

SASKATCHEWAN **FARMERS' VOICE**

SUMMER 2018

SURFACE RIGHTS RESURFACE

*The impact of oil development
on farm land*

CLEARING the TRACK

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SASKATCHEWAN FARMERS' VOICE

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Expect your next issue of Saskatchewan
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Surface Rights Resurface

The impact of oil development on farm land

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Message from **MINISTER OF AGRICULTURE AND AGRI-FOOD**

Congratulations to the Agricultural Producers Association of Saskatchewan (APAS) as you open this exciting new chapter in the history of the Saskatchewan Farmers' Voice.

Today, communications is more vital than ever to keep farmers on the competitive edge. The federal government is committed to supporting Saskatchewan farmers through our ambitious trade agenda, targeting \$75 billion in agri-food exports by 2025.

We are opening new markets through trade agreements in Europe and Asia and supporting an efficient rail system through the passage of Bill C-49. As part of our \$3-billion, five-year Canadian Agricultural Partnership, Minister Stewart and I have committed to investing

\$388 million in Saskatchewan to support the priorities of your industry, including trade, innovation, sustainability, public trust, and risk management. And the new Protein Industries supercluster will add value to Prairie crops and drive new jobs, with support from the federal \$950-million Supercluster initiative.

The future is full of promise, with growing global demand for products that Saskatchewan farmers can deliver. I will continue to work with APAS, Minister Stewart, and the industry as a whole to keep the sector strong and growing. I wish you every success as you reach out to more farmers across the province.

Hon. Lawrence McAulay
Federal Minister of Agriculture and Agri-food



Message from **SASKATCHEWAN MINISTER OF AGRICULTURE**

On behalf of the Government of Saskatchewan, I wish to congratulate APAS on the re-launch of Saskatchewan Farmers' Voice. This publication has been an excellent resource for producers across the province and I am excited to see it expanding.

Producers ensure we bring safe, high-quality products to markets around the world. Our producers play an important role from field to plate, whether it be using the most recent technology or educating consumers about sustainability. Saskatchewan continues to be an agricultural leader by providing solutions to meet the growing global demand for food.

We will continue to work with producers and industry to increase competitiveness, access new and existing global markets and ensure that new transportation legislation and regulations support growth in our industry.

I wish all Saskatchewan producers a safe growing season and congratulate APAS again on Saskatchewan Farmers' Voice.

Hon. Lyle Stewart
Saskatchewan Minister of Agriculture



Message from **SHADOW MINISTER FOR AGRICULTURE AND AGRI-FOODS**

I extend my sincerest congratulations on the re-launch of the Saskatchewan Farmers' Voice.

Agriculture is an integral part of our economy and we must celebrate the men and women who work hard each day to ensure its success. From seeding to harvest, transport to trade, when it comes to food and farming the innovation and opportunities are inspiring.

Canadian agriculture and agri-food account for more than \$100 billion in economic activity annually and employ more than two million Canadians. We need to share these success stories and Saskatchewan Farmers' Voice will be a hub of information on agriculture, farming, technology and rural life.

As the agricultural landscape changes, we recognize the sector continues to innovate and adapt, becoming more efficient as well as more environmentally and economically sustainable. This publication will be a way to share these incredible achievements with people across Saskatchewan and Canada.

Agriculture in Canada has a bright future thanks to the commitment and entrepreneurial spirit of our farmers, ranchers and Agri-businesses; therefore, it is important we highlight your work. I look forward to reading each issue of Saskatchewan Farmers' Voice. Congratulations to those who made this possible, and to those who will contribute to its long-term success.

John Barlow
Federal Opposition Shadow
Minister of Agriculture and Agri-Food



Message from **DEPUTY LEADER OF THE OFFICIAL OPPOSITION NDP**

On behalf of myself, our Leader Ryan Meili, and the whole Official Opposition, please let me extend our warmest congratulations on the expansion of Saskatchewan Farmers' Voice.

This publication tackles head-on the issues of the day, provides valuable information, and highlights the incredible strength and diversity that characterizes modern agriculture and producers in our province.

I wish also to congratulate APAS on their continued advocacy, outreach, and solid policy offerings on behalf of producers around the province. And I am certain that ensuring that Saskatchewan Farmers' Voice is delivered to every farm mailbox in the province will only

serve to further the important role that APAS plays in ensuring a respected, thriving agricultural sector. Congratulations, and continued success.

Carla Beck
MLA Regina Lakeview
Deputy Leader of the Official Opposition NDP
Critic for Agriculture



Representing the VOICE of FARMERS

Welcome to the newly expanded edition of Saskatchewan Farmers' Voice! APAS is proud to bring its magazine, and the stories about Saskatchewan's farmers and agriculture industry inside, to every farm mailbox in Saskatchewan.

For some, this may be your first introduction, or a re-introduction to APAS. We are Saskatchewan's general farm organization.

I farm at Gray, just south east of Regina in the RM of Lajord #128. I have been the APAS representative for Lajord for 12 years, and this is my second year as president of APAS.

It has been an exceptionally busy first half of 2018. In addition to the many other issues we have been working on, which you can read about in detail in the APAS Activities section on page 18, the grain backlog has consumed much of our attention and efforts this year. This issue would highlight how we at APAS work on a key issue.

Over the fall and winter, we were closely watching the railway performance stats provided by the ag transport coalition as well as Quorum, the grain monitor. This has been our habit since the shipping crisis of 2013/2014. That shipping crisis brought about the introduction of federal Bill C-49 with provisions to address some of the flaws in our grain transportation system.

Over the winter, it appeared that CN's performance was starting to slide. By late January, we were having serious concerns.

In February, I received an invitation to appear before the Senate Transport Committee in Ottawa. I made the case that our producers need-

ed to see Bill C-49 passed as soon as possible to make sure that this year's problems are not repeated next year.

The next week, I participated in a consultation meeting with federal Trade Minister Champagne in Regina, and it was clear that he was hearing from both our customers and from non-farm exporters that there was a growing problem with transportation.

There's no point in signing trade deals, expanding our targets and growing our exports if we can't get our products to port.

Just a few short days later, the rail performance stats were very bad. APAS sent letters to the Federal Transport and Ag Ministers, to Senators and to MPs calling on Government and Parliament to take immediate action to pass Bill C-49 and get our shipments moving. We were scheduled to attend the Canadian Federation of Agriculture AGM in Ottawa the next week and requested meetings with everyone involved.

During the week of February 26, we had meetings with the chair of the House of Commons Transport Committee, with Saskatchewan Conservative MPs and Senators, John Barlow the Opposition Ag Critic, the Canadian Transportation Agency, with Minister Goodale, with Federal Agriculture Minister MacAulay and senior staff in the Transport Minister's office.

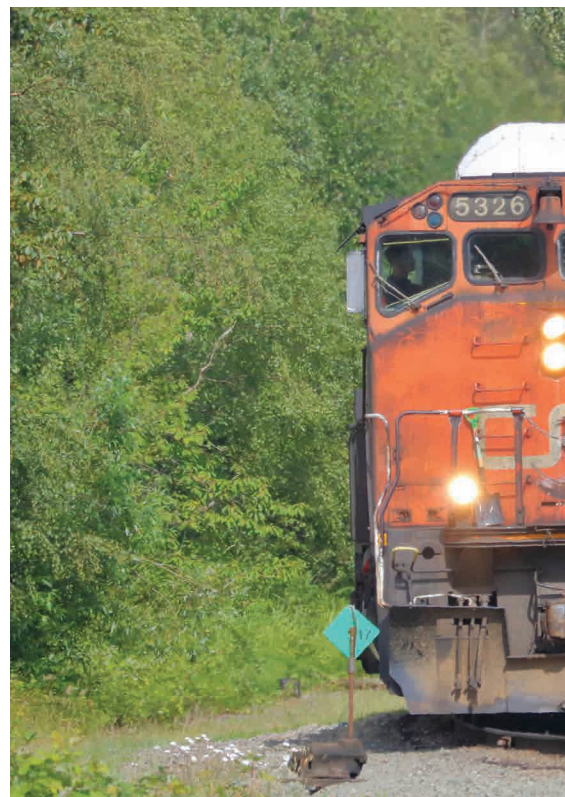
In all our meetings, it became very clear that railway lobbyists had left decision makers believing that a hopper car shortage was to blame for the backlog, not a shortage of locomotives and staff. They were all quite surprised when we offered up the reality that there were all kinds of empty hopper cars parked all over Saskatchewan in storage. As a matter of fact, it is our understanding that there have never been more cars available in the North American market.

They were equally unimpressed to learn that the terrible cold weather was very similar to the weather pattern that has occurred in Western Canada for the last 150 years.

Working together with other farm organizations, we were able to get some attention

on the issue and APAS delegates to CFA had tough questions for CN executives at the CFA AGM.

That week, we held a press conference on Parliament Hill with our Western colleagues at CFA and the Grain Growers of Canada to highlight the issue, to tell the story of how our producers were being impacted by poor service.



It was held at the National Press Gallery in Centre Block on Parliament Hill. Immediately following, the Conservative and NDP Opposition Critics held a joint press conference calling for action – just one floor above in the rotunda of the House of Commons. It's not everyday that happens.

By the next week, the CEO of CN Rail had been replaced.

The House of Commons Agriculture Committee held an emergency meeting on March 7 and then again on March 19 which was attend-

ed in Ottawa by our Vice President, Ian Boxall of RM 457 Connaught.

There has been lots of engagement from the Province as well, from Premier Moe and Ministers Stewart and Marit.

Over the short term on the rail issues, we have spoken to four federal Ministers, 10 Senators, over 20 MPs, the Premier, the Provincial Minister of Agriculture, the Chair of the Board of CN, and an uncountable number of farm leaders and the grain industry.

APAS has done more than 100 interviews at the National, Provincial, and local level on the issue. On behalf of APAS, I have spoken to news outlets ranging from the Watrous

pers and farmers can use to monitor grain movement. Picking and choosing among a multiple set of numbers from competing groups has not helped the current situation. We need a good transparent plan that will get the current backlog cleaned up and set in motion improvements for next crop year. The passage of C-49 has been an important priority so a framework can be set up for August 1 and the new crop year. (For a closer look at what the passage of Bill C-49 means going forward, have a look at the article on page 16)

Always remember that railways and grain companies are cost-plus service providers. Producers always pay the price for delays and lost opportunities. Agriculture and the West-

sole focus, and we take our responsibility to Saskatchewan farmers and ranchers very seriously.

Our first job is effective and focused representation at all levels, because if we don't do it nobody else will. Railway companies won't represent our interests and neither do grain companies or meat packers.

Our job is to try to influence all players, people in the bureaucracy, other stakeholders, opposition members, the media and of course, government politicians and Ministers. APAS is non-partisan. We don't put any party in government or opposition. Our job is to work with all the people in those positions, because any one of them could be in a position to move our issues forward.

A good example would be Judy Sgro, an MP for the north end of Toronto, who also happens to be the Chair of the House of Commons Transport Committee. We have to talk to urban MPs about the importance of agriculture, because the jobs of one-in-eight Canadians depend on our industry and some of them live in her riding in Toronto. And her understanding of our issues could be key in getting some solutions.

We represent agriculture at many different tables, including the Saskatchewan Chamber of Commerce. To ensure that ag producers, farmers, and ranchers are recognized for the work they do. We are fortunate to operate in a province where agriculture is important. Nationally, it is being understood and recognized as a major economic driver across the country. International trade agreements are always negotiated with agriculture as a primary part of any agreement. The future is bright for agriculture in Canada and Saskatchewan. We are the largest agricultural province in the country.

At APAS, we will continue to influence policy on all fronts to ensure that our producers' concerns are heard and that Saskatchewan farming and ranching families are successful.

We work hard to collaborate with commodity groups, federal, provincial, and municipal governments on agriculture issues. If agriculture can come forward with a common message, it is very difficult to ignore that common voice – the Saskatchewan Farmers' voice.

We welcome your feedback and input on our activities and on our magazine.



Manitou to the Wall Street Journal, from Jim Smalley at CKRM to the CBC National news. It seems that prairie farm groups, working together, had gotten our message through.

CN has issued a written apology to producers and made a commitment to spend \$250 million in capital improvements. Financial institutions have announced arrangements for producers that hadn't been able to sell grain

Going forward, we have asked for a common set of data that the government, railroad, ship-

ern Canadian economy cannot accept another year of sub par railway performance.

Now that railways and grain companies have service agreements that allow for reciprocal penalties, it's important that producers have the ability to have the same fair contracts with grain companies to allow for full accountability in the system.

Last year, APAS took part in 10 major consultations with Federal and Provincial Governments. Since New Years, we have done six consultations. Agricultural Policy is APAS'

SURFACE RIGHTS RESURFACE

What it's like to farm alongside oil development and why the Surface Rights Act needs to be updated

Scott Owens says it can be hard to have his concerns about the surface rights issues taken seriously, even by other farmers, because the assumption is that he welcomed the development onto his land and that it has subsequently made him very wealthy.

"There's kind of a stigma that if you have oil wells on your land, you must be rich," Owens says, sitting around the kitchen table with his family on their farm near Maidstone.

It's a farm that had only a handful of wells 16 years ago when Scott started farming, but is now home to 150 wells, covering all but two of 45 quarters.

"We didn't hang out a shingle and say 'OK, DRILL HERE, EVERYBODY!' It was someone saying, 'We're coming, deal with it,' is essentially how it works out," Scott explains.

For people who live outside of the oil-rich areas of our province, who have never had oil companies come knocking on their door or reason to read Surface Rights legislation, this often comes as a surprise.

"Basically, the government owns the oil and then the oil company extracts it on their behalf," Scott explains. "You don't have any choice. You have to deal with it. You can't just not answer your phone, then you'll get taken



to the board of arbitration and you get a letter from the government saying, 'OK we're forcing our way on.'"



The Owens family. From left, Ben, Mary Theresa (M.T.), Joanne, Scott, Marilyn and Richard.

*“Farming has changed.
The oil industry has changed.
The old rules don’t work
anymore, they need to be
revamped.”*



The surface rights issue is one of the reasons why Scott became involved in farm policy, serving as the APAS representative for his RM (Eldon #471), and an APAS director in District Six. He has spent years dealing with lawyers and oil company negotiators, learned the Surface Rights Act just about inside out, and knows how badly it needs to be updated.

“In the ‘60s and ‘70s, they had little put-put wells and hauled it with single axle trucks. Let’s say an oil truck is driving over your land on a lease road and runs over your cow and the oil company refuses to pay for it. If I took them to the arbitration board, according to the Surface Rights Act, the maximum amount they are required to pay is one thousand dollars, because back then, that would buy several cows maybe. Its just terribly outdated,” he says.

“Farming has also advanced,” Scott’s mother Marilyn interjects. “Because now your equipment is much larger than it used to be. You thought you’d have this nice field, drive a whole mile, turn around and come back a whole mile,” she says.

But the staggering pace of oil development that has taken place on the Owens farm over the last 16 years has meant that, although he is the third generation to farm the land that his family has owned for almost a century, his ex-

perience has been ‘altogether different’ from his father’s.

“It’s less enjoyable now,” Scott’s Dad Richard says. “Our farming efficiency goes down, the more roads and wells you have,” he adds, estimating that it takes about two extra hours to seed each half section that has roads and wells on it.

Even Scott’s wife Mary Theresa, who grew up in Edmonton, is keenly aware of how much the farm has changed from her husband’s childhood to her children’s.

“I hear all these stories that Scott used to bike down this trail to his grandparents’ house. That road is now completely utilized. It’s an oil road, it’s gravel and it’s trucks hauling stuff.”

“Quadding, skidooring,” she continues, “the great things about owning land and raising kids on the farm, is completely different with oil on the left of us and oil on the right.” Strangers in unfamiliar trucks are constantly coming and going on the property where her family works and lives.

“At night you hear people driving and you wonder if they’re coming in the yard or are they working next door? And all of a sudden, your piece of mind becomes a lot less,” she says.

“For the most part we get along,” Scott says

of the oil company employees who work on his land. “With any set of neighbours, you might have conflicts from time to time. It’s a fairly big portion of our time to make it work,” he adds, estimating that on average, dealing with the oil development on his land, adds the equivalent of an extra meeting to his day, just about every day.

Given the amount of time that Scott spends negotiating with other people in order to farm his land, it’s almost ironic that Scott says he became a farmer, in part because he wanted to be his own boss.

“You still own the land, but you lose a fairly big portion of the control. With pipelines and power lines in particular. You’ve got to be careful. You can’t just pound a post wherever you want to, you might hit a gas line and blow up or something.”

The Owens are very aware of the benefits of living in an oil-rich area, not just for their family and the community of Maidstone, but for the province as well. They insist that they aren’t anti-development, they just want fair treatment for land owners.

“The schools aren’t shutting down,” Mary Theresa says, “and our kids aren’t bussed for an hour to go to the closest school.



Joanne Owens and her cat Leaf.

Three generations of Owens: Richard, Ben and Scott.

“We didn’t hang out a shingle and say ‘OK, DRILL HERE, EVERYBODY!’ It’s something that is almost imposed on you... ‘We’re coming, deal with it,’ is essentially how it works out.”



“And we have a hospital and an RCMP detachment and a grocery store and two banks,” Scott continues. “The social and economic benefits of the energy industry are very good for my community, for Saskatchewan, and for Canada. Everyone, I think, would recognize its importance.”

But it’s also concern for his community and province that has Scott warily eying our neighbours to the West, who have experienced much more oil development than our province has and are struggling to solve some of the problems that come along with it.

In particular there has been a huge increase in wells that have been orphaned in Alberta since the price of oil crashed. An orphan well is one that quits producing, and the well’s owner goes bankrupt, resulting in a liability sitting on the land with the cleanup costs falling on the Orphan Well Fund. Currently, Alberta’s Orphan Well Fund doesn’t have enough money to clean up all the orphan wells in Alberta.

APAS has been calling for new surface rights legislation that better balances the interests of agricultural producers who have oil and gas development on their land. In calling for updates to Saskatchewan’s surface rights legislation, “the idea is to get ahead of the problem instead of being where Alberta is now and asking the federal government and industry for money,” says Scott.

As it stands now, if an oil company goes under and files for bankruptcy, creditors take priority over the environmental liabilities associated with the cost of cleaning up and reclaiming wells. “And some are pretty big messes too!” Marilyn interjects. “If there is contamination or spills, it gets exponentially more expensive. Some of the estimates I’ve heard about Alberta’s clean up costs are pretty conservative in my opinion.”

This is currently being challenged by a Supreme Court case appeal involving a company called Redwater Energy Corporation from Al-

berta, a company that filed for bankruptcy and abandoned its oil wells, forcing landowners to get in line behind all of Redwater’s other creditors. Scott is watching the case closely.

“The lenders, the banks that lend the companies the money, can extract whatever value is left in the company, they get it first and then all of the liability, all of the orphan wells fall on the province, the farmer and then tax payers really,” Scott says. “In the Redwater case, the court just viewed the province of Alberta and landowners as another creditor, they didn’t get any special treatment over other creditors and I think that’s wrong. It’s different. If you’re a bank or a trucking company, you had the choice to do business with Redwater or not. Farmers essentially don’t.”

In Scott’s view, there are some ways that Alberta has handled the intersection of oil development and agriculture that Saskatchewan should adopt. For example, in Alberta, if a company goes broke and abandons a well,

the provincial government to have them pay the surface lease until the orphan well is re-claimed.

"They take on the responsibility. [Drilling for oil on your land is] imposed on you, you don't get to say no. Its not fair that they can walk away and you're out the land and the production," Scott explains.

However, in Saskatchewan, the only recourse a producer has under provincial surface rights legislation is to write a letter to the company asking them to pay their lease.

"If they say no, you can take them to court, but if they're broke, you can't squeeze blood from a stone and it ends there. There's nothing you can do at all."

A couple of years ago, an oil company approached Scott about drilling a particularly thick deposit underneath the farm house on his home quarter. Because of the thickness of the deposit, larger equipment would be needed to extract it, and that equipment would have to be set up next to the family's house.

The Owens declined to sell the company the land they wanted, only to be told by the company that it would lease the land and drill anyway. Scott consulted with lawyers and found out that although he didn't have to sell the company the land in question, he didn't have the ability to stop them from leasing it and extracting the oil under his home.

"I can't stop them. I can negotiate and go to court about how much they pay, but to say, 'no you can't build that beside my house', as long as they are in provincial guidelines, that they were within so many metres of my primary residence, they could do whatever they wanted," Scott says.

This was the beginning of Scott's involvement with farm policy.

"That got me looking into it and asking around, realizing that the current rules in place – they were playing by the rules, there was nobody breaking the rules by building what they were going to build. So that's when it became, 'Well, maybe the rules should change.'"



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PROTECT your equipment ON and OFF the farm

Farm equipment is integral to the success of your farm business. Here are some common questions on the use of farm equipment and tips to help make sure you're always covered.

MOVING FARM EQUIPMENT

Farm operations have changed over the years and many have expanded. One of the more common questions we receive from farmers is what they have coverage for when moving their farm equipment. Farm equipment is covered in transit if it's part of your standard farm operations. Your insurance policy takes into consideration the natural course of your farm operation and provides coverage for activities such as moving feed, getting hay, running wagons, or relocating animals. Farm tractors and implements may also be licensed for road use. It's important to review your policy with your financial advisor for the exact coverage you have for your farm equipment.

USING FARM EQUIPMENT AT YOUR LOCAL FAIR

Fairs can be an important contributor to promoting agriculture in your community. Farmers often participate in several ways, such as displaying equipment or using it in a parade. Your farm equipment is covered in transit if



it's part of the regular operation of your farm; however, participating in your local fair isn't considered part of regular operations. In this case, you should inform your financial advisor of your plans. Supplemental insurance may not be required in all cases.

Here are a few other things to keep in mind when participating at a fair:

- Teach people about your equipment before they use it or participate in an event.
- When towing wagons with passengers, ensure there are railings and that everyone is instructed on safety.
- Never leave your equipment unattended. If you must step away, lock it and take the key with you.

KEEP IN TOUCH WITH YOUR FINANCIAL ADVISOR

There are many things that happen on a farm every day. Maintaining an open line of communication with your financial advisor can help ensure that you're appropriately covered and there are no surprises for either party. Make sure to regularly update your financial advisor on changes to your farm, use of your equipment that's out of the ordinary, or purchases of new equipment. Just like your farm equipment, your insurance policy requires regular maintenance to be effective!



IS YOUR RM A MEMBER OF APAS?



DISTRICT ONE

Argyle #1
Mount Pleasant #2
Enniskillen #3
Storthoaks #31
Moose Creek #33
Lomond #37
Moose Mountain #63
Tecumseh #65
Griffin #66
Maryfield #91
Wawken #93
Hazelwood #94
Golden West #95
Fillmore #96
Wellington #97
Moosomin #121
Martin #122
Silverwood #123
Kingsley #124
Chester #125
Montmartre #126
Francis #127
Rocanville #151
Spy Hill #152
Willowdale #153
Wolseley #155
Indian Head #155
Langenburg #181
Fertile Belt #183
Grayson #184
North Qu'Appelle #187
Churchbridge #211
Cana #214

DISTRICT TWO

Hart Butte #11
Laurier #38
Brokenshell #68
Excel #71
Lake of the Rivers #72
Stonehenge #73
Wood River #74
Scott #98
Elmsthorpe #100
Sutton #103
Gravelbourg #104
Lajord #128
Bratt's Lake #129
Baildon #131
Caron #162
Wheatlands #163

Marquis #191
Eyebrow #193
Sarnia #221
Craik #222
Huron #223

DISTRICT THREE

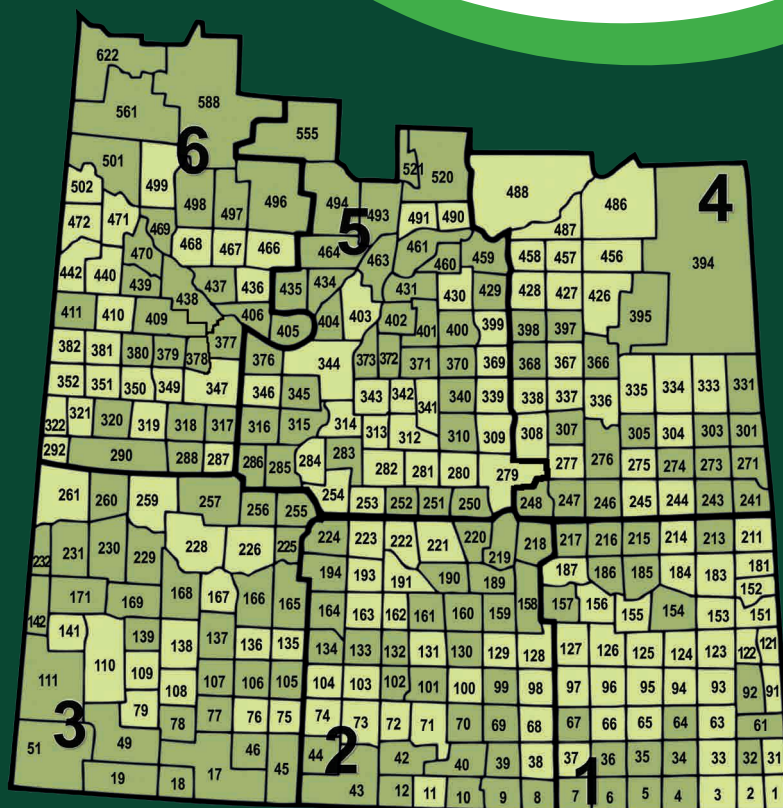
Pinto Creek #75
Auvergne #76
Arlington #79
Bone Creek #108
Carmichael #109
Piapot #110
Lawtonia #135
Coulee #136
Webb #138
Big Stick #141
Sask Landing #167
Victory #228
Lacadena #259
Snipe Lake #259
Chesterfield #261

DISTRICT FOUR

Orkney #244
Garry #245
Insinger #275
Emerald #277
Buchanan #304
Big Quill #308
Clayton #333
Preeceville #334
Hazel Dell #335
Sasman #336
Lakeview #337
Lakeside #338
Ponass Lake #367
Bjorkdale #426
Tisdale #427
Star City #428
Arborfield #456
Connaught #457
Willowcreek #458
Moose Range #486
Nipawin #487
Torch River #488

DISTRICT FIVE

Willner #253
Loreburn #254
Mount Hope #279
Wreford #280



Wood Creek #281
McCraney #282
Rudy #284
Prairie Rose #309
Morris #312
Lost River #313
Dundurn #314
Leroy #339
Viscount #341
Colonsay #342
Blucher #343
Corman Park #344
Perdue #346
St. Peter #369
Lake Lenore #399
Rosthern #403
Invergordon #490
Garden River #490
Buckland #491

Prairiedale #321
Antelope Park #322
Biggar #347
Grandview #349
Mariposa #350
Progress #351
Grass Lake #381
Eye Hill #382
Round Valley #410
Douglas #436
Hillsdale #440
Manitou Lake #442
Meeting Lake #466
Round Hill #467
Meota #468
Eldon #471
Wilton #472
Mervin #499
Britannia #502

DISTRICT SIX

St. Andrews #287
Milton #292
Winslow #319



They say dogs are man's best friend, but farmers know that farm dogs are so much more than that. They are one-part companion, one-part security system, one part occasionally helpful and one-part occasional pain in the butt, but always a 100 per cent beloved member of any farm operation.

We found that out when we put Bob the dog on the Winter 2018 cover of Saskatchewan Farmers' Voice, along with his humans Ivan and Danny Ottenbreit from the RM of Grayson.



Judging from reader feedback, Bob was the star of the magazine! So, we have decided to start featuring a Saskatchewan Farm Dog in every issue.

Meet Sully. Sully lives on the Howden farm in the Qu'Appelle area. He is an eight-year-old Boxer Cross, although no one knows what he was crossed with, only that the vet says it means that he will live longer than a typical Boxer.

According to his humans, Sully is a good companion for fencing but there is "room for improvement in the area of vehicle awareness." He is known for not moving out of the way of tractors until he absolutely has to and laying in ditches while helping with fencing in the hopes that someone will stop their vehicle, get out and pet him.

Sully can keep pace with the average coyote on the run, so they keep their distance from

him. This is an added bonus for his companionship, as far as the Howdens are concerned.



Despite his tough looking exterior, Sully is very attached to his blankets. Primarily an outside dog, he will drag his blanket all over the yard in order to sit on it. His electric blanket is also a favourite, but is more stationary as it tends to be plugged in.

Sully (AKA 'Sulz' or 'Sulzbury Steak' or 'Smooth' or 'Cinnamon') is a Good Boy.

If you have a Good Boy on your farm that you would like to see in Saskatchewan Farmers' Voice, send their picture and a little bit about them to info@apas.ca.

CFA UPDATE: Bringing farmers' views to PARLIAMENT HILL

Between trade, grain transportation, and carbon pricing concerns, it's been an active season for the Canadian Federation of Agriculture (CFA), the country's largest general farm organization.

CFA works closely with APAS and our other member organizations to develop and promote policies that will see our agricultural sector prosper — and make progress toward the ambitious growth targets set in the federal government's 2017 budget: to reach \$75 billion in agri-food exports by 2025. Positioning the sector to meet its full potential has been the focus of our recent advocacy work in several areas, described below.

CALLING FOR CHANGES TO CARBON PRICING AND TAX REFORMS

CFA President Ron Bonnett appeared before the Senate agriculture committee in May to discuss Bill C-74 as it pertains to the Greenhouse Gas Pollution Pricing Act. Our staff worked with Senate committee staff to coordinate participation of other CFA members during these hearing. We emphasized that:

- All fuel used on farms must be exempt from carbon tax
- Increased costs of the input supplier, the processor or distributor will be downloaded to producers
- Carbon tax will impact the competitiveness of Canadian farmers
- Inconsistent approaches between provinces develops barriers
- Agriculture is a big part of the solution

CFA representatives also presented to the Senate finance committee on proposed legislation regarding tax reforms. They raised points on:

- Competitiveness concerns due to recent tax reforms in the United States need to be addressed

- Implementation of new Income Sprinkling measures, which should be pushed back to Jan. 1, 2019 to help give farmers time to comply
- Calls for more consideration on the full spousal exemption to reduce uncertainty in complying with new Income Sprinkling measures
- Requests that grandfathering provisions should be given to existing passive income investments so they are not affected by new rules

INDUSTRY AND ELECTED OFFICIALS EXAMINE INTERNATIONAL WORKER PROGRAMS

At a CFA-hosted roundtable discussion in May, more than 70 senior-level industry and governmental stakeholders gathered to discuss international farm worker programs. The event was co-chaired by CFA President Ron Bonnett and Rodger Cuzner, Parliamentary Secretary to the Minister of Employment, Workforce Development and Labour.

Central to the event were candid conversations with elected officials including:

- Hon. Patty Hajdu, Minister of Employment, Workforce Development and Labour
- Hon. Lawrence MacAulay, Minister of Agriculture & Agri-food

- Serge Cormier, Parliamentary Secretary to the Minister of Immigration, Refugees and Citizenship

Participants explored the range of concerns that have arisen within the Temporary Foreign Worker Program and explored options to improve it. Industry stakeholders have consistently recommended that government create an interdepartmental working group -- with employers at the table -- to address service issues on an ongoing basis.

SUCCESS IN LOBBYING FOR TRANSPORTATION BILL AMENDMENTS

After a tense back-and-forth review between the House of Commons and the Senate, Bill C-49 received Royal Assent on May 23, just in time for the upcoming shipping season. Facing an uncertain outcome, CFA, APAS and other western farm organizations coordinated their efforts and worked hard to lobby for key amendments to Bill C-49. We met with many MPs, Senators and Cabinet ministers to emphasize the vital importance of the Bill's provisions. Our advocacy will continue during regulatory steps to come.

The passage of C-49 will help ensure farmers are no longer paying for the failure of grain companies to meet their contracts, and have an opportunity for fair compensation whenever delays happen in the future.

APAS is a member of the Canadian Federation of Agriculture.



CLEARING the TRACK

The recent passing of Bill C-49 is a win for the ag industry, but more work still lies ahead



The Western Canadian grain industry is one major step closer to seeing improvements to grain transportation in Canada.

Bill C-49, which was passed in late May, put into effect some positive changes to the Canada Transportation Act, and the Western Canadian agriculture industry is grateful for the work that went into it, says Todd Lewis, President of the Agricultural Producers Association of Saskatchewan (APAS).

"The government and opposition has done lots of work on this Bill and there have been improvements on it."

The Bill aims to generally improve reliability and accountability within the Canadian grain transportation system. Specific amendments include: improved interswitching options, the introduction of reciprocal penalties, and required public information from carriers including performance and service indicators.

These changes are coming later than the industry would have liked, Lewis says, but he hopes that the shortcomings in recent years have proven a point.

"The government had previously left it up to the railroads to provide good service and they certainly haven't. I hope everybody has learned their lesson. The railways need to be

regulated if they're going to provide good service not only for grain, but for all commodities."

Lewis also says that while the passing of the Bill is a step in the right direction, the larger battle to continually improve grain transportation for the industry is ongoing.

Next steps for government and the agriculture industry will be monitoring how Bill C-49 changes play out in real life and whether or not they actually hold parties accountable.

"It will all depend on how the regulations are going to be carried out," Lewis says. "You hope they're going to be helpful, but we can't really tell until they're actually in practice."

"At the end of the day, the Federal Minister needs to keep a close eye on what's going on in the Canadian transport industry, and if there are problems the government needs to act quickly."

"It'll also be up to the Federal Minister to ensure that robust plans are put in place to move the crop this fall and next winter season."

Going forward, the agriculture industry will also have to work together to continue to advocate with the government for improvements, Lewis says. For example, one of the

main issues that has arisen in the past couple years, and that all stakeholders agree on, is the need for transparency in the system.

"We need a new system of measurement so that everyone's talking about the same numbers all the time – a common set of data, so that if there are problems that can be recognized and nipped in the bud earlier."

Other goals will involve addressing demurrage issues for farmers, hopper car renewals and just generally improving service for producers.

"It's always a moving target and hopefully at the end of the day we'll end up with improved service," Lewis says.

HISTORY OF TRANSPORTATION ISSUES

In 2013, it became clear again that there was insufficient capacity in the Canadian grain handling and transportation system when Western Canada produced a grain crop that was significantly larger than average.

The record crop, combined with low rail performance the previous winter and limited early fall deliveries, resulted in severe shortcomings in grain movement for the year.

The crisis persisted the following year, when a considerable amount of crop was carried over from 2013 and another large grain crop was produced.

The impact on producers was significant.

In a report commissioned by the Saskatchewan Wheat development Commission, Dr. Richard Gray, an Agricultural Economics Professor from the University of Saskatchewan, estimated that the export shortcomings for these two crop years resulted in a value loss for producers of approximately 6.5 billion dollars.

Dr. Gray further estimated the loss translated into \$620,000 for a 5000-acre farm and \$120,000 for a 1000-acre farm.

WORKING TOGETHER

In response to the crisis, Western Canadian producer groups quickly came together to appeal to the government for changes to the system.

APAS formed a coalition group with other Western Canadian producer organizations including the Saskatchewan Barley Development Commission (Sask Barley), the Saskatchewan Wheat Development Commission (Sask Wheat), and Saskatchewan Pulse Growers (SPG) to create a list of recommendations for the government.

The coalition group has since been consistently lobbying for the recommended changes, which included mandatory information re-

porting, a formal costing review, more formal and consistent oversight within the system, and increased means of accountability and penalties for railways when they don't deliver on agreed-upon service.

Lewis says this work was key to the Bill C-49 amendments.

"There was a common Prairie voice on the whole rail transportation Bill really from the very start. That really made the difference when we provided input into the legislative process, and it certainly got the attention of the Minister and members of all parties in the House of Commons and Senate."

A BREAKDOWN OF BILL C-49 CHANGES AND HOW THEY WILL AFFECT THE AG INDUSTRY

ENHANCED DATA REPORTING AND PLANNING REQUIREMENTS FROM THE RAILWAYS

Railways will have to develop and publish plans on how they will move the crop each year, before the start of the new crop year.

The industry will wait to see if the plans are detailed enough to provide accountability and to help identify potential issues.

SERVICE LEVEL AGREEMENTS WITH RAILWAYS

Grain shippers will have the option to enter into year-long commercial contracts with railways and will have the power to enforce reciprocal penalties if railways do not meet the agreed-upon service standards. The Canadian Transportation Agency (CTA) will also have the authority to get involved in arbitrations if needed.

These agreements likely won't be available for at least a year as details are sorted out, but the good news is that similar provisions between grain companies and producers will probably be the next step.

LONG-HAUL INTERSWITCHING

Grain company facilities will be able to apply for service from a railway that it is not located on and their local railway would be required to provide the service. Under the new regulations, the CTA will have 30 days to respond to a long-haul interswitching requests.

The industry believes it may take some time for companies to figure out how to use these provisions to improve service.

INCREASED AUTHORITY FOR CTA TO INVESTIGATE PROBLEMS

The CTA will no longer need a formal complaint in order to investigate potential grain shipping problems. The new Bill also clarifies the definition of "adequate and suitable" service by railways.

The industry feels this has the potential to improve service by providing more balance between shippers and railway companies, as previously shippers had been reluctant to make formal complaints against the railways.

MAXIMUM REVENUE ENTITLEMENT

The maximum revenue entitlement (MRE) will remain in place and will now reflect each individual company's investment on grain shipments, including hopper cars. Soybeans will also now be covered under the MRE.

The industry believes this provision will provide incentive for the hopper car fleet. CN has already announced that they are buying 1,000 new cars. However, at the end of the day, it is producers who will pay for cars and the cost is unknown at this point.

APAS Activities

A look at some of the work APAS has been doing on behalf of Saskatchewan's farmers and ranchers during the first half of 2018

GRAIN TRANSPORTATION

- Todd Lewis appeared before the Standing Senate Committee on Agriculture and Forestry in March to present on Transport Bill C-49.
- While in Ottawa for the Canadian Federation of Agriculture AGM, APAS representatives participated in the following meetings:
 - Hon. Judy Sgro, Chair of the House of Commons Standing Committee on Transport
 - Policy Advisors to the Minister of Transport
 - Canadian Transportation Agency
- On March 1, Todd Lewis and other farm leaders hosted a media event at the Parliamentary Press Gallery to draw attention to grain transportation problems and call for legislative action.
- APAS Vice President Ian Boxall appeared before the House of Commons Standing Committee on Agriculture and Agri-Food in March to present during their emergency meeting on the grain backlog. Ian spoke about his experience as a grain farmer in North Eastern Saskatchewan and some of the difficulties he faces in getting his grain to port.

CARBON PRICING AND CLIMATE CHANGE

- Todd Lewis appeared before the Senate Standing Committee on Agriculture and Forestry to discuss climate change policies in the Canada's agricultural sector.
- Todd Lewis appeared before the Senate Standing Committee on Agriculture and Forestry to discuss Bill C-74, federal legislation on carbon pricing.
- Saskatchewan Climate Change Strategy Consultation (Saskatchewan Ministry of Environment)

PORT OF CHURCHILL AND TISDALE RAIL SUBDIVISION

- APAS is pleased to see that the federal government has reached an agreement in principle to facilitate transfer of ownership of the Hudson Bay Rail Line and the Port of Churchill. APAS has written to senior management at CN Rail to stress the importance of the Tisdale rail subdivision and request comment on a plan to restore service that would support the Hudson Bay Railway and Port of Churchill.

CANADIAN FEDERATION OF AGRICULTURE ANNUAL GENERAL MEETING

- An APAS Delegation (including the 9 mentees from the APAS Youth Leadership and Mentorship program) attended the Canadian Federation of Agriculture Annual Meeting in Ottawa. Sixteen resolutions from APAS were passed at the meeting.
- Hon. Ralph Goodale, Minister of Public Safety, met with APAS Executive, staff and mentees.

- Saskatchewan Caucus of the Conservative Party of Canada sat down with APAS Executive and staff.

DO MORE AG FOUNDATION SPONSORSHIP

- APAS announced its sponsorship of the Do More Ag Foundation, in support of mental health in agriculture. For more information on the work Do More does, visit <http://www.domore.ag>.

CANADA'S AG DAY

- APAS was pleased to host a public screening of the documentary "Food Evolution" for Canada's Ag Day on February 13 in Regina.

POLICY PRIORITIES CONFERENCE

- APAS hosted the Policy Priorities for Agriculture Conference in Saskatoon at the end of March. Topics were chosen by each of APAS' policy committees and included business risk management, blockchain and agricultural marketing, climate resilient infrastructure, the APAS Farm Input Price Survey project and the APAS Green Infrastructure project.
- At the conference, a new APAS policy committee was announced. The Rural Life committee will handle issues such as public trust, education curriculum, broadband internet, the Temporary Foreign Worker program, ag training certification, and health and education services. The Economic Trade and Strategic Growth committee will now be known as the Economic and Trade committee.



All five Sask Party leadership candidates participated in an Ag debate in January co-hosted by APAS.

APAS hosted a free public screening of the documentary 'Food Evolution' on Canada's Ag day in Regina.

FEAST ON FACTS

FROM ACADEMY AWARD® NOMINEE SCOTT HAMILTON KENNEDY

FOOD|EVOLUTION

NARRATED BY NEIL DEGRASSE TYSON

BLACK VALLEY FILMS IN ASSOCIATION WITH BOOMDOZER, INC. "FOOD EVOLUTION" A FILM BY SCOTT HAMILTON KENNEDY
DIRECTOR OF PHOTOGRAPHY LARKIN DUNLEY ORIGINAL SCORE BY WILLIAM KINGSWOOD SUPERVISING SOUND EDITOR PAUL HACKNER EDITED BY ALEX BLATT SCOTT D. HANSON SCOTT HAMILTON KENNEDY
NARRATOR & SCRIPT CONSULTANT NEIL DEGRASSE TYSON WRITTEN & PRODUCED BY TRACE SHEEHAN SCOTT HAMILTON KENNEDY
DIRECTED BY SCOTT HAMILTON KENNEDY
WWW.FOODREVOLUTIONMOVIE.COM



OTHER ACTIVITIES

- **Bayer/Monsanto Merger** – In January, APAS met with officials from the Competition Bureau to discuss Bayer's purchase of Monsanto and the proposed acquisition of the Invigor Seed Business and related assets by BASF.
- **Wildlife Game Management** – In February, APAS submitted comments to the Ministry of Environment's Draft Wildlife Game Management Plan.
- **Farm Implements Act** – In February, APAS provided a submission to the Ministry of Agriculture's review of the Saskatchewan Farm Implements Act and Regulations.
- **Fisheries and Oceans Act** – In March, APAS met with Federal Ministers Hon. Dominic LeBlanc (Fisheries and Oceans) and Hon. Ralph Good (Public Safety) to discuss recent amendments to Canada's Fisheries Act.

- **SARM Convention** – President Todd Lewis presented an update on APAS' activities with a focus on the grain transport backlog to the SARM Annual Meeting on March 16.
- **Ag Discussion Forum** – In January, APAS co-hosted an ag discussion forum of Sask Party Leadership candidates.
- **APAS added a new member benefit in April.** Yuen's Family Fashions in Langenburg is now offering 25 per cent off all regular priced workwear to ratepayers of APAS member RMs. Ratepayers from APAS member RMs can show their APAS member card (available from their RM office) to receive the special APAS rate.
- **APAS has met with 87 Rural Municipal Councils** and attended ratepayer meetings all across the province.
- **APAS has added 24 new member RMs** so far in 2018 and two new Associate Members.

NEW STAFF

- **Dustin Hoft** joined APAS staff in January to take over as Researcher on the APAS Green Infrastructure Project.
- **Olivia Zuck** joined APAS in March, as the new Young Agricultural Producer Researcher. For more on the work Olivia is doing with the APAS Young Agricultural Producer committee, see page 24.

UPCOMING

- **Come visit APAS at the FCC Ag pavilion at AG in Motion in Langham from July 17-19.**

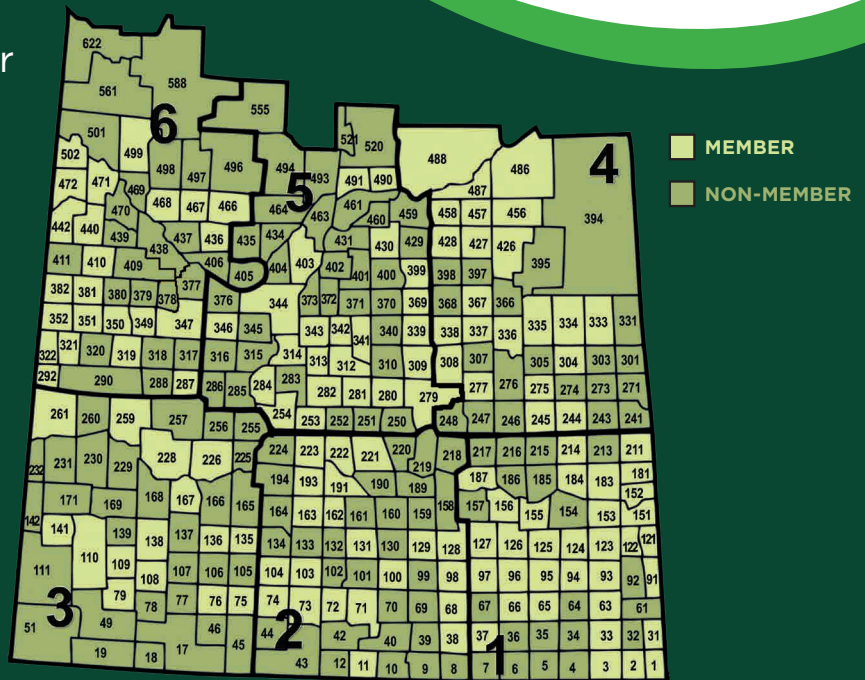
To stay up to date on the work APAS is doing, subscribe to the monthly e-newsletter 'APAS in Action,' at www.APAS.ca/apas-in-action.

Rep elections take place on **October 24, 2018!**



- Nominations for APAS Representatives close September 19, 2018 at 4:00p.m.
- Pick up a nomination form from your RM office
- To be eligible to run, you must be at least 18 years old and a landowner or producer in your RM or the spouse or child of an active producer

For more information
email us at info@apas.ca
or call at 306-789-7774



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Grain Bag RECYCLING HANDLING FEE Kicks in this Fall – Are You Ready?

I am so excited to be a part of something that started in Milestone, SK eight years ago! With partnerships, collaboration and numerous days and weeks labouring over details, this province has the first grain bag recycling program in Canada.

Raise your hand if you know when Saskatchewan's stewardship recycling program for agricultural grain bag got underway. If you were thinking a couple of years ago, you would be correct.

The provincial stewardship program, which is governed by The Agricultural Packaging Product Waste Stewardship Regulations, took effect on July 28, 2016.

But November 1, 2018 might be stuck in your mind, too. That's because on that day the businesses which sell plastic grain bags begin to apply the Environmental Handling Fee (EHF) on the sale of every bag.

If you are a farmer who uses grain bags, you should be aware that when you purchase a bag on or after November 1 this fall, the EHF will be applied to the cost.

If you're not sure what the grain bag stewardship program is all about, here are the facts you need to know.

In July 2016, the Saskatchewan Government passed a regulation to ensure that there was a program going forward for recycling grain bags. The regulation made the "first seller" of the bags responsible for establishing and operating the collection and recycling program and to make the collection program cost effective and accessible to farmers.

The handling fee that will be applied on November 1 has been set at \$0.25 per kilogram. Since grain bags are sold in various sizes, the

total cost of each handling fee will depend on the weight of each bag. The environmental handling fee is applied to keep the program as simple as possible. A deposit/return system would be difficult due to the size and magnitude of grain bags. This type of program is administratively heavy, as well. There's a need to keep it as simple and inexpensive as possible.

What will the fee be used for? Cleanfarms, Inc., which is well known in the province for our successful pesticide and fertilizer small



container and non-refillable bulk container collection and recycling programs and for our obsolete pesticide and animal health medication collection program, will operate the new grain bag recycling program. Ag-retailers will remit the EHF to Cleanfarms to cover the cost of operating the program, including the transportation and recycling of the used bags at the end of their "first life". In their next life, recycled grain bags will become new plastic products such as garbage bags.

Even though the EHF isn't being applied until November 1, Cleanfarms started to collect and recycle grain bags and silage bags used for grain on January 1, 2018. Cleanfarms has 20 grain bag collection sites already established in the province stretching from near Meadow

Lake in the northwest to Wawota in the southeast. The collection sites, which many farmers are already using, are shown on a map in the "find a collection site" section of website at www.cleanfarms.ca. More collection sites are planned in 2019.

Preparing the bags for recycling involves three steps.

First, shake the bag to remove debris (organic materials such as spoilage and dirt) before and during the rolling process.

Second, roll the bags and tie securely with twine.

Third, take the rolled used bags to the collection site. It's best to call the collection site before dropping off material as weather, site operation, road conditions and assistance with equipment to unload varies site by site.

It's worth noting that while farmers can drop-off rolled and secured grain bags for recycling, excessively dirty, loose or unrolled bags may be rejected and potentially subject to landfill tipping fees or additional charges. It's also worth noting that although the pilot in previous years accepted other agricultural plastics, such as silage bag and tarps, twine and netting and bale or net wrap, there is yet to be a stewardship program for these materials and they are no longer accepted.

Some third-party organizations are offering on-farm rolling and/or collection services for grain bags. These services are not covered by the grain bag businesses' EHF, nor are they associated with Cleanfarms. I am happy to see that this program is fostering Saskatchewan entrepreneurship.

Starting in 2019, Cleanfarms plans to make grain bag rollers available free of charge for use at collection sites that request them. Information about that program will be included on cleanfarms.ca next year.

STRENGTH in NUMBERS

APAS Associate membership allows organizations to work together towards common goals

A couple years ago, the Saskatchewan Pork Development Board (Sask Pork) was looking at funding a research project for its members related to federal business risk management.

But first, the organization wanted to ensure the program would be supported, so it turned to the Agricultural Producers Association of Saskatchewan (APAS), which helped them access a national audience.

"We were able to go to members of the Canadian government to speak to the importance of that program on behalf of our members, so that was beneficial for sure," says Mark Ferguson, Sask Pork's Manager of Industry and Policy Analysis.

Ferguson says that for a smaller organization such as Sask Pork, this is one of the benefits of being an Associate Member of APAS: having access to a wider audience than it would on its own.

"Our national organization isn't a Canadian Federation of Agriculture member, so if we have an issue that is national in scope and we need to influence the Federal government, it's certainly a way we can get that issue brought forward," Ferguson says.

But this isn't the only benefit of having a membership-based community. The entire network – and Western Canadian agriculture community – benefits when diverse groups come together to share expertise, resources and experiences.

This is why APAS developed the Associate Member program in the first place: to create an opportunity for groups that are not rural municipalities to still be members and reap the benefits of being part of APAS.

Associate members engage with the organization by attending the Annual General Meeting, providing input into strategic direction, and choosing one of the six APAS committees to sit on.

"The committee work is mutually beneficial," says David Sloan, chair for the Saskatchewan Association of Watersheds (SAW), an APAS Associate Member organization that sits on the Land and Environment committee.

APAS provides detailed information at committee meetings that is then shared with the SAW Board, Sloan says.

"APAS has the capable staff and research ability to delve into the details of issues and provide a report back to the Committee."

Sloan says there is great overlap in the work between the two organizations, which presents opportunities to work together.

"It is interesting as to how many of the committee topics relate directly to water and watershed protection issues; agriculture and water have important common issues," he says.

*"SAW members are
providing water-related
Best Management Practices
to the same rural people
APAS is representing on
agricultural policy
issues."*

Another benefit for SAW has been a general broadening of its exposure and profile, Sloan says. SAW and APAS have sponsored each other's events in the past, allowing both groups to bring their important messages to new and relevant audiences.

APAS COMMITTEES

- Economic and Trade
- Land and Environment
- Crops and Transportation
- Livestock
- Rural Life
- Young Agricultural Producers (YAP)

"APAS has been a sponsor at the SAW Conferences the last few years and APAS staff has been able to meet the SAW member staff and develop a working relationship with those individuals," he says. "The presentations at the SAW conferences also benefit APAS; staff is able to gain knowledge and contacts for future reference."

Overall, the major benefit for everyone involved is the ability to unify groups to work towards common goals, Sloan says.

"The key opportunity is for the two groups to move forward on common issues into the future. There is strength in numbers. There is strength in knowledge. There are benefits in working together."

Ferguson agrees.

"We will continue being an Associate Member of APAS; we think there's a great benefit to working collectively," he says.

"We're a small industry related to some of the others and I think this is one way we can all work together toward the common cause of underlying the importance of agriculture and the issues we face."

For more information on how to become an Associate Member of APAS, please contact APAS Member Relations Coordinator Debra Nyczai at dnyczai@apas.ca.

CURRENT APAS ASSOCIATE MEMBERS



Alternative Land Use Services

Chicken Farmers of Saskatchewan



Community Pasture Patrons Association of Saskatchewan

Delta Waterfowl



Farm Management Canada

Farmers of North America



Hudson Bay Route Association

International Labor Centre



Norelkco Nutraceuticals

Red Coat Road and Rail Ltd.



Saskatchewan Association of Watersheds

Saskatchewan Beekeepers Association



Saskatchewan Bison Association

Saskatchewan Cervid Alliance



Saskatchewan Conservation Development Association

Saskatchewan Economic Development Association



Saskatchewan Egg Producers



Saskatchewan Farm Stewardship Association

Saskatchewan Irrigation Projects Association



Saskatchewan Milk Marketing Board

Saskatchewan Nursery Landscape Association



SaskOrganics

Saskatchewan Pork Development Board



Saskatchewan Surface Rights Organization



Saskatchewan Soil Conservation Association

Saskatchewan Trade and Export Partnership



Saskatchewan Wheat Development Commission

Saskatchewan Wildlife Federation



St. Peter's Abbey Muenster, SK

St. Peter's Abbey

West Central Section

Western Canadian Short Line Railway Association



The KIDS are ALRIGHT

With its mentorship program and young producers committee, APAS looks to the future

Twenty-three Saskatchewan producers have gone through the APAS Youth Leadership and Mentorship program (YLMP) since it started in 2014.

Open to producers between the ages of 18 and 40, the APAS YLMP is designed to help future leaders in agriculture develop their skills by giving them a better understanding of policy development and guidance on how to become a leader in a farm organization. Over the course of several months between harvest and seeding, program participants get to travel to Ottawa as part of the APAS delegation to the CFA's AGM, attend policy committee and other meetings, meet key decision makers, and are each paired up with a farm leader in a mentor/mentee relationship.

Past participants of the APAS YLMP have gone on to become APAS representatives, directors and sit on the APAS executive. Other mentees have sought the nomination of political parties and other farm organizations, established non-profit ag foundations, and delivered viral Ted Talks on agriculture.

Of the nine participants in the most recent program, seven were women.

Steven Donald went through the program in 2016/2017. He is now the chair of the APAS Young Ag Producers committee (YAP). The YAP Committee was formed in 2017 out of a resolution passed at the 2016 APAS AGM and works on policy issues including taxation and succession planning, risk management programs for beginning producers and access to land and capital.

"Agriculture has an aging demographic base, and the future of our industry depends on policy that helps young farmers taking over from the previous generations," Donald says.

To help tackle those issues, APAS has hired research intern Olivia Zuck to work with the YAP committee. Ms. Zuck will be providing support to the committee while working on updating an APAS project initially prepared by Al Scholz (Pag, CAFA, CAC) in 2009, called 'Strategies and Recommendations for New Entrant and Intergenerational Transfer Program Needs.'



Ralph Goodale
@RalphGoodale

Following

Busy day in Ottawa with 2018 Federal Budget. Todd Lewis + APAS are in town with an impressive group of Young Sask Farmers! @AgProducersSK



2:10 PM - 27 Feb 2018

In February, the APAS Youth Leadership and Mentorship program mentees travelled to Ottawa with the APAS delegation to the CFA AGM.

The APAS Youth Leadership and Mentorship program has been funded by the Saskatchewan government through Growing Forward 2. FarmLead also supports the program, contributing \$25 for every person who signs up for an account at farmlead.com using the special code 'APAS.'

Applications for the 2018/2019 APAS Youth Leadership and Mentorship program will be posted at APAS.ca in late summer or early fall. Interested applicants can also email info@apas.ca to request an application be sent to them when it is available.

APAS YOUTH LEADERSHIP AND MENTORSHIP PROGRAM PARTICIPANTS

2017-2018

Seraina Giovanoli – RM #395 Porcupine
Adrienne Ivey – RM #246 Ituna Bon Accord
Ashten Douhaniuk – RM #184 Grayson
Lynn Crossman – RM #520 Paddockwood
Karliah Rae Rudolph – RM #138 Webb
Megz Reynolds – RM #228 Lacadena
Jessica Raycraft – RM #380 Tramping Lake
Dennis Clarke – RM # 185 McLeod
Matthew Hunter – RM #95 Golden West

2016-2017 Program

Kim Keller – RM #458 Willow Creek
Jasmine Dreger – RM #243 Wallace
Trewett Chaplin – RM #222 Craik
Steven Donald – RM #122 Martin
Scott Owens – RM #471 Eldon

2015-2016 Program

Spencer Maxwell – RM #486 Moose Range
Danny Ottenbreit – RM #184 Grayson

Daryl Fransoo – RM #499 Mervin
Devin Harlick – RM #110 Piapot
Matthew McKinnon – RM #261 Chesterfield

2014-2015 Program

Ian Boxall – RM #457 Connaught
Scott Sefton – RM #154 Elcapo
Brandon Perkins – RM #487 Nipawin
Jeremy Welter – RM #350 Mariposa

How POLICIES are DEVELOPED

Policy development and advocacy for agriculture are the reason that APAS exists. We often receive questions about how we organize our policy development process.

Democratic grassroots participation is the foundation of all of our policy work and of our representation of the agricultural community.

Many issues, like grain transportation and product marketing, have been around since the turn of the century. New issues are often identified and discussed at the grassroots level when APAS reps meet at District meetings, or when we visit RM Councils. We also monitor traditional me-



dia like newspapers, TV, and radio. There is more and more discussion on social media channels like Twitter and discussion groups and many important issues are common to producers all over the world, so there is also an international discussion as well.

Researchers, specialists, and decision makers are regularly invited to APAS meetings to provide technical



GENERAL MANAGER'S REPORT

background and to further discuss important issues. This spring we held our first Policy Conference to learn more about emerging issues and advance our discussion and understanding of these topics.

APAS monitors and discusses new developments in government legislation and regulation and is regularly asked to provide input. The APAS Board of Directors play a crucial role in identifying key issues and setting priorities. APAS has six policy committees made up of our RM representatives and reps from our 29 Associate member organizations that set out annual workplans to discuss and research issues and develop policy resolutions at our Annual General Meeting. Policy resolutions also come from our District meetings and from our RM membership.

Resolutions are discussed and adopted by our reps at the AGM and then are communicated

to government decision makers for response. Resolutions are also the basis for our written Policy Manual and help us prepare for public consultations with government and for meetings with decision makers.

The results of our resolutions are reported back to the Board and membership on a regular basis, and the progress achieved helps us to decide which issues need further work.

APAS also shares our policy discussions with other agricultural groups and works to build partnerships to advocate for similar positions.

APAS policy also helps us communicate the needs and priorities of agricultural producers to society at large.

APAS is a part of the Canadian Federation of Agriculture and resolutions that involve Federal issues are forwarded to the CFA and, if adopted, become part of the work of our national

organization. APAS has members on the CFA Board that help set policy priorities on the national level, working with producers from all over Canada.

Grassroots policy making is highly effective and powerful and APAS is fortunate to have a very active and dedicated group of reps that are very engaged in positive discussions at our committee level. As our organization grows, we have seen a dramatically increased interest in our policy activities.

I encourage anyone with an interest in ag policy or concern about a certain policy issue to reach out to your APAS rep if you live in an APAS member RM or your nearest neighbouring member RM's rep. The work that APAS does on behalf of this province's farmers and ranchers starts with you.

APAS POLICY COMMITTEES AND CHAIRS

Crops and Transportation Committee

(Chair: Garth Burns, RM of Prairie Rose #308)

- Crop transportation – Information and data, rail service, capacity, and cost, Shortlines
- Generic input product registration
- Clubroot – regulation, reporting, mapping etc.
- Grain Handling – grading, payment protection, auditing
- Fair Grain Contracts

Livestock Committee

(Chair: Donavon Block, RM of Leroy #339)

- Risk Management and insurance
- Drought preparedness and income support
- Farm and Ranch Water Infrastructure
- Right to farm – intensive livestock operations (ILOs)
- Market competition
- Development of markets and processing sector

Young Agricultural Producers Committee

(Chair: Steven Donald, RM of Martin #122)

- Taxation and succession planning (intergenerational transfers)
- Risk Management programs for beginning producers
- Access to land and capital

Economic and Trade Committee

(Chair: Jeremy Welter, RM of Mariposa #351)

- Business Risk Management programs (Crop Insurance, AgriStability, Agri-Invest)
- Farm inputs price and transparency
- International Trade
- Taxation – Federal and Provincial tax initiatives, municipal relations

Land and Environment Committee

(Chair: Cam Wiebe, RM of Churchbridge #211)

- Federal and provincial climate change policy
- Land access and biosecurity
- Water management, conservation & development
- Surface Rights and Orphan Wells – compensation and liabilities
- Ecological Goods and Services (ALUS)

Rural Life (New Committee in 2018)

(Chair: Marion McBride, RM of Moosomin #121)

- Public Trust
- Public education curriculum
- Broadband and cell service
- Farm workforce
- Ag training and certification
- Health and Education Services for rural communities

Foliar Feeding:

Make it part of this year's
Crop Profit Plan

Checklist

Seed

- Variety ☐
- Treatment ☐
- Precision planting ☐

Crop Nutrition

- Base program ☐
- Starter ☐
- Foliar ☒

Crop Protection

- Weed ☐
- Disease ☐
- Insect ☐

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- Less soil leaching and soil tie-up
- Less herbicide/environmental stress

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2015 MACDON D65
SLOW SPEED TRANS PKG, STABILIZER WHEELS, DOUBLE KNIFE, SPLIT REEL, CA25 ADAPTOR FOR CR/CX/AFX, 40FT WIDTH

\$34,000
W23041A (H) **2 AVAILABLE**

2012 JOHN DEERE 640D
40", SLOW SPEED TRANSPORT, SPLIT REEL, HCC REEL, FORE/AFT, HYD TILT, DOUBLE KNIFE DRIVE

\$45,000
HN3714A (H)

2010 MACDON FD70
SLOW SPEED TRANSPORT, STABILIZER WHEELS, UPPER CROSS AUGER, 40" FLEX, HEIGHT CONTROL, SPLIT REEL HYD CENTERLINK, HYD FOR AFT PEA AUGER TRANS PKG, SINGLE KNIFE DRIVE, NH CR ADAPTOR

\$60,000
PW4314A (PA) **2 AVAILABLE**

2013 MACDON D65
40" DOUBLE KNIFE, SPLIT PICK UP REEL W/FORE/AFT END FINGER KIT, 6 POLY SKID SHOES, GAUGE WHEELS AND TRANSPORT, CA25 CR/CX ADAPTOR, 4 SENSOR HEADSIGHT KIT, CROSS AUGER

\$35,000
HN3119A (K)

2005 NEW HOLLAND HW325
1929HRS, CAB DELUXE UPGRADE, 480/80R26 DRIVE TIRES, STANDARD AXLE, HB36 / UII REEL /HYD TILT / HYD FORE & AFT, DOUBLE KNIFE DRIVE

\$36,000
PW3676A (PA)

2012 JOHN DEERE 640D
SLOW SPEED TRANSPORT SYST
40" DRAPER HEADER
SPLIT PICKUP REEL

\$34,000
HN3775B (H)

2012 JOHN DEERE 640D
SLOW SPEED TRANSPORT, UPPER CROSS AUGER HCC REEL, 40", DOUBLE KNIFE, HYD FORE/AFT HYD TILT

\$24,900
W22983A (K)

2009 HONEY BEE SP30
30 FOOT, SINGLE KNIFE
UPPER CROSS AUGER, HYD FORE/AFT
TRANSPORT, GAUGE WHEELS

\$32,000
W23146A (PA)

2010 HONEY BEE SP36
36FT DOUBLE KNIFE, SINGLE SPAN UII REEL W/PLASTIC FINGERS, GAUGE WHEELS, INTEGRAL TRANSPORT, CR/CX ADAPTER, HYD FORE/AFT, HYD KNIFE ANGLE CROSS AUGER

\$139,000
W22982B (PA)

2011 NEW HOLLAND 72C
30" RIGID AUGER STYLE, 6 CATT HUME P/U REEL W/ PLASTIC FINGERS, HYD FORE/AFT ON REEL
DOUBLE KNIFE DRIVE

\$59,000
W23137A (H)

2013 MACDON FD75
40" DRAPER HEADER
AGCO ADAPTER
TRANSPORT-GAUGE WHEEL

\$39,000
W22984A (K)

2011 JOHN DEERE CMHDR
SINGLE REEL, HYD PLASTIC PICKUP TEETH, HYD FORE/AFT, HYD HDR TILT, SLOW SPEED TRANSPORT RIGID BAR CROP DIVIDERS

\$46,000
W22981A (K)

2012 MACDON CMHDR
35", SLOW SPEED TRANSPORT
UPPER CROSS AUGER
CNH ADAPTER OFF 9000 SERIES CASE S/N 223343

\$59,000
W23131A (H)

2011 MACDON FD70
CROSS AUGER, CR/CX ADAPTER, DOUBLE KNIFE DRIVE, 40" FLEX HEADER, SPLIT REEL
FORE/AFT, TRANSPORT

\$56,000
PB3497C (PA)

2007 NEW HOLLAND HW325
1711HRS, 30" DRAPER / DOUBLE KNIFE DRIVE, DOUBLE SWATH ATTACHMENT / UII P/U REEL, FORE/AFT, DUAL ROTO SHEERS, STANDARD TIRES ON TRACTOR UNIT
REAR AXLE AIR BAG

\$289,000
PN3556B (PA)

2012 NEW HOLLAND CR9090
1225HRS, 355BU, 523HP, STD HYD TRANS, 22" ROTOR PLANETARY, NO DL, FH, AUTO LOCK HITCH
AXLE EXT, AXLE DIFF LOCK, EXT WEAR ELEVATOR, LIGHTING HID, INTELLIGRUISE, LAT HEADER TILT

\$229,000
PN3518B (PA)

2011 NEW HOLLAND CR9080
1660HRS, 790CP, 483HP, GRAIN TANK CAPACITY 350 BU, TRANS STD HYDRO, ABR CROP GRAIN HANDLING & UNLDS SYSTEM, AUTO GUIDANCE NAV II WIGPS, AXLE DIFF LOCK, DUAL TIRES, LEATHER, INTELLISTEER

\$299,000 - \$309,000
5 AVAILABLE

2014 NEW HOLLAND CR9090
1472HRS, 571HP, 355BU, IN CAB ELEC FOLDING HOPPER CYRS, YIELD & MOIS MON, 21" AUGER, 620/70R42 DUAL TIRES, ADJ ABRASIVE VANES ROTOR CYRS, AUTOSUID NAV II / AUTOSTEER, AXLE EXTENSIONS & DIFF LOCK

\$239,000
HN3683A (H)

2012 NEW HOLLAND CX8090
1333HRS, 490HP, 350BU, CAST CONV THRESH DRUM, 520/85R42 DUAL FRONT TIRES, 600/65R28 REAR TIRES, YIELD & MOIS MON, GRID HEATER, 24 AUGER
AUTOJUID NAV II CONTROLLER / AUTOSTEER

\$309,000
PN3546A (PA)

2014 NEW HOLLAND CR9090
1342HRS, 790CP 15", TIRES DLS 520/85R42 W/EXT, 80MM LIFT CYLINDERS, AXLE EXT, EXT WEAR ELEVATOR, LIGHTING HID, SEAT LEATHER, VARIABLE HYDROSTAT, MICHELS HOPPER CYR, REDEKOP WIDE CHOPPER

\$75,000
HN3457A (PA)

2010 NEW HOLLAND H8060
1309HRS, 36" SHIFT DRAPER HB36, SEAT AIR SPRING SUSP, FULL CAB W/AG DELUXE, ELEC MIRRORS, UII PICKUP REEL, SINGLE SPAN, ONE SEASON ON KNIFE AND CANNASSES

\$45,000
PN3531A (PA)

2015 NEW HOLLAND 560
PTO 1000 COC, PREMIUM LACED BELT, SPECIAL CROP VERSION, BAILE RAMP FF, STD DENSITY SYSTEM, 4.80/4.0-8 NO TOOL DUAL, 2.0 PICKUP, MAN HYD PICKUP LIFT - FF, 1000 RPM WC/UT-OUT-CLUTCH, 5 BAR PICKUP

\$25,000
PN3539A (PA)

2009 NEW HOLLAND H7450
10 3/8" DIAMETER, 102" WIDTH, 10 DISC CUTTERBAR, 13" CUTTING WIDTH, HITCH - CTR PIVOT, 31X13.5L-15 TIRES, HIGH STUBBLE KIT, SWIVEL HITCH TONGUE

\$70,000
PN3474A (PA)

2012 NEW HOLLAND T5070
1716HRS, 83" HEAVY DUTY BUCKET W/GRAPPLE & TIRES, 95 PTO, HP115, MID MOUNT HYD VALVE, 24X24 POWER SHUT, HD WFO, FRONT AXLE, 18.4R34 REAR 14.9R24 FRONT, REAR PTO FENDER SWITCHES

\$419,000
PN3474A (K)

2015 NEW HOLLAND CR9.90
876HRS, 790CP, 372 RECEIVER HP/XP, ABRASIVE CONCAVE & WEAR AUGER, AXLE EXT, ELEC TANK COVER, EXT WEAR ELEVATOR, LEATHER, HYD FLOATION, REDEKOP CHOPPER

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