPF 14.

Low Rate Initial Production

EPF

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	11/12/2008	02/17/2021
Approved Quantity	10	19
Reference	Milestone B ADM	EPF 15-19 ISTRAP
Start Year	2008	2008
End Year	2013	2023

Rationale if quantity exceeds 10% of the total number of articles to be procured:

The Current Total LRIP Quantity is more than 10% of the total production quantity. Low-Rate Initial Production Quantities for EPF program represent the minimum quantity and rate that preserves the mobilization production base, in accordance with 10. U.S.C §4231(c).

Notes

Contracts & Efforts

Contract Data	
Contract Number	N00024-19-C-2227/13
Effort Number	13
Modification Number	
Award Date	03/25/2019
Definitization Date	03/25/2019
Order Number	
CAGE Code/CAGE Legal Name	/Austal USA
Contract Title	Expeditionary Fast Transport (EPF)
Contract Address	Mobile, AL
Contracting Office	
Supported Phase	Production
Contract Strategy	
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY\$M)

Initial Target Price	Current Target Price	
\$178	\$241	
Initial Ceiling Price	Current Ceiling Price	
\$197	\$266.8	
Contractor EAC	PM EAC	
Initial Quantity	Current Quantity	Delivered Quantity
1	1	1
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

Factors Contributing to Cost Variance and Projected Effects on Program Costs

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

Contract Data	
Contract Number	N00024-19-C-2227/14
Effort Number	14
Modification Number	
Award Date	03/25/2019
Definitization Date	03/25/2019
Order Number	
CAGE Code/CAGE Legal Name	/Austal USA
Contract Title	Expeditionary Fast Transport (EPF)
Contract Address	Mobile, AL
Contracting Office	
Supported Phase	Production
Contract Strategy	
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TYSM)		
Initial Target Price	Current Target Price	
\$196.3	\$223.4	
Initial Ceiling Price	Current Ceiling Price	
\$218.2	\$247.5	
Contractor EAC	PM EAC	
Initial Quantity	Current Quantity	Delivered Quantity
1	1	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.

Factors Contributing to Cost Variance and Projected Effects on Program Costs**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

Contract Data	
Contract Number	N00024-19-C-2227/15
Effort Number	15
Modification Number	
Award Date	12/20/2021
Definitization Date	12/20/2021
Order Number	
CAGE Code/CAGE Legal Name	/Austal USA
Contract Title	Expeditionary Fast Transport (EPF)
Contract Address	Mobile, AL
Contracting Office	
Supported Phase	Production
Contract Strategy	
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TYSM)		
Initial Target Price	Current Target Price	
\$226.1	\$226.1	
Initial Ceiling Price	Current Ceiling Price	
\$251.4	\$251.4	
Contractor EAC	PM EAC	
Initial Quantity	Current Quantity	Delivered Quantity
1	1	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.

Factors Contributing to Cost Variance and Projected Effects on Program Costs**Factors Contributing to Schedule Variance and Projected Effects on Program Schedule**

External Government Activities

Activity Title		Government Entity	Supported Phase
CAGE		Work Start Date	
City		State/Province:	
Notes			

Deliveries and Expenditures

EPF

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development				
Production	13	13	19	68.42%
Total Program Quantity Delivered				
	13	13	19	68.42%
Expended and Appropriated (TY \$M)				

Years Appropriated to date: 18

Total Years Appropriated Funding (Current Baseline): 21

Percent Years Appropriated: 85.71%

Then-Year Funding Appropriated as Percentage of Total Acquisition Estimate: 98.97%

Then-Year Funding Expended as Percentage of Total Acquisition Estimate: 64.74%

Total Acquisition Cost: 4,647.5

Deliveries & Expenditures Notes:

As Of: 13 March 2023

Operating and Support Costs

EPF

O&S Cost Breakdown:

Category (BY\$ Million)	EPF
Unit-Level Manpower	
Unit Operations	
Maintenance	
Sustaining Support	
Continued System Improvements	.0
Other	
Total	.0

Cost Estimate Source: dated

O&S Cost Notes:

Total Program O&S Cost Compared with Baseline					
	Current Baseline				
	Objective (BY\$M)	Threshold (BY\$M)	Current Estimate (BY\$M)	Current Estimate (TY\$M)	Deviation
Total O&S	9,621.9	10,584.1			

Note:

Please see TAB A SAR Supplement for all data relative to this SAR section.

O&S Cost Deviation Explanation

Operating and Support Costs - Disposal and Unitized Costs

EPF

Annual Unitized O&S Cost Definition and Calculation Relative to Total O&S Cost:

Program O&S Cost developed by: Average Cost of an EPF (\$20.3M), multiplied by the number of EPFs in the class (19), multiplied by the amount of years the ship will be in service (20), equals the expected O&S cost for the class: $\$7,714\text{M}(20.3 \times 19)(20) = 7,714\text{M BY}\08 . Current estimate in TY\$ = 10,413M

Sustainment Factors	System Name: Expeditionary Fast Transport (EPF)	Antecedent System Name: N/A
Quantity to Sustain	19	
Unit of Measure	Ship	
Unit Expected Service Life	20	

Base Year:

Annual Unitized O&S Cost by Category Base Year \$ Unit:(\$K)	System Name: Expeditionary Fast Transport (EPF)	Antecedent System Name: N/A
Unit-Level Manpower	4.6	
Unit Operations	3.6	
Maintenance	8.9	
Sustaining Support	0.0	
Continued System Improvements		
Other	3.2	
Total O&S	20.3	0.0

Disposal/Demilitarization Cost Estimate

(Base Year \$Millions)	System Name: Expeditionary Fast Transport (EPF)	Antecedent System Name: N/A
Total Disposal		

Cost Estimate Source - Disposal

Type:	
Approval Authority and Date:	
Note:	
Disposal Cost Notes:	
Disposal Cost is included in the Operating and Support Cost of the current APB objective and threshold for this program.	

Additional O&S Estimate Assumptions:

Sustainment Strategy:

Sustainment Strategy: a. Military Sealift Command (MSC) designated Life Cycle Manager b. Streamlined to standard MSC maintenance philosophy c. Two-level maintenance approach

Antecedent Estimate Assumptions:

There is no antecedent system to the EPF. The program represents a new materiel solution for DoD in intra-theater sealift, leveraging international commercial best practices in high speed ferry technology.