

One of these limitations is that this traffic shall not be in excess of an amount which is incidental to the primary purpose of the cooperative or federation and necessary to its efficient or effective performance.

A second limitation is that it may not in any event exceed 15 percent of the total interstate transportation of the cooperative or federation.

Then, finally, if a cooperative or federation elects to engage in this controversial traffic, then the total amount of all nonmember traffic which it transports may not exceed the amount of member traffic which it transports in its fiscal year.

I shall be glad to answer any other questions that the committee has.

Mr. FRIEDEL. Thank you, Mr. Dice, for a statement which was very brief and to the point.

One thing that disturbs me about this legislation is that it is another effort to work out transportation policy on a piecemeal basis. We have a lot of problems in transportation.

To my way of thinking, the only way to work these problems out is in a comprehensive piece of legislation so that the interests of all modes of transportation, users, and the public can be weighed and properly balanced.

Mr. Dice, I want to thank you for your statement.

Mr. Pickle.

Mr. PICKLE. Mr. Dice, it would seem to me that if all of these groups, the Interstate Commerce Commission, USDA, the carriers, other agencies, are for this bill, who is against it? I am interested, though, in your comments with respect to the items that you call controversial items that would be shipped. I assume this would be items not directly or incidentally related to their own cooperatives.

Give me an example of what you mean by controversial items, items that get us into the category which requires these limitations of quantity.

Mr. DICE. On a backhaul, after transporting a load of its own commodities, a cooperative, if it does not have available farm supplies it is taking back or if there is not available an exempt commodity under section 203(b)(6), may transport a load of general groceries or roofing materials.

Mr. PICKLE. Give me an example of a cooperative starting off from its base and it ships a load of something to another part of the country and turns around. I would like to have a better idea of a specific commodity or commodities and what they would bring back.

Mr. DICE. Examples of what have been brought back would include general groceries, canned goods, that type of thing, roofing material, structural material, structural steel; I believe in some instances they have transported beer. Generally, commodities that are subject to regulations.

Mr. PICKLE. Would you classify as being related to their incidental operations lumber, steel, beer?

Mr. DICE. To an agricultural cooperative, I would not call that farm related or related to its operation.

Mr. PICKLE. In other words, on their backhaul, then they could bring back to this cooperative almost anything that would normally be sent by common carrier.