B-158712
The Honorable Sam J. Ervin, Jr., Chairman Committee on Government Operations United States Senate

Dear Mr. Chairman:
In line with your request of September 19, 1973, and subsequent discussion with your office, GAO has accumulated an inventory of vehicles owned or leased by departments and agencies of the Federal Government.

This interim report is based on unverified information furnished to GAO by the various Federal departments and agencies on limousines and heavy and medium sedans and light sedans and station wagons. It includes, as requested, the number of heavy and medium sedans used by the Departments of Justice and the Treasury for law enforcement activities. We are also including information on salaries paid to individuals for driving motorpool cars and individually assigned cars.

The information summarized in the following table is basically as of June 30, 1973.

|  | Number of vehicles |  |  | $\begin{gathered} \text { Driver } \\ \text { salaries } \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: |
|  | Limousine and heavy and medium | Light | Total |  |
| Executive agencies | 748 | 97,626 | 98,374 | \$24,817,873 |
| White House Office | 45 | 23 | 68 | 486,800 |
| Office of the Vice |  |  |  |  |
| President | 2 | 1 | 3 | 34,822 |
| Legislative branch | 25 | 25 | 50 | 296,738 |
| Judicial branch | 2 | 5 | 7 | 11,169 |
| Total | 822 | 97,680 | 98,502 | \$25,647,402 |

The above information is shown in detail by department or agency in the four enclosures.
--Enclosure I provides the overall summary of all types of passenger sedans and station wagons.
--Enclosure II shows the breakdown of limousines and heavy and medium sedans by individual department or agency.
--Enclosure III shows the heavy and medium sedans used for law enforcement purposes.
--Enclosure IV provides the breakdown of 1ight sedans and station wagons by individual department or agency.

To identify the automobile manufacturers and models according to the General Services Administration's (GSA's) classifications for the passenger sedan statistics shown in our enclosures, the following examples are provided.

In the light sedan category are:
Type IA Subcompact ( 2,100 pounds)--Ford Pinto, GM
Vega
Type IB Compact (2,700 pounds)--Ford Maverick, AMC Hornet, Chrysler Valiant, GM Nova

Type II Intermediate (3,200 pounds)--AMC Matador, Chrysler Satellite, Ford Torino, GM Chevelle

Type III Standard (3,900 pounds)--AMC Ambassador, Chrysler Fury, Ford LTD, Chevrolet Impala

In the limousine and heavy and medium sedan categories are:

Type IV Medium ( 4,200 pounds)--Chrysler New Yorker,
Mercury Marquis, Pontiac Catalina
Type V Heavy (5,000 pounds)--Lincoln Continental, Chrysler Imperial

Type VI Limousine (5,500 pounds)--Cadillac Fleetwood

Since June 30, 1973, the energy crisis has resulted in a reduction in the number of limousines and heavy and medium sedans in use. This reduction is continuing. On January 21 , 1974, GSA, working with the Federal Energy Office, issued Federal Management Circular 74-1.

This circular required executive departments and agencies to stop using limousines and heavy and medium sedans within 45 days. The only exceptions granted were for the President and Vice President and for security and highly essential needs. Even before this circular was issued, several departments and agencies were taking steps on their own to eliminate the use of such vehicles.

In considering the data relating to the drivers' salaries, we call attention to the fact that many vehicles are driven by individuals in the performance of their assigned duties. Examples of these individuals are: Civil Service investigators, Bureau of Mines inspectors, and Forest Service personnel. Salaries for this type of driver are not included in our driver costs data. This may largely explain the disparity between agencies in the number of vehicles and costs of drivers for the year.

The disparity in driver costs among the various agencies may also be caused by the fact that some agencies have a large proportion of persons listed as drivers who also spend much of their time on messenger or other types of nondriver duties.

This information is also being furnished to the Chairman of the Senate Committee on Appropriations and to Senators William Proxmire and Jesse Helms, who have expressed interest in vehicle management within the Federal Government.

We are continuing our review of the management and use of vehicles and will send you our final report when we complete the review. We will be glad to discuss this matter with you or members of your staff at your convenience.

Sincerely yours,


Comptroller General of the United States

Enclosures - 4

## SUMMARY OF AGENCY-OPERATED VEHICLES

|  | Total limousines and heavy and medium vehicles (note a) | Total light vehicles (note b) | ```Total``` |  | Yearly driver cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Legislative branch: |  |  |  |  |  |
| U.S. Senate | 14 | 1 | 15 | \$ | 62,560 |
| House of Representatives | 6 | 1 | 7 |  | 58,114 |
| Architect of the Capitol | 1 |  | 1 |  | 12,264 |
| General Accounting Office | $c_{2}$ | 6 | 8 |  | 41,264 |
| Government Printing Office | 1 | 12 | 13 |  | 70,740 |
| Library of Congress | 1 | 5 | 6 |  | 51,796 |
| Total | 25 | 25 | 50 |  | 296,738 |
| Judicial branch: |  |  |  |  |  |
| Supreme Court of the United States | 2 | 2 | 4 |  | 11,169 |
| Administrative Office of the U.S. Courts | - | 3 | 3 |  | - |
| Total | 2 | 5 | 7 |  | 11,169 |
| Executive branch: |  |  |  |  |  |
| White House Office | 45 | 23 | 68 |  | 486,800 |
| Office of the Vice President | 2 | 1 | 3 |  | 34,822 |
| Total | 47 | 24 | 71 |  | 521,622 |
| Executive Office of the President: |  |  |  |  |  |
| Office of Management and Budget | 2 | 10 | 12 |  | 68,561 |
| Office of Economic Opportunity | 1 | 16 | 17 |  | 9,750 |
| Office of the Special Representative for Trade Negotiations | 1 | - | 1 |  | 9,000 |
| Council on Environmental Quality | 1 | - | 1 |  | 10,125 |
| Office of Telecommunications Policy | 1 | - | 1 |  | - |
| National Security Council | - | 1 |  |  | - |
| Council of Economic Advisors | - | 1 | 1 |  | $\sim$ |
| Total | 6 | 28 | 34 |  | 97,436 |
| Civil departments: |  |  |  |  |  |
| State | 104 | 781 | 885 |  | 2,537,529 |
| Treasury | 257 | 6,729 | 6,986 |  | 508,287 |
| Justice | 155 | 7,191 | 7,346 |  | 165,022 |
| The Interior | 8 | 4,531 | 4,539 |  | 139,749 |
| Agriculture | 5 | 5,499 | 5,504 |  | 60,406 |
| Commerce | 7 | 359 | 366 |  | 395,050 |
| Labor | 5 | 1,039 | 1,044 |  | (d) |
| Health, Education, and Welfare | 7 | 1,864 | 1,871 |  | 1,811,631 |
| Housing and Urban Development | 5 | 674 | 679 |  | 27,270 |
| Transportation | 14 | 3,632 | 3,646 |  | 142,583 |
| Total | 567 | 32,299 | 32,866 |  | 5,787,527 |


|  | Total limousines and heavy and medium vehicles | $\begin{gathered} \text { Total } \\ \text { light } \\ \text { vehicles } \end{gathered}$ | Total vehicles | Yearly driver $\cos t$ |
| :---: | :---: | :---: | :---: | :---: |
| Department of Deferse: |  |  |  |  |
| Army | 37 | 17,749 | 17,786 | 398,509 |
| Navy | 28 | 8,361 | 8,389 | ${ }^{568,266}$ |
| Marine Corps | 4 | 2,567 | 2,571 | (d) |
| Air Force | 30 | 8,907 | 8,937 | 2,513,570 |
| Corps of Engineers, Civil Works | - | 936 | 936 | 199,440 |
| Office of the Secretary of Defense | 14 | 14 | 28 | 222,602 |
| Defense Supply Agency | - | 1,248 | 1,248 | 466,000 |
| Defense Communications Agency |  | 20 | 20 | 74,250 |
| Defense Intelligence Agency | - | 268 | 268 | 810,000 |
| Defense Investigative Service | - | 1,486 | 1,486 | - |
| Defense Nuclear Agency | - | 55 | 55 | 30,216 |
| Defense Civil Preparedness Agency | 1 | 43 | 44 | 23,332 |
| Total | $\underline{114}$ | 41,654 | 41,768 | 11,396,185 |
| Other agencies: |  |  |  |  |
| ACTION | 1 | 487 | 488 | 14,430 |
| Agency for International Development | 7 | 1,116 | 1,123 | 1,123,453 |
| American Battle Monuments Comission | - | 11 | 11 | - |
| Appalachian Regional Commission | - | 1 | 1 | 13,237 |
| Atomic Energy Commission | 5 | 2,228 | 2,233 | 430,066 |
| Cabinet Committee on Opportunities for Spanish Speak- |  |  |  |  |
| Canal Zone Government | - | 36 | 36 | - |
| Civil Aeronautics Board | 1 | 3 | 4 | 43,201 |
| Consumer Products Safety Commission | 1 | 5 | 6 | (d) |
| Cost of Living Council | 2 | - | 2 | 22,000 |
| District of Columbia | 1 | 1,038 | 1,039 | 11,400 |
| Environmental Protection Agency | 1 | 284 | 285 | 91,363 |
| Equal Employment Opportunity Commission | 1 | 72 | 73 | 20,000 |
| Export-Import Bank | 1 | - | 1 | 14,674 |
| Farm Credit Administration | 1 | - | 1 | 6,318 |
| Federal Communications Commission | 1 | 124 | 125 | 8,611 |
| Federal Deposit Insurance Corporation | 3 | - | 3 | 38,252 |
| Federal Home Loan Bank Board | 1 | 4 | 5 | 14,640 |
| Federal Maritime Commission | 1 | 1 | 2 | 11,046 |
| Federal Mediation and Conciliation Servico | 1 | - | 1 | 19,630 |
| Federal Power Commission | 1 | 3 | 4 | 34,443 |
| Federal Reserve System | 5 | - | 5 | , 4 |
| Federal Trade Commission | 1 | 7 | 8 | 8,611 |
| Foreign Claims Settlement Commission | - | 3 | 3 | - |
| General Services Administration | 1 | 11,541 | 11,542 | 551,059 |
| International Boundary and Water Commission, United |  |  |  |  |
| Interstate Commerce Commission | 1 | 185 | 186 | 12,033 |



LIMOUSINE AND HEAVY AND MEDIUM SEDANS
OWNED AND LEASED BY AGENCY AS OF JUNE 30, 1973

|  | Agency-owned |  |  |  | Agency-leased |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Limousine (VI) | Heavy (V) | Medium (IV) | Total | Limousine (VI) | Heavy (V) | $\begin{aligned} & \text { Medium } \\ & (\underline{I V}) \end{aligned}$ | Total |  |
| Legislative branch: |  |  |  |  |  |  |  |  |  |
| U.S. Senate | 1 | - | - | 1 | 3 | 6 | 4 | 13 | 14 |
| House of Representatives | - | - | - | - | 3 | 1 | 2 | 6 | 6 |
| Archrtect of the Capitol | - | 1 | - | 1 | - | - | - | - |  |
| General Accounting Office | - | ${ }^{\text {a }} 1$ | - | 1 | - | 1 | - | 1 | 2 |
| Government Printing Office | - | - | - | - | - | 1 | - | 1 | 1 |
| Library of Congress | 二 | - | 1 | 1 | - | - | - | - | 1 |
| Total | 1 | 2 | 1 | 4 | 6 | $\underline{9}$ | 6 | 21 | 25 |
| Judicial branch: |  |  |  |  |  |  |  |  |  |
| Supreme Court of the United States | - | - | - | $-$ | 1 | $=$ | 1 | 2 | 2 |
| Executive branch: |  |  |  |  |  |  |  |  |  |
| White House Office | - | - | - | - | 1 | - | 44 | 45 | 45 |
| Office of the Vice President | - | - | $-$ | - | - | 1 | 1 | 2 | 2 |
| Total | $=$ | - | - | - | 1 | 1 | 45 | 47 | 47 |
| Executive Office of the President: |  |  |  |  |  |  |  |  |  |
| Office of Management and Budget | - | - | - | - |  |  |  |  |  |
| Office of Econamic Opportunity | - | - | - | - | - | - | 2 | 2 | 2 |
| Office of the Special |  |  |  |  |  |  | 1 | 1 | 1 |
| Representative for Trade |  |  |  |  |  |  |  |  |  |
| Negotiations | - | - | - | - | - | - | 1 | 1 | 1 |
| Council on Environmental |  |  |  |  |  |  |  |  | 1 |
| Quality | - | - | - | - | - | - | 1 | 1 | 1 |
| Office of Telecommunications |  |  |  |  |  |  |  |  |  |
| . Policy | - | $\cdots$ | $-$ | - | - | $=$ | 1 | 1 | 1 |
| Total | - | - | - | - | - | $=$ | 6 | 6 | 6 |
| Civil departments: |  |  |  |  |  |  |  |  |  |
| State (note b) | 20 | 10 | 61 | 91 | 5 | 1 | 7 | 13 | 104 |
| Treasury | 5 | 52 | 95 | 152 | 9 | 15 | 81 | 105 | 257 |
| Justice |  | 77 | 65 | 142 | 1 | 15 | 12 | 13 | 155 |
| The Interior | - | - | - | - | 1 | - | 7 | 8 | 8 |
| Agriculture | - | - | - | - | 1 | - | 4 |  | 5 |
| Commerce | - | - | - | - | 1 | - | 6 | 7 | 7 |
| Labor | - | - | - | - | 1 | - | 4 | 5 | 5 |
| Health, Education, and Welfare | - | - | - | - | 1 | - | 5 | 7 | 5 |
| Housing and Urban Development | - | - | - | - | 1 | - | 4 | 5 | 5 |
| Transportation | - | - | - | - | 1 | - | 13 | 14 | 14 |
| Total | $\underline{25}$ | 139 | 221 | 385 | $\underline{22}$ | 16 | 144 | 182 | 567 |

${ }^{a_{\text {Heavy }}}$ sedan subsequently replaced by a 11 ght sedan leased from GSA.


|  | Agency-owned |  |  |  | Agency-leased |  |  |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Limousine (VI) | Heavy $(\underline{V})$ | Medium (IV) | Total | Limousine (VI) | Heavy (V) | $\begin{gathered} \text { Medium } \\ (\text { IV) } \end{gathered}$ | Total |  |
| Department of Defense: |  |  |  |  |  |  |  |  |  |
| Army | - | - | 26 | 26 | 2 | - | 9 | 11 | 37 |
| Navy | - | - | 25 | 25 | 2 | - | 1 | 3 | 28 |
| Marine Corps |  |  | 3 | 3 | 1 | - |  | 1 | 4 |
| Air Force | - | - | 21 | 21 | 2 | - | 7 | 9 | 30 |
| Office of the |  |  |  |  |  |  |  |  |  |
| Secretary of Defense | - | - | 4 | 4 | 3 | - | 7 | 10 | 14 |
| Defense Civil Preparedness |  |  |  |  |  |  |  |  |  |
| Agency | $\cdots$ | - | $\cdots$ | $-$ | $\cdots$ | - | 1 | 1 | $\underline{1}$ |
| Total | - | - | 79 | 79 | 10 | - | 25 | 35 | $\underline{114}$ |
| Other agencies: |  |  |  |  |  |  |  |  |  |
| ACTION <br> Agency for International |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Atomic Energy Commission | $\sim$ | - | - | - | - | - | 5 | 5 | 5 |
| Civil Aeronautics BoardConsumer Products Safety |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Commission | - | - | - | - | - | - | 1 | 1 | 1 |
| Cost of Living Council | - | - | - | - | - | - | 2 | 2 | 2 |
| District of Columbia | - | - | - | - | - | 1 | - | 1 | 1 |
| Environmental Protection |  |  |  |  |  |  |  |  |  |
| Equal Employment Oppor- |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| Export-Import Bank | - | - | - | - | - | - | 1 | 1 | 1 |
| Farm Credit Administration | - | - | - | - | - | - | 1 | 1 | 1 |
| Federal Communication Commission | - | - | - | - | - | - | 1 | 1 | 1 |
| Federal Deposit Insurance |  |  |  |  |  |  |  |  |  |
| Corporation | - | 1 | 2 | 3 | - | - | - | - | 3 |
| Federal Home Loan Bank Board | - | - | - | - | - | - | 1 | 1 | 1 |
| Federal Maritime Commission | - | - | - | - | - | - | 1 | 1 | 1 |
| Federal Mediation and Con- |  |  |  |  |  |  |  |  |  |
| Federal Power Commission | - | - | - | - | - | - | 1 | 1 | 1 |
| Federal Reserve System | - | - | - | - | - | - | 5 | 5 | 5 |
| Federal Trade Conmission | - | - | - | - | - | - | 1 | 1 | 1 |
| General Services Administra- |  |  |  |  |  |  |  |  |  |
| Interstate Commerce Commis- |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| National Aeronautics and Space Administration | - | - | - | - | - | - | 1 | 1 | 1 |
| National Credit Union |  |  |  |  |  |  |  |  |  |
| Administration | - | - | - | - | - | - | 1 | 1 | 1 |
| National Labor Relations |  |  |  |  |  |  |  |  |  |
| Board | - | - | - | - | - | - | 1 | 1 | 1 |
| National Science Foundation | - | - | - | - | - | - | 1 | 1 | 1 |
| Overseas Private Investment |  |  |  |  |  |  |  |  |  |
| Corporation | - | $\bullet$ | - | - | - | - | 1 | 1 | 1 |
| Panama Canal Company | - | - | 1 | 1 | - | - | - | - | 1 |
| Railroad Retirement Board | - | - | 1 | 1 | - | - |  | - | 1 |
| Renegotiation Board | - | - | - | - | - | - | 1 | 1 | 1 |
| Securities and Exchange |  |  |  |  |  |  |  |  |  |
| Selective Service System | - | , - | . | - | - | - | 1 | 1 | 1 |
| Small Business Administration | - | - | . | - | . | - | 1 | 1 | 1 |
| U.S. Civil Service Commis- |  |  |  |  |  |  |  |  |  |
| United States Information |  |  |  |  |  |  |  |  |  |
| Agency | - | - | - | - | - | - | 1 | 1 | 1 |
| United States Postal Service (administrative |  |  |  |  |  |  |  |  |  |
| U.S. Soldiers Home | - | - | 1 | 1 | - | - | - | - | 1 |
| U.S. Tariff Commission | - | - | - | - | - | - | 1 | 1 | 1 |
| Veterans Administration | - | - | $\cdots$ | $\cdots$ | - | - | 1 | 1 | 1 |
| Total | 1 | 1 | 17 | 19 | - | 1 | 41 | 42 | 61 |
| Total | 27 | 142 | 318 | 487 | 40 | 27 | 268 | 335 | 822 |

## HEAVY AND MEDIUM SEDANS

## USED FOR LAW ENFORCEMENT

|  | Heavy | Medium | Total |
| :---: | :---: | :---: | :---: |
| Justice Department | 77 | 65 | 142 |
| Treasury Department: |  |  |  |
| Internal Revenue Service | 9 | 11 | 20 |
| Secret Service | 24 | 24 | 48 |
| Bureau of Customs | 6 | 18 | 24 |
| Bureau of Alcohol, Tobacco, and Firearms | 13 | 41 | 54 |
| Total | 52 | 94 | 146 |
| Total | $\underline{129}$ | 159 | $\underline{288}$ |

Note: These statistics are included in enclosures I and II.

## LICH1L

(TYPE. I, II 2 Nin III)

| Agency-owned | Commercially <br> S/W <br> Sedans <br> (note a) | CSA- <br> Sedansed | S/Wased |  |
| :---: | :---: | :---: | :---: | :---: |
| SedanS | S/W | Total |  |  |


| Legislative branch: |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U.S. Senate | 1 | - | - | - | - | - | 1 |
| House of Representatives | - | - | - | 1 | - | - | 1 |
| General Accounting Office | - | - | - | - | 3 | 3 | 6 |
| Government Printing Office | 1 | 5 | - | - | 6 | - | 12 |
| Library of Congress | - | - | - | - | 1 | 4 | 5 |
| Total | 2 | 5 | - | 1 | 10 | 7 | 25 |
| Judicial branch: |  |  |  |  |  |  |  |
| Supreme Court of the United State's | - | - | - | 2 | - | - | 2 |
| Administrative Office of the U.S. Courts | - | - | - | - | 2 | 1 | 3 |
| Total | - | - | - | 2 | 2 | 1 | 5 |
| Executive branch: |  |  |  |  |  |  |  |
| Whitr House Office | - | - | 13 | 10 | - | - | 23 |
| Ofilue of the Vice President | - | - | - | - | - | 1 | 1 |
| Total | - | - | 13 | 10 | - | 1 | 24 |
|  |  |  |  |  |  |  |  |
| Office of Economic Opportunity | 1 | - | - | - | 13 | 2 | 16 |
| National Security Council | - | - | - | - | $\mathrm{b}_{1}$ | - | 1 |
| Council of Economic Advisers | - | - - | - | - | $\mathrm{b}_{2}$ | - | 1 |
| Total | 1 | - | 2 | - | 23 | 2 | 28 |
| Civil departments: |  |  |  |  |  |  |  |
| State (note c) | 581 | 200 | - | - | - | - | 781 |
| Treasury | 3,942 | 51 | 222 | - | 2,391 | 123 | 6,729 |
| Justice | 6,828 | 149 | - | - | 188 | 26 | 7,191 |
| The Interior | $\mathrm{d}_{1,409}$ | 103 | - | - | d3,019 | - | 4,531 |
| Agriculture | 3,130 | 577 | 103 | 13 | 1,547 | 129 | 5,499 |
| Commerce | 36 | 27 | - | - | 176 | 120 | 359 |
| Labor |  | - | - | - | 1,039 | - | ${ }^{\text {e }} 1,039$ |
| Health, Education, and Welfare | $\mathrm{d}_{53}$ | 22 | 3 | - | d 1,598 | 188 | 1,864 |
| Housing and Urban Development | - | - | 3 | 1 | 645 | 25 | 674 |
| Transportation | 37 | 14 | 6 | 1 | 3,243 | 331 | 3,632 |
| Total | 16,016 | 1,143 | 337 | 15 | 13,846 | 942 | 32,299 |
| Department of Defense: |  |  |  |  |  |  |  |
| Army | 13,383 | 995 | 899 | - | 2,458 | 14 | 17,749 |
| Navy | 3,783 | 1,603 | 1,096 | 24 | 1,855 | - | 8,361 |
| Marine Corps | 874 | 199 | 761 | - | 733 | - | 2,567 |
| Air Force | 3,771 | 2,565 | 432 | - | 1,885 | 254 | 8,907 |
| Corps of Engineers, Civil Works | 738 | 78 | - | - | 113 | 7 | 936 |
| Office of the Secretary of Defense | 14 | - | - | - | - | - | 14 |
| Defense Supply Agency | 170 | 16 | 2 | - | 1,033 | 27 | 1,248 |
| Defense Communications Agency | 1 | - | 1 | 18 | - | - | 20 |
| Defense Intelligence Agency | 225 | 43 | - | - | - | - | 268 |
| Defense Investigative Service | 1,484 | 2 | - | - | - | - | 1,486 |
| Defense Nuclear Agency | ${ }_{55}$ | - | - | - | - | - | 1. 55 |
| Defense Civil Preparedness Agency | - | - | - | - | 37 | 6 | 43 |
| Total | 24,498 | 5,501 | 3,191 | 42 | 8,114 | 308 | 41,654 |

## ENCLOSURE IV

|  | Agency-owned |  | Commercially leased |  | $\begin{gathered} \text { GSA- } \\ 1 \text { eased } \\ \hline \end{gathered}$ |  | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Sedans | (note a) | Sedans | $\underline{S / W}$ | Şedans | S/W |  |
| Other agencres: |  |  |  |  |  |  |  |
| ACTION | 50 | - | - | - | 405 | 32 | 487 |
| ```Agency for International Develop- ment``` | 809 | 299 | - | - | 5 | 3 | 1,116 |
| American Battle Monuments Commission | $b_{10}$ | 1 | - | - | - | - | 11 |
| Appalachian Regional Commission | - | - | - | - | 1 | - | ${ }^{1}$ |
| Atomic Energy Commission | 1,782 | 202 | 41 | 8 | 156 | 39 | 2,228 |
| Cabinet Committee on Opportunities for Spanish Speaking People |  | - | - | - | $\mathrm{b}_{2}$ | - | 2 |
| Canal Zone Government | $\mathrm{b}_{36}$ | - | - | - | - | - | 36 |
| Civil Aeronautics Board | - | - | - | - | 2 | 1 | 3 |
| Consumer Praducts Safety Commission | - | - | - | - | 4 | 1 | 5 |
| District of Columbia | 949 | 89 | - | - | - | - | 1.038 |
| Environmental Protection Agency | - | - | - | - | 179 | 105 | 284 |
| Equal Employment Opportunity Commission |  | - | $3^{3}$ | - | ${ }^{6} 66$ | 3 | 72 |
| Federal Communications Commission | $b_{4}$ | 1 | 3 | - | ${ }^{6} 114$ | - | 124 |
| Federal Home Loan Bank Buard | - | - |  |  | $\mathrm{b}_{4}$ | - | 4 |
| Federal Maritime Commission | - | - | - | . | $\mathrm{b}_{1}$ |  | 1 |
| Federal Power Commission | - | - |  | - | 3 | - | 3 |
| Federal Trade Commission | - | - |  | . | 5 | 2 | 7 |
| Foreign Claims Settlement Commission | . | - |  | - | 1 | - | ${ }^{3}$ |
| General Services Administration | f9,433 | 1,336 | 1 | - | 632 | 139 | 11,541 |
| International Boundary and Water Commission, U.S. and Mexico | $\mathrm{b}_{14}$ | - | . | - | $\mathrm{b}_{7}$ | - | 21 |
| Interstate Commerce Commission | - | - | . | - | ${ }^{\text {d }} 185$ | - | 185 |
| National Aeronautics and Space Administration | 62 | 84 | 101 | 16 | 580 | 200 | 1,043 |
| National Capital Planning Commission | - | - | - | - | $b^{1}$ | 1 | 2 |
|  |  | - | - | - | $\mathrm{b}_{74}$ | - | 74 |
| National Gallery of Art | $\mathrm{b}_{1}$ | 1 | - | - | - | - | 2 |
| National Labor Relations Board | - | - | - | - | 26 | - | 25 |
| National Science Foundation | 13 | 11 | - | - | 20 | 11 | 55 |
| Overseas Private Investment Corporation |  | - | - | - | $\mathrm{b}_{1}$ | - | 1 |
| Panama Canal Company | $\mathrm{b}_{53}$ | 8 | - | - | 2 | - | 63 |
| Railroad Retirement Board | - | - | - | - | - | 1 | 1 |
| Renegotiation Board | - | - | - | - | - | 1 | 1 |
| Securities and Exchange Commission | - | - | - | - | ${ }^{\text {b }} 4$ | 2 | 6 |
| Selective Service System | - | - | - | - | ${ }^{\mathrm{b}} 333$ | - | 333 |
| Small Business Administration | - | - | - | - | 230 | - | 230 |
| Smithsonian Institution | 4 | 9 | - | - | - | - | 13 |
| Tennessee Valley Authority | 942 | - | - | - | - | - | 942 |
| U.S. Civil Service Commission | - | - | 3 | - | 228 | 4 | 235 |
| United States Information Agency (rote g) | 145 | 70 | - | - | 4 | 4 | 223 |
| United Stares postal Service (administrative vehicles) | $\mathrm{d}_{647}$ | - | - | - | $\mathrm{d}_{809}$ | - | 1,456 |
| U.S. Soldiers Home | $\mathrm{b}_{7}$ | 2 | - | - | - | - | 9 |
| Veterans Administration | 42 | 4 | - | - | 1,345 | 366 | 1,757 |
| Water Resources Council | - | - | $\mathrm{b}_{1}$ | - | - | - | 1 |
| Total | 15,005 | 2,117 | 155 | $\underline{24}$ | 5,429 | 915 | 23,645 |
| Total | 55,522 | $\underline{8,766}$ | 3.698 | $\underline{94}$ | 27,424 | 2,176 | 97,680 |

${ }^{\mathrm{a}}$ Station wagon.
$b_{\text {Information }}$ furnished by GSA.
${ }^{c}$ Includes Arms Control and Disarmament Agency.
${ }^{d}$ Details not available may include some station wagons.
${ }^{e}$ Details not available. May include some station wagons and commercially leased vehicles.

| $\mathrm{E}_{\text {GSA-owned }}$ as reported by GSA. | Sedans | S/W | Total |
| :---: | :---: | :---: | :---: |
| Dispatch fleet | 6,334 | 800 | 7,134 |
| In storage | 3,099 | 536 | 3,635 |
|  | 9,433 | 1,336 | 10,769 |
| Assigned to agencies |  |  | 27,996 |
|  |  |  | 38,765 |

$\mathrm{E}_{\text {Data }}$ not available on all countries due to Middle East situation.

