

have been given this opportunity to make our views known. We shall do our level best to carry out any congressional mandate.

Again, Mr. Chairman, I might say that we do have some statements in relation to Vietnam, Turkey, and Korea. We gladly submit them for the record if this will spare the time of the subcommittee.

Senator GRUENING. Yes. We would like that.

Kindly submit those for the record. We will consider it as ordered and we will hold ourselves in reserve for another meeting.

(The statements in relation to Vietnam, Turkey, and Korea are as follows:)

EXHIBIT 24

STATEMENT BY ROBERT L. CROWNOVER, ASSISTANT DIRECTOR FOR LOGISTICS,
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MANAGEMENT OF EXCESS POVERTY

The purpose of this paper is to explain in general terms how the AID mission to Vietnam has in the past managed the excess property program and the changes in that management system that have been made in recent months. In order that the paper can be particularly useful in connection with the present Senate Subcommittee Hearings, I will provide in appropriate places specific responses to some of the statements made by Mr. Joseph Lippman on 14 September.

The 500 pieces of equipment that were new trucks by the Army, these 50 trucks on loan were returned to AID control and were placed in storage at Petrus Ky. Many of them, due to the hard usage they had received, were beyond economical repair. Others needed repairs ranging from minor to extensive before they could be delivered to GVN agencies. These account for some of the 500 pieces of equipment at Petrus Ky.

(b) About 18 months ago, a U.S. Army Engineer unit arrived in Vietnam without its full complement of equipment. Upon request by the U.S. Army in Vietnam, USAID agreed to provide the equipment through excess sources, and officers from the U.S. Army Engineer unit did go to Tokyo and select the required equipment. It was delivered to the Engineer unit in Vietnam and did for an extended period of time do useful work. Eventually, the Engineer unit received from its own Army sources equipment and returned the borrowed equipment to AID. It was in need of repair at the time it was returned and was included in the equipment at Petrus Ky.

(c) There were a few pieces of heavy equipment shipped from Japan during the early part of 1967 in which the contractor in Japan failed to drain the water from the radiators. During the voyage to Saigon, the water froze and the engines were broken. These pieces of heavy equipment were stored at Petrus Ky and were part of the 500 pieces. AID did obtain a refund from the contractor for this equipment.

(d) In late 1965 and early 1966, the Port of Saigon was in a deplorable condition with regard to congestion of transit sheds and hardstands. At times there were as many as 40 ships waiting to be discharged, and some of the ships waited in excess of 60 days. For those ships on charter, the demurrage rates varied from \$1,500 to \$3,000 per ship per day. For those ships not on charter, a congestion surcharge was in effect. The net effect of this was that the