

Mr. MOORE. Yes. Seven of the items had been received by the recipient country but had not been tested as yet; 49, 7, and 24 should total the 80. So the 49 are the pieces we examined that had been tested.

Mr. DiGIORGIO. How do you get from the 180 to 80?

Mr. MOORE. Sixty of the items were received by an agency of the Government of Turkey similar to GSA that orders the equipment for allocation to the various municipalities. These 60 pieces were someplace in Turkey but we could not identify them. That brings us down to 120, and subtracting the 40 we could not get to leaves 80. So our sample was fairly small but it covered a wide variety of government agencies and municipalities.

Mr. MIKUS. How did you determine that they were in an inoperable condition?

Mr. MOORE. In some cases we could actually see, for example, the cracked block. When I said 14 had major deficiencies, it could be a small bearing, but it had to be repaired or replaced before it would be operable.

Mr. MIKUS. I think one of the principal things we found in this area was lack of communication from the Turkish Government to the mission. Some of the users had no instructions as to whom they should report to if they received a piece of equipment that was not operable. That is one area we are working on, and this may indicate a need for better quality control or better inspection at the port of receipt. In my personal opinion I would not want to criticize the entire program based on this one test.

Mr. MONAGAN. Has any comparable experience been found anyplace in the world in this program that you know of?

Mr. DiGIORGIO. I think it has been something we have not undertaken in depth before. We have had indications that items received were not being used. In some cases it may be due to the inability of the people receiving it to use it.

Mrs. HECKLER. You never investigated this before?

Mr. DiGIORGIO. No; we have not.

Mrs. HECKLER. Isn't it strange that so many items could not be located?

Mr. DiGIORGIO. A part of our probe was to determine the extent to which there was accountability. We don't know, and nobody else seems to know, where it is. I understand there is some procedure underway that would insure knowledge of where they are.

Mr. MIKUS. I was there 2 weeks ago and based on my discussions with the mission staff and others I think the mission is moving in the right direction to get procedures established so that we would know where the equipment is. In this case, of course, you have to have the cooperation of the host country. I think our sample here does not show conclusively but it points up a need for a feedback. Some of the defects may have occurred in transit. When you identify the problems, then you can go into investigating what is the cause.

Mr. MONAGAN. If it is still vague to the extent whether it was caused in transit or after its receipt by the Government of Turkey, it leaves a hole as to whether the contractor is responsible. We don't want to put the bee on an agency or a contractor unless we are pretty sure to what extent they are responsible.