CLASS JUSTIFICATION AND APPROVAL (J&A)
FOR USE OF OTHER THAN FULL AND OPEN COMPETITION

1. **Contracting Activity:** Department of the Navy, Military Sealift Command (MSC) Norfolk

2. **Description of the Action Being Approved:** MSC has a requirement to award a contract on a sole source basis to Fincantieri Marine Systems North America (FMSNA). The Government contemplates award of an indefinite delivery indefinite quantity (IDIQ) type contract with issuance of firm-fixed price task and delivery orders for supplies and service anticipated from the date of award for five years with a six-month option period for the Expeditionary Fast Transport (T-EPF) Class vessels.

3. **Description of Supply Services:** MSC requires Original Equipment Manufacturer (OEM) parts and services to support the T-EPF equipment associated Isotta Fraschini Motori V1312C2ME-HPCR Ship Service Diesel Generators (SSDGs) including, but not limited to, diesel engine prime mover; electrical generator; monitoring control and regulating systems; safety and control devices; control panels and human machine interfaces; and hardware and software interfaces on the T-EPF Class vessels. The total estimated dollar value is $xxx.xx, which will be funded utilizing fiscal year 2026 through 2031 Operations and Maintenance, Navy (O&M,N) funds.

4. **Statutory Authority Permitting Other Than Full and Open Competition:** 10 U.S.C 3204(a)(1) Only one responsible source and no other supplies or services will satisfy agency requirements.

5. **Rationale Justifying Use of Cited Authority:** The proper operation of the V1312C2ME-HPCR SSDG and associated control system is critical to the safety and operation of the T-EPF Class Ships. The nature and complexity of the V1312C2ME-HPCR SSDG control and monitoring system is critical for mission essential electrical power generation. The services and parts required to maintain the SSDGs are a unique combination of logistics, material, engineering, field support and automation control, and support and storage of rotational spare pool specific to the T-EPF Class Ships. Isotta Fraschini Motori, located in Bari, Italy, is the OEM of the V1312C2ME-HPCR SSDG and control system. Isotta Fraschini Motori alone holds the data and maintains proprietary rights to produce the required SSDG parts and associated monitoring, control and software updates. FMSNA in Chesapeake, Virginia, is wholly owned by Isotta Fraschini Motori and is the only source authorized by the OEM that can provide worldwide SSDG and control system support of Isotta Fraschini Motori systems installed on the T-EPF Class. FMSNA has offices in the United States and internationally that will provide on-site services. FMSNA has rights to use the engineering, construction, drawings, software and technical characteristics for the manufacture of parts for these engines, therefore limiting the ability of other companies to design or manufacture parts for these SSDGs. FMSNA representatives have access to provide parts and technical data drawings, as required, to properly repair and maintain the equipment. FMSNA is the only vendor that possesses the necessary expertise and access to the installed OEM software code to upgrade and maintain supportability of the control and monitoring system. The procurement of other than OEM certified components would void the warranties for the SSDGs and/or result in catastrophic damage to these critical components. If any other parts or technical services were procured, it would result in a multi-year re-design of the electrical production and distribution system, structural elements and control system for the T-EPF Class. The hardware, software, and structural design would need to be completely re-configured at an unacceptable cost. It is mission-critical and personnel safety-critical to maintain class configuration and interchangeability across the T-EPF class. Use of FMSNA SSDGs will provide fit, form and function of the system. Maintaining the SSDGs configuration across the EPF Class will ensure required reliability and effectiveness of the ship's electrical production, distribution, command, navigation and emergency systems as required by the ship's mission requirements, America Bureau of Shipping (ABS) and Safety of Life at Sea (SOLAS) regulation. The current IDIQ (N3220521D6175) with FMSNA is a follow-on-to-contract N32205-14-D-2002. Both contracts were synopsized and awarded on a sole source basis.

6. **Description of Efforts Made to Solicit Offers from as Many Offerors as Practicable**: A Sources Sought Notice was posted on the Government Point of Entry website (SAM.gov) on August 7, 2025. To date, no vendors have responded to the Sources Sought announcements and submitted a capabilities package. FMSNA has been the sole source OEM for the V1312C2ME-HPCR SSDG and associated control system

under the IDIQ contract N3220521D6175, which is due to expire on May 1, 2026.

7. **Determination of Fair and Reasonable Cost**: The Contracting Officer has determined the anticipated cost to the Government of the supplies/services covered by this J&A will be fair and reasonable IAW FAR 15.404-1(b)(2).

8. **Actions to Removed Barriers to Future Competition**: For reasons set forth in paragraph 5, MSC has no plans at this time to allow for non-OEM suppliers in future contracts or purchase orders for the types of supplies covered by this document. If another potential source emerges, MSC will assess whether competition for future requirements is feasible.

CERTIFICATION AND APPROVALS

Head of Contracting Activity Approval:

Upon the basis of the above justification, I hereby approve, as Head of Contracting Activity, the solicitation of the proposed procurement(s) described herein using other than full and open competition, pursuant to the authority of 10 U.S.C. 3204(a)(1).

NICHOLSON.BENJAMIN.R.1120710253 Digitally signed by NICHOLSON.BENJAMIN.R.1120710253 Date: 2026.01.14 22:46:25 -05'00'

Signature/Date

RADM Benjamin R. Nicholson

Name (Printed)