

SASKATCHEWAN Farmers' Voice

SUMMER 2023 EDITION

BILL C-234
Relief is needed for
grain drying and barn
heating costs

**RURAL
CONNECTIVITY**
It's been two years
since APAS released
a final report, what's
changed?

INTERSWITCHING
Making sure grain
gets to market, no
matter what

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Cover Artwork: Michael Bell

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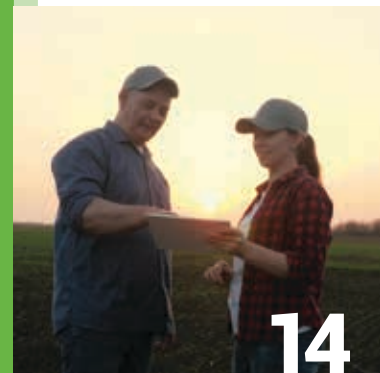
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Recommendations for the Canada Grain Act Review

The Canada Grain Act is up for review. Ian Boxall explains the importance of ensuring the CGA continues to serve farmers.

For the second time in three years, farmers are facing the serious financial consequences from unbalanced grain contracts. This time resulting from a grain buyer's decision to unilaterally cancel their purchase contracts.

In 2021, a disastrous drought led to farmers paying millions of dollars in buy-out costs and legal costs, with some producers being stuck with paying up to 19% in interest on replacement costs and administrative fees.

In 2022, APAS and the Saskatchewan Crop Commissions commissioned the Producer Contract Review, which was

undertaken by Mercantile Consulting Ventures Inc. This report showed grain contracts are very one-sided in favour of the grain buyer and represent a risk to the entire industry.

Now in 2023, the concern is heightened as several farmers have taken issue with a buyer canceling a contract. As farmers, we know the nature of farming involves risk and uncertainty. We also understand the importance of contracts as a business management tool for both buyers and sellers. When there's an opportunity to limit that risk, why not take it? Canada seems to be an outlier in the lack of clear and consistent terms governing grain contracts. Australia, on the other hand, has implemented transparent and predictable rules to guide outcomes and processes when these events happen.

APAS, along with partner organizations, are calling on the Canadian Grain Commission to get involved. We want to bring stakeholders together to create balance, clarity, accountability, and transparency for all parties. It should be in everyone's interests, buyers and sellers, to create a system that minimizes issues and avoids having to use the courts to settle differences. Grain contracts are too important to our marketing and transportation system to be left unaddressed in this way.

It's a good reminder of why the Canada Grain Act Review is so important for ensuring there are safeguards in place to protect producer interests in Canada's grain industry. After it was put on hold in 2021, we expect the review to resume this fall. It's important to

remember the intent of the Grain Act is to protect the interests of producers in areas such as weights, grades, payment assurance, and access to transportation. It's still reflected in the Canadian Grain Commission's mandate.

APAS made several recommendations to the CGC for the Canada Grain Act Review:

1. Funding – increased core funding from the federal government so that inspection fees can be reduced and not used to fund core CGC activities.
2. Mandate – the continued mandate of the Canada Grain Act and CGC must be to protect the interests of producers in Canada's grain industry.
3. CGC Governance Structure – the continuation of the three-Commissioner governance structure.
4. Outward Inspection – APAS supports the continuation of mandatory CGC outward inspection. Producers face the greatest financial risks when there are real or perceived quality concerns in international markets that negatively impact Canada's brand.
5. Creating an Export Sales Reporting Program – Greater transparency and timely information about export shipments and sales commitments are essential to producers when they are deciding what to grow and when to sell their grains.
6. Greater Standardization of Trade – The CGC should take steps to exercise more inspection authority over testing procedures and accelerate the modernization of the grading system to improve quality assessment.

Some of these recommendations may not be contract related at primary elevators, but at the end of the day, making business transactions more transparent, accountable, and predictable benefits everyone in the supply chain, not just producers.



Photo Credit: Dave Stobbe

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Myths and Facts About Interswitching

APAS has advocated for interswitching legislation to be introduced in Canada in 2023. However, what is it? And why is interswitching a good thing for Saskatchewan's agricultural producers?

BY RYAN MCNALLY
PHOTOS: MICHAEL BELL



Whether buying groceries, getting a cup of coffee, or purchasing your next vehicle, having choice in the market is sometimes taken for granted.

Farmers in Saskatchewan are always looking for competition and choice when it comes to purchasing fertilizer, buying farm equipment, and selecting the right products and seeds for their crops. However, when it's time to harvest that crop and send it to market, that's often where competition and choice in the market seems to stop.

200 of Saskatchewan's 203 licensed grain shipping facilities are only served by one of two providers: CN or CP Rail. For producers, that means a lack of options when it comes to getting their grain to port efficiently and economically.

CFA 1st Vice-President – and APAS Past-President – Todd Lewis farms south of Regina in the RM of Lajord. He's

one of the lucky farmers between two mainlines, one CN Rail line that travels right through Regina, while the other is a major CP mainline that travels south of his farm. That said, he sees the issue for other farmers in Saskatchewan.

"Where it starts to be more of an issue as you get further from the mainlines where you may have areas that are only serviced by one rail specifically without much competition," Lewis said. "Generally, northern Saskatchewan has more CN lines than CP, and in the south, it's the opposite. In some areas, CP has a larger percentage of the lines."

Interswitching is a longstanding policy measure in Canada to introduce a level of competition in more captive freight markets.

Under Canadian legislation, shippers can obtain an order to have freight moved to a connecting line so a service provider on another line can provide the longer haul to the final destination.

However, the current rules require shippers to be located within 30 km of an interchange point which excludes 89% of the grain shippers in Saskatchewan who are captive to a single service provider.

The 2023 Federal Budget included a commitment to expand the interswitching radius to provide better access and increase competition for captive shippers.

This is a longstanding request of shipper and producer organizations and is why the Flip the Switch initiative began online to voice support for the proposal. The campaign is supported by APAS, the CFA, Pulse Canada, and approximately 15 other organizations representing agriculture and other rail dependent commodities. Vice-President of Corporate Affairs for Pulse Canada, Greg Northey, says there are several myths around interswitching that railways have tried to promote.



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MYTH	FACT
Interswitching slows down rail traffic	Extended interswitching provides shippers with the opportunity to use another railway to re-route traffic away from congested areas or ports.
Interswitching increases costs	Increased competition from extended interswitching reduces costs for shippers who are using the rail network
Interswitching will cause job losses	Extended interswitching increases competition, giving railways a chance to compete for more customers so they can grow their businesses and hire more Canadians
Extended interswitching is only a useful competitive access provision if trains are physically interswitched from one carrier to another	Even with extended interswitching in place, an imbalance in bargaining power still exists in favor of the railways.

Source: interswitching.ca

"(The railways have) existed in a duopoly since they began," Northey said. "If you're in a monopoly situation where you have complete market power over your customer, and you've enjoyed that, you're able to schedule your trains; you're able to provide the service that meets your requirements as a service provider as opposed to your customer, I think there is a hesitation around this idea of having competition infused within your operation."

Northey adds the U.S. is also exploring something similar.

"They call it reciprocal switching down there. As recently as last year, the Transportation Board had hearings about this," Northey said. "This would be a similar process where one railway would – if you're a shipper or a farmer and you want to get service from one railway – you could go to another rail-

way and see if they can compete with your main carrier. That's really the only comparable; they don't have it now; they're still in discussions."

That said, interswitching was implemented previously in 2014-17 with a 160 km radius. An analysis of freight data from August 1 to May 20, 2016, showed that extended interswitching resulted in almost \$4 million in freight

cost savings and 1,300 additional cars put into service during that timeframe.

"The shippers felt that it did help the situation as far as getting grain moving more efficiently," Lewis said. "I think shippers are worried that the government is only going to pilot this over a short-term. If so, then it will have very little impact in creating the competitive conditions shippers need to achieve

“ The reality is competition is useful. I don't think we necessarily need to have monopolies in Canada; monopolies aren't necessarily the best route to having the most productive sectors; they're not the best way to get the best service, as we've seen. ”

– Greg Northey, Vice-President of Corporate Affairs for Pulse Canada



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results because it could affect their service with their main provider once interswitching disappears."

Federal Bill C-47 is proposing to extend regulated interswitching for an 18-month trial period at a 160 km interswitching zone distance. APAS sent a letter to the Federal Transport Minister Omar Alghabra and the Chair of the Standing Committee on Finance Peter Fonseca in May making several recommendations, including:

1. Expanding the zone distance to a minimum of 250 kms to ensure all SK farmers can benefit;
2. Expanding the trial period to 5 years; and
3. Ensuring clear and transparent measures are in place for accountability purposes.

"Whenever we need to transport our goods, whether it's railways, ocean carriers moving containers, from the farmgate and the elevator onwards in our transportation system, we're faced with monopolies or with tremendous market power or people who are supposed to be providing a service," Northey said. "If we have an opportunity to drive a little bit of competition into a market that can deliver the outcomes that we know competition can deliver, it's going to benefit everybody."



Lewis agreed. "Farmers understand that if there's competition, it's usually a good thing. When it comes to pricing something, if there's a competitor that comes in and offers the same product at a lower price, I think that's what people are looking for."

Saskatchewan farmers are furthest from port and often face the greatest impacts when supply-chain disruptions occur. Extended interswitching was able to make it through the Senate during the spring sitting, receiving Third Reading in June. APAS and other partner organizations will continue working with Transport Canada to help ensure the program is designed to succeed and meet the needs of Saskatchewan producers and grain shippers.

Are you a young producer wanting to get involved in farm policy?

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BY RYAN MCNALLY
PHOTOS: MICHAEL BELL

The Wait Continues

Bill C-234 did not receive approval from the Canadian Senate before the end of the session on June 30. That may not seem important to some, but for farmers, it could mean another expensive harvest and winter in Saskatchewan.



Four years ago, Saskatchewan had the Harvest from Hell. Wet conditions made it nearly impossible to finish harvesting the 2019 crop. In many areas of the province, grain dryers were used to help protect crop quality and make sure the grain didn't spoil in the bin.

However, that grain drying practice – as essential as it was – was a costly endeavor and the carbon tax only added to a frustrating and anxious time for farmers.

That was the first year the federal carbon tax was introduced in Saskatchewan, starting at \$20/tonne of emissions. While some farm fuel is exempt, propane and natural gas for heating barns and drying grain was not exempt, which according to an APAS submission from 2021, would have cost farmers \$1.34/acre in 2021, and was estimated to increase to \$5.74/acre by 2030 as the carbon tax is set to increase to \$170/tonne of emissions.

That was how Bill C-234 came along. It was a Private Members Bill that passed through the House of Commons in March of 2023, receiving support from every party in Parliament. However, the Senate was unable to get it approved before their summer recess, despite the best efforts of Senators David Wells and Robert Black.

Senator Rob Black Chair's the Senate Committee on Agriculture and Forestry and was a strong proponent

of Bill C-234. He spoke with APAS while the Bill was being considered in the Senate.

He says this Bill is important to level the playing field for Canadian farmers who must pay a carbon tax while international markets Canada competes with don't.

"Senator Wells introduced it at second reading, I spoke to it, we've had a non-sitting week, so that always adds to the complexity," Black said. "Part of it is the process."

It's news farmers like Bill Prybylski didn't want to hear. He was heavily impacted by wet fall conditions in 2019. The APAS Vice-President farms in the RM of Garry #245, north of Melville.

"Harvest started out okay, but then the rain started coming. We didn't get a lot of accumulation, but it was very frequent rains," Prybylski said. "We ended up having to take a good majority of our crop off tough and damp, and we didn't finish harvest in 2019. We had to wrap up about 3,000 acres in the spring of 2020. To dry the portion of the crop that we had to in 2019 cost me just over \$34,000 of propane, plus electrical costs and fuel to move the grain back and forth (from the bins), so I'm thinking all told, it was roughly \$40,000 it cost me to dry that crop."

Prybylski bought a new grain dryer after that 2019 harvest, with hopes of being more efficient by drying more



“The reality is the price of the carbon tax and the prices on fuel from the carbon tax will continue to increase for the next number of years, until 2030. At that point, it is really going to change the financial calculation for agriculture in Canada.”

– Ben Lobb, Conservative Member of Parliament for Huron – Bruce

grain while it's warmer out in the fall as opposed to drying grain in the winter. Regardless, there are no practical alternatives to natural gas and propane to dry grains, and Prybylski was hopeful the legislation could get through Parliament to help address a cost that can't be avoided.

“One of the concerns we have with the carbon tax is that it's an expense that we must pay that we cannot recuperate or recover. Every dollar that we pay on the carbon tax, either directly or indirectly,

is just coming from our bottom line,” Prybylski said. “We know that input costs have increased considerably, commodity prices were fairly high, but they're steadily declining. Our margins are getting thinner and thinner all the time, and the carbon tax is just one more thing that's going to cut into our bottom line.”

The Conservative Member of Parliament for Huron – Bruce, Ben Lobb, introduced this Private Members' Bill to the House of Commons in February 2022. He

believes the Senate critic of this Bill is largely to blame for it not receiving Senate approval before the summer session came to an end.

“It doesn't seem right to me that a Quebec Senator is holding up a Bill that would provide relief to Ontario, Manitoba, Saskatchewan, and Alberta producers, and I guess in a month or so, Nova Scotia producers,” Lobb said. “But that is the way our democratic system works, and we'll work with the Senator to get him all of the information he needs



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to make good choices in the fall when the Bill comes back to committee."

Lobb believes this Bill would help correct an oversight made when the initial Pollution Pricing Act was introduced.

"The reality is the price of the carbon tax and the prices on fuel from the carbon tax will continue to increase for the next number of years, until 2030," Lobb said. "At that point, it is really going to change the financial calculation for agriculture in Canada."

Right now, the current best-case scenario for farmers in Saskatchewan is if the Bill passes in the fall. It may not be available to help alleviate farmers from immediate grain drying costs, but it will help producers who will need to heat their barns this winter.

Carbon taxes on fuels to heat barns for dairy, chicken, and pork can often exceed \$2,000 per month, according to heating bills submitted by members. Bill C-234 would also represent significant

cost-savings on grain drying expenses. APAS recently estimated that farmers in Saskatchewan's six most northern crop districts would incur almost \$10 million in carbon taxes if they had to dry 50% of their wheat, barley, canola, and oats three moisture points on average in 2023.

Although Bill C-234 doesn't exempt farmers completely from the carbon tax, it does represent a step in the right direction for APAS, which has advocated for such exemptions since the beginning. While the carbon tax is intended to increase the incentive to limit the use of fossil fuels, there are simply no reliable alternatives suitable for farming use. It's a tax burden farm families can't pass on to the consumer that comes out of their bottom line, meaning less money that can be spent in rural Saskatchewan.

In 2019, APAS appeared as an intervener before the Saskatchewan Court of Appeal in support of the provincial government's constitutional challenge

against the federal carbon tax. APAS has also released several research papers to highlight the financial impact of the carbon tax on producers as price-takers in commodity supply chains, including a study in April 2023 that estimates Saskatchewan farmers will pay more than \$40 million per year in carbon taxes on railway fuel to transport grain to port. This is money that is taken directly out of rural Saskatchewan that would otherwise be spent supporting local businesses in communities across the province. The carbon tax is intended to provide an incentive to reduce fossil fuel consumption. However, this incentive doesn't apply when there is a lack of reliable fuel alternatives available or the cost is simply passed onto farmers who are selling products priced in international markets. In these instances, the carbon tax imposes a cost on farm businesses that reduces their bottom lines, leaving less money for technology that ensures farmers can use sustainable and productive farming practices in the future.

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Still Buffering

In 2021, APAS released the Final Report from the Rural Connectivity Task Force. This article looks at the work done on improving rural connectivity in Saskatchewan.

BY RYAN MCNALLY

Jeremy Welter realizes Rome wasn't built in a day, nor was Saskatchewan's Broadband network.

The Kerrobert-area farmer was the Chair of the APAS Rural Connectivity Task Force and is also a Director in District Six. At the start of the Task Force's work on this file, he remembers a lot of interest from the general public and media.

"The reality is we all recognize the connectivity issue is very political and is kind of a slow-moving, lumbering beast," Welter said. "There has been some forward momentum on the file; it's reasonable to say not to the extent anyone would have liked to see, but this is a huge and complex issue."

Some of the recommendations from the report have been acted on in recent years. One of the recommendations called for SaskTel to work with smaller providers to "provide service at a reasonable rate to rural and underserved residents." External Communications Manager for SaskTel Greg Jacobs says SaskTel has done that with partnerships through its Rural Broadband Partnership Program (RBPP).

"There are barriers to providing broadband service that are not just cost, not just operational," Jacobs said. "You have to understand how these networks work and how to run a business."

Four partnerships with rural service providers have been reached since the initiative was established in 2021:

- Wood River Internet
- H and K Rural Networks
- Beaver River Broadband (a partnership between Wood River Internet and the Meadow Lake Tribal Council)
- Stafford Communications

One requirement of the Rural Broadband Initiative is the providers must be able to deliver the federal benchmark, which is set at 50 megabits per second (Mbps) for download speed, and 10 Mbps for upload speed.

"That's certainly not a cap that we're putting on it; we've encouraged all of our partners to deliver more than that," Jacobs noted. "Stafford can deliver speeds of up to 100 Mbps, so we're pretty pleased with that so far."



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However, a sticking point provincially is the Universal Broadband Fund. According to Jacobs, the federal government announced \$37 million to projects in Saskatchewan but did not indicate which projects or providers received the funds.

"We're pleased to see that dollars are finally making their way to Saskatchewan, but we would like to see those

Access Communications (Access) has been working over the last couple of years to bridge the rural-urban digital divide, connecting about 100 rural communities and areas with urban-like services.

“We submitted applications as soon as we possibly could to the Universal Broadband Fund, and have been waiting for approval to proceed for several years.”

-Greg Jacobs, SaskTel



dollars allocated faster and with more transparency so that we can actually start some of those projects or so that there's some understanding as to where that money is being spent," Jacobs said.

The \$37 million designated for Saskatchewan projects comes from a total fund of \$3.32 billion for similar projects across Canada.

For Access President and CEO Carmela Haines, she says there's an opportunity for Access to do more for rural Saskatchewan through the Universal Broadband Fund and partnerships with the provincial crowns.

"Denare Beach is a prime example of a community that is underserved because it does not have the minimum 50 Mbps and does not qualify for Federal Broadband Funding," said Carmela Haines. "We have internet speeds there, but we'll never be able to provide the 50 Mbps required by the federal government because we can't get the backhaul into that community."

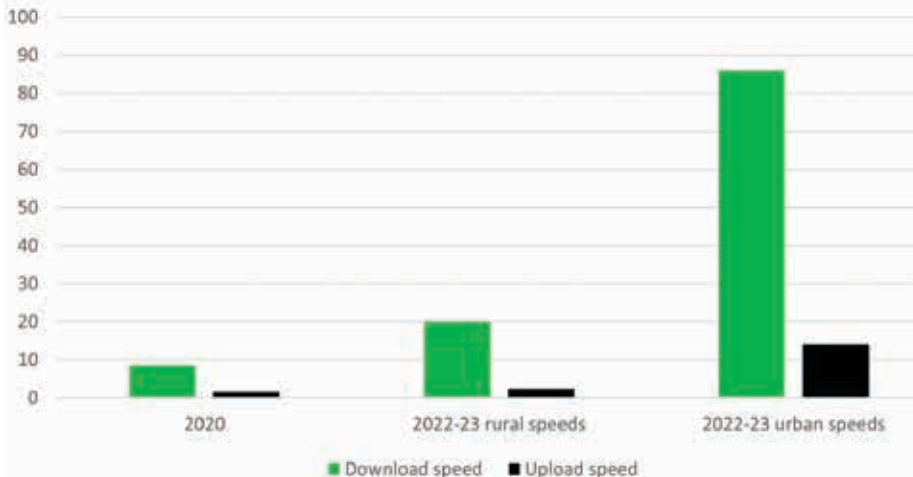
The backhaul Haines refers to is the high-capacity fibre optics that connect individual communities to the internet; it's like a pipeline for data.

Looking ahead, APAS is putting together a submission for the CRTC asking for operating funding for service providers. Both SaskTel and Access Communications agreed it would greatly benefit rural Saskatchewan.

"I think for a community where it's not just the capital infrastructure that needs to be funded, but potentially the operating, and you're able to tap into that, you'd be able to cover the ongoing costs to be able to serve that community," Haines said.

Still, other provinces (Newfoundland and Labrador, Alberta, Quebec, Ontario, and British Columbia) have seen the value of the Universal Broadband Fund and cost shared these connectivity projects 50:50. Bringing in millions of dollars of funding and connecting thousands of households to reliable high-speed internet.

Internet speeds in Saskatchewan (Source: CIRA)



is not narrowing the gap between the urban-rural divide in terms of connectivity. Buell says. Generally, he agrees with the findings of the report, and while there have been improvements in internet speed according to CIRA's Internet Performance Test, more still needs to be done to ensure rural and remote individuals have the same access to the internet as urban residents. "Oftentimes, when we talk about the digital divide, there's a gap in simple access. There's an infrastructure gap, but there's also a big digital divide in affordability," Buell said. "Rural communities have very low options, there's very low competition in rural markets, and that usually means much higher cost per bit of data and per bit of access."

Testing... Testing...

APAS has been proud to work with the Canadian Internet Registration Authority (CIRA) to conduct an independent internet speed test. Internet Performance Test Manager Jeff Buell stressed the importance of having resulted from an independent internet speed test.

"It's not just testing one little aspect of a connection, it's testing the whole path, and it's more reflective of how people actually use the internet daily," Buell

said. "It's important for both individuals and communities or organizations to have access to the test data. For individuals, one of the biggest things is it's a way to confirm you're getting what you pay for regarding your internet access. We know that internet service providers on your bill or contract have a certain committed speed level, and sometimes you may not get that."

In March, Canada's Auditor General released a report on rural and remote connectivity, indicating that Canada

It's an investment worth making, according to Welter.

"On a modern farm operation, you need service for just about every aspect of production. From ordering seed, fertilizer, parts in time for seeding, to making keeping your machinery running smoothly in the field, all the way to finding the best buyer before harvest. And without service, all those aspects of your operation take longer and be left buffering"

Rural Connectivity Report

In 2021, APAS released the final report from the Rural Connectivity Task Force. Read the report by scanning this QR Code.



CIRA Internet Speed Test

APAS partnered with CIRA to collect internet speed testing data in 2020. Take the internet speed test by scanning this QR code.



Auditor General Report on Rural Connectivity

Earlier this year, the Auditor General released her report on connectivity in rural and remote areas. Scan the QR Code to read the report.



Connecting Saskatchewan

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Saskatchewan Association for Resource Recovery Corp.

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DISTRICT ONE:

RM #1 - Argyle: Brenda Ryckman
 RM #2 - Mount Pleasant: Terrance Macfarlane
 RM #3 - Enniskillen: Barry Fitzpatrick
 RM #33 - Moose Creek: Reed Gibson
 RM #37 - Lomond: Ryan McKenzie
 RM #63 - Moose Mountain: Jack Wilson
 RM #64 - Brock: Darren Ippolito
 RM #65 - Tecumseh: Thomas Breault
 RM #91 - Maryfield: Jeff Chambers
 RM #92 - Walpole: William Hollingshead
 RM #93 - Wawken: Blaine Ehr
 RM #94 - Hazelwood: Kyle Kish
 RM #95 - Golden West: Wanda Reid
 RM #96 - Fillmore: Christopher Procyk
 RM #97 - Wellington: Sarah Leguee
 RM #121 - Moosomin: Trevor Green
 RM #122 - Martin: Steven Donald
 RM #123 - Silverwood: Chris MacPherson
 RM #124 - Kingsley: Greg Pusch
 RM #125 - Chester: Lee Sluser
 RM #126 - Montmartre: Cory Stringer
 RM #127 - Francis: James Vogt
 RM #151 - Rocanville: Herb Park
 RM #152 - Spy Hill: Nick Denbrok
 RM #153 - Willowdale: Kenneth Aldous
 RM #155 - Wolseley: Michelle Williams
 RM #181 - Langenburg: Mike Mitschke
 RM #183 - Fertile Belt: Wendy Bristow
 RM #184 - Grayson: VACANT
 RM #187 - North Qu'Appelle: George MacPherson
 RM #211 - Churchbridge: Cameron Wiebe
 RM #214 - Cana: Janette Reinson

DISTRICT TWO:

RM #11 - Hart Butte: Louis Paradis
 RM #38 - Laurier: Bev Pirio
 RM #71 - Excel: Ron Daviduk
 RM #72 - Lake of the Rivers: Chris Bates
 RM #73 - Stonehenge: Vince Topola
 RM #74 - Wood River: Lee Tallon
 RM #100 - Elmsthorpe: James Beingsner
 RM #101 - Terrell: Chris Hawkins
 RM #103 - Sutton: Jonathan Kolish
 RM #104 - Gravelbourg: James Bateman
 RM #128 - Lajord: Todd Lewis
 RM #129 - Bratt's Lake: Gregor Beck
 RM #131 - Baildon: Christine Whelan
 RM #162 - Caron: Ray McBride
 RM #163 - Wheatlands: Kurtis Hicks

RM #191 - Marquis: Glen Steinhauer
 RM #219 - Longlaketon: Scott Hegglin
 RM #220 - McKillop: Glen Munholland
 RM #221 - Sarnia: Aaron Bachman
 RM #222 - Craik: Trewett Chaplin

DISTRICT THREE:

RM #75 - Pinto Creek: Glen MacKenzie
 RM #76 - Auvergne: Dale Davidson
 RM #79 - Arlington: Kevin Gilbert
 RM #106 - Whiska Creek: Tania Demencuik
 RM #109 - Carmichael: Don Connick
 RM #135 - Lawtonia: Sterling Dayne
 RM #136 - Coulee: Greg Targerson
 RM #138 - Webb: Bruce Gibson
 RM #167 - Saskatchewan Landing: Dan Barber
 RM #257 - Monet: James Myers
 RM #261 - Chesterfield: Leah Cooper

DISTRICT FOUR:

RM #241 - Calder: Roy Derworiz
 RM #244 - Orkney: Randy Trost
 RM #245 - Garry: Bill Prybylski
 RM #274 - Good Lake: Brian Bernns
 RM #275 - Insinger: Willy Zuchkan
 RM #277 - Emerald: Norman Hall
 RM #304 - Buchanan: Myron Kopec
 RM #307 - Elfros: Justin Thordarson
 RM #308 - Big Quill: Ernest Hall
 RM #333 - Clayton: Lorne Ball
 RM #334 - Preeceville: Dale Parkin
 RM #335 - Hazel Dell: Brett Spray
 RM #336 - Sasman: Dale Redman
 RM #337 - Lakeview: Angela Jones
 RM #338 - Lakeside: Jason Friesen
 RM #367 - Ponass Lake: Rick Sunderland
 RM #395 - Porcupine: Bryan Young
 RM #426 - Bjorkdale: Glen Clarke
 RM #427 - Tisdale: Darren Ukrainetz
 RM #428 - Star City: Shawn Mooney
 RM #456 - Arborfield: Ryan Edwards
 RM #457 - Connaught: Ian Boxall
 RM #458 - Willow Creek: Brent Freedman
 RM #486 - Moose Range: Ashley Van Meter
 RM #487 - Nipawin: Arnold Schellenberg
 RM #488 - Torch River: Jerry Kindrat

DISTRICT FIVE:

RM #254 - Loreburn: Ryan Glubis
 RM #279 - Mount Hope: Ian McNichol
 RM #280 - Wrexford: Julie Marie Mortenson
 RM #281 - Wood Creek: Glen Busse
 RM #284 - Rudy: Jean Harrington
 RM #309 - Prairie Rose: Garth Burns
 RM #310 - Usborne: Jack Gibney
 RM #312 - Morris: Jason Johns
 RM #313 - Lost River: Ivan Carpenter
 RM #314 - Dundurn: David Aldred
 RM #339 - Leroy: Donavon Block
 RM #341 - Viscount: Mickey Palfy
 RM #342 - Colonsay: Marvin Lang
 RM #343 - Blucher: Blair Cummins
 RM #344 - Corman Park: Ken Rosaasen
 RM #346 - Perdue: Curtis Lammers
 RM #369 - St. Peter: Paul Ulrich
 RM #399 - Lake Lenore: Mark Schemenauer
 RM #403 - Rosthern: Chad Krikau
 RM #429 - Flett's Springs: Scott Hermus
 RM #430 - Invergordon: Wayne Bacon
 RM #459 - Kinistino: Lindsay Dupin
 RM #460 - Birch Hills: Ron Miller
 RM #461 - Prince Albert: Richard Wilson
 RM #490 - Garden River: Ryan Scragg
 RM #491 - Buckland: Jason Zalewski

DISTRICT SIX:

RM #287 - St. Andrews: Kevin Sinclair
 RM #347 - Biggar: Robert Danychuk
 RM #349 - Grandview: Allan Turk
 RM #350 - Mariposa: Jeremy Welter
 RM #351 - Progress: Kim Herbst
 RM #381 - Grass Lake: Bentley Sperle
 RM #382 - Eye Hill: Greg Rissling
 RM #410 - Round Valley: Taylor Wallace
 RM #436 - Douglas: Nick Partyka
 RM #438 - Battle River: Jaden Jamieson
 RM #440 - Hillsdale: Lawrence Olson
 RM #442 - Manitou Lake: Karl Koch
 RM #466 - Meeting Lake: Morris Prescesky
 RM #468 - Meota: Glenn Tait
 RM #470 - Paynton: Adam Bugg
 RM #471 - Eldon: Scott Owens
 RM #472 - Wilton: Devon Walker
 RM #499 - Mervin: Chresten Neilsen

If your RM isn't currently part of APAS, ask your Council to buy a 12-month trial membership for only \$2023.

Is your RM part of APAS?

Voting in elections every 4 years isn't enough – join APAS and help fix agricultural problems 365 days a year.

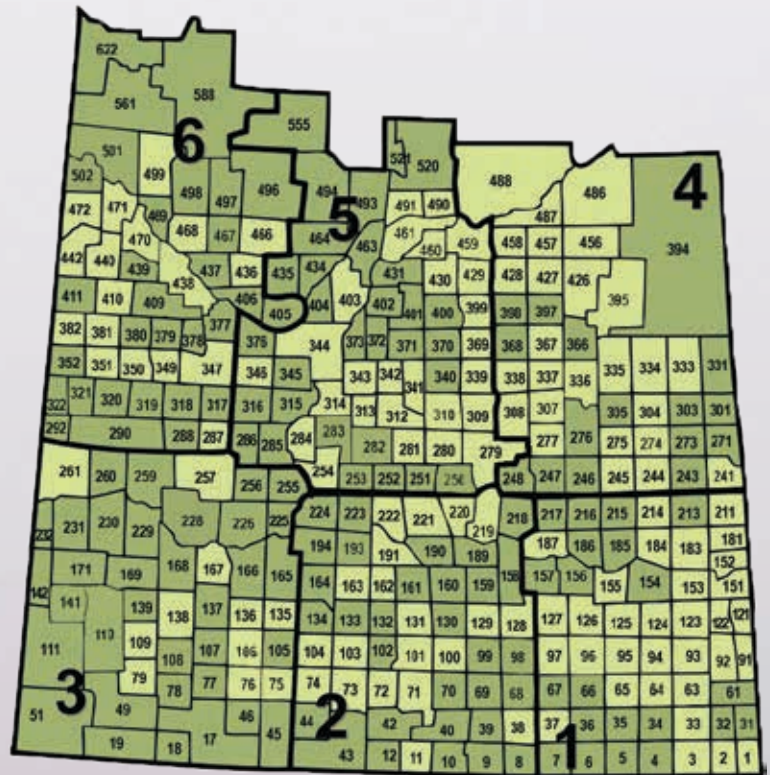
If your RM isn't currently part of APAS, ask your Council to buy a 12-month trial membership for only \$2023.

134 RMs already support APAS – add your voice by joining today.

STEP 1: The RM administrator contacts Curtis Hemming at 306-789-7774 and schedules an APAS presentation for the Council.

STEP 2: The Council votes to join APAS and pays \$2023 for a 12-month trial membership.

STEP 3: The Council chooses an APAS Representative to participate in all APAS activities.



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