

say, in a depot in Germany. My point was that the procedure that is followed in DOD in a theater apart from Germany, for example, let's say that Vietnam needs this crane. And on the report it shows it in fairly decent condition, without too much cost to repair it, but it has 3,000 or 4,000 hours on it and is a couple of years old and what-have-you.

Now, does the control officer, the acquisition officer in Vietnam or back on CONUS who is acquiring for Vietnam, have the authority to say, well, we don't want to pick up that crane because it has been used a number of hours. We want to buy a new one.

Or are they forced to acquire that crane?

Mr. ZARETZKY. Let's try to put this in its perspective. The inventory manager is just that. The inventory manager computes requirements; buys the item if necessary; he is the purchaser. The man in the field who needs something makes his requirement known to him. Therefore, there is one man who makes that decision.

Mr. COPENHAVER. Right. So what happens?

Mr. ZARETZKY. The inventory manager then, if he has a requirement for a crane, which is in good condition and will meet the requirement, ships it to the requisitioner. He has no choice.

Mr. COPENHAVER. I am not trying to get too detailed or take your time.

Are there not times when there may be need for requirements, for on-the-spot inspection or screening by the inventory control manager in the location seeking to acquire the piece of property?

General HEISER. May I attempt to assist in this regard, sir? These inspections worldwide in the Army are made on a standardized inspection basis, and so the inspection is made of the crane, let's say, in Germany, that is excess. It is based on a standard for inspecting cranes. This then establishes the condition of that crane, and as Mr. Zaretsky has indicated, the inventory manager does recognize that the basis upon which this is established is a condition of serviceable, or unserviceable but repairable. Then he takes the appropriate action.

Now, if we assume for the moment it is a crane that is serviceable in Germany and required in Vietnam, the inventory manager knows the requirement in Vietnam. Vietnam only goes to him for their requirement. He then orders that crane, if it happens to be the appropriate thing to do, from Germany to Vietnam.

I think there is one other thing I would like to mention. The only constraint, you may say, that the inventory manager has is that where it is practical, we have what we call a standardization program. As you know, cranes can come in many makes and models. In order to reduce the amount of parts required to support so many makes and models, we try to standardize cranes in certain geographical areas, but outside of that the man in Vietnam expects that he will get a serviceable crane, and therefore that is what he gets. Of course, if we don't do it properly, at times there may be a complaint that what he got wasn't in the condition it was supposed to be. This is the normal thing.

Mr. COPENHAVER. Cranes are just an example.

I want to know the procedure used on this matter. With regard to the military assistance program, in the report by the GAO they indicated that about 7,000 short tons of equipment moved out of France was sent back to the United States, as I interpret it, for the military assist-