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RURAL COUNCILLOR

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SPRING 2019 ISSUE

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ECONOMY AND INFRASTRUCTURE

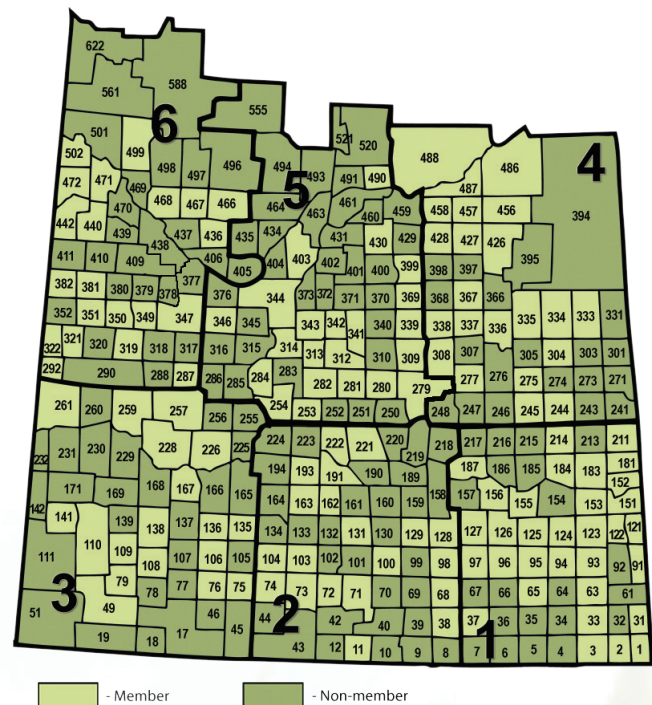
Rural Infrastructure and Development Needs; USMCA: What it Means for Canada and Rural Saskatchewan; Budget 2019; SARM's Trading Services; Best Practices in Crop Biosecurity; Municipal Asset Management; Rural Municipal Timber Bridge Handbook; Gravel: A Critical Resource

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RURAL COUNCILLOR



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COVER PHOTO Saskatchewan is the largest potash producer in the world. Pictured is an aerial view of Nutrien's Rocanville Potash mine. Image used under license from Nutrien Ltd.

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OUR VISION

By being the rural voice, SARM will effectively lead autonomous municipalities in
creating a vibrant, diverse economy resulting in a strong, sustainable Saskatchewan.

OUR MISSION

SARM delivers timely, dependable programs and services to meet the needs of its
members while influencing government policy and facilitating municipalities to work
together to foster rural development and build strong, sustainable communities.



MINISTER'S MESSAGE

BY THE HONOURABLE LORI CARR
MINISTER OF HIGHWAYS AND INFRASTRUCTURE



ON BEHALF of the Government of Saskatchewan, and Premier Scott Moe, it is a great honour to serve our province as the Minister of Highways and Infrastructure.

Despite current economic headwinds in Saskatchewan, we continue to forecast positive growth. Our government recognizes that by controlling spending and reducing reliance on unpredictable resource revenue, we will meet our fiscal challenges.

We continue to invest in the services, programs and infrastructure that the people of Saskatchewan value. This helps us keep the wheels of our economy churning while improving the quality of life for everyone in the province.

We recognize that RMs also take on the challenge to grow and maintain infrastructure. A coordinated approach to planning and managing truck traffic supports the use of the roads we have, makes the system more sustainable and extends the reach of heavy haul routes. For example, the Municipal Roads for the Economy Program provides funding to RMs for heavy haul corridors, bridge replacements and Clearing the Path corridors.

The Ministry of Highways and Infrastructure continues to take steps in improving our major highways and increasing access to primary weights. While more work needs to be done, we recognize the importance of maintaining our current infrastructure. This is the reason we have made significant investments in repaving and preventative maintenance projects including resurfacing, pavement sealing and micro-surfacing. In recent years, many of our bridges and culverts were near

the end of their life-cycle. By replacing them when they are in poor condition, we avoid risks of flooding and service gaps in our primary weight corridors.

One of the biggest issues our ministry continues to deal with is Thin Membrane Surface (TMS) highways. TMS roads were introduced in the 1960s and 70s to provide a mud and dust-free access for passenger vehicles. The thin surface is put down upon on top of the gravel road bed, producing a dust-free road. However today, they are often not strong or wide enough to handle the trucks that use them. We've made strides in upgrading these roads, but there are many that have very low traffic volumes and are not capable of handling heavy trucks. It is difficult for these roads to compete for investment dollars with busier economic corridors.

Rest assured, my ministry has been looking at innovative fixes, other than full rebuilds, to address more of these roads. Treatments like roto-mixing, light pavement and converting to super-grids give us new, more cost-effective options.

Our total transportation investment has exceeded \$8 billion since 2008. The investments allowed us to make safety improvements on thousands of kilometres on provincial highways, and we remain committed to taking additional steps to make sure our roads are efficient and safe for everyone

We appreciate the valuable relationships and partnerships that we have with SARM and its members. I look forward to working together to build stronger communities across Saskatchewan.

Photo credit: Shutterstock.com



MINISTER'S MESSAGE

BY THE HONOURABLE JEREMY HARRISON
MINISTER OF TRADE AND EXPORT DEVELOPMENT

SASKATCHEWAN is one of the most trade oriented provinces in Canada. In fact, in Saskatchewan, we export about 70 per cent of everything we produce to more than 150 countries, and one in five jobs in our province depends on exports.

Our province is the second largest producer of uranium globally, and the world's largest potash producer – strengths that are well-aligned with the world's increasing energy and food security needs. But this is only scratching the surface of what the province has to offer.

Saskatchewan has many valuable resources the world wants – diamonds, petroleum, wheat, canola and lentils to name just a few. Saskatchewan also has enormous production capacity, and it is a jurisdiction that is focused on removing barriers to growth – all attributes that are attracting investors from around the globe.

Out of 91 jurisdictions in the Fraser Institute's 2017 Survey of Mining Companies, Saskatchewan ranked first in Canada and second in the world in investment attractiveness, a composite measure of geologic potential and policy factors. The Fraser Institute also ranked Saskatchewan as the second most attractive jurisdiction for petroleum investments – among small reserve holders in Canada.

Saskatchewan has also been consistently recognized for having an attractive investment climate because we have a highly competitive tax and royalty structure that is stable and predictable, and we have sensible regulations.

For example, the province's manufacturing corporate income tax rate is as low as 10 per cent; there is no corporate capital tax, payroll tax or health care premiums; and the province offers tax exemptions on machinery, equipment and materials used in manufacturing and processing.

The bottom line is that Saskatchewan can be relied upon as a long-term and stable source of valuable resources – so as the world's population grows, the province will become an increasingly important player in global trade.

The Government of Saskatchewan places a high priority around getting out into the world and engaging with our existing and potential trading partners.

One of the key roles of the Ministry of Trade and Export Development is to engage with new and current international markets – with the end goal of growing Saskatchewan exports around the world, and by doing so, create jobs and economic growth for our province.

Despite recent global trade friction and uncertainty, the province is working hard to get our products to new markets.

Of all Canadian provinces, Saskatchewan was the largest exporter to India in 2017, with exports of \$1.15 billion – and we have been Canada's top exporter for the past decade. We are their largest supplier of lentils and peas, and we are working to expand our potash and uranium exports to help meet their increased energy and food security needs.

\$3.5 BILLION

Saskatchewan's total exports to China in 2017 was a 313 per cent increase over its exports to that country in 2007 (\$850 million). These exports consisted primarily of agricultural commodities, potash and forestry products.

Saskatchewan's exports to China increased from \$850 million in 2007 to \$3.5 billion in 2017 – a growth rate of 313 per cent. These exports consisted primarily of agricultural commodities, potash and forestry products. Of all the Canadian provinces, Saskatchewan was the largest agri-food exporter to China in 2017 with agri-food exports of \$2.8 billion.

Looking closer to home, Saskatchewan will be closely monitoring the United States-Mexico-Canada Agreement (USMCA) as it nears ratification. At 55 per cent and 3 per cent respectively, the United States and Mexico accounted for 58 per cent of total Saskatchewan exports in 2017.

The province is pleased that negotiators were able to reach a trilateral agreement, as the USMCA will remove some of the uncertainty that businesses and investors have been facing over the past 18 months – but there is more work to do.

At the end of the day, we want the world to know that Saskatchewan is open for business. Saskatchewan is well positioned to be a global leader in the production of food, fuel and fertilizer – and in achieving this position, we will be improving the quality of life of those not just in our province, but in nations around the world.



MINISTER'S MESSAGE

BY THE HONOURABLE BRONWYN EYRE
MINISTER OF ENERGY AND RESOURCES

SASKATCHEWAN'S resource industry has experienced certain setbacks over the past few years, and 2018 was no exception.

Market access challenges continued to be compounded by the widening oil-price differential, and the lack of pipeline capacity to tidewater cost both Saskatchewan oil producers and our province millions of dollars in lost revenue and taxes and royalties respectively.

This, as proposed, new federal legislation threatens to place increased financial and regulatory burdens on an already vulnerable sector. Bills C-69 and C-48, in particular, would undermine investment uncertainty and confidence across resource industries, both in Saskatchewan and across the country. The federal government's implementation of a job-killing carbon tax is another measure that will affect our energy sector and the hard-working people the sector employs.

Despite these challenges, our government continues to stand up for Saskatchewan.

Energy and Resources recently implemented the Waterflood Development Program, which will increase competitiveness in the oil sector and support an anticipated \$375 million in new investment over the next five

years. This program is expected to create 500 new full-time employment opportunities and an estimated \$245 million in new provincial royalties over 10 years.

The Methane Action Plan's goal is to reduce greenhouse gas emissions in Saskatchewan's upstream oil and gas sector by 4.5 million tonnes per year by 2025.

In November, the Government of Saskatchewan issued a statement of claim against the federal government for failure to assist the province with the environmental clean-up of the abandoned Gunnar Mine site outside Uranium City. While our government has committed over \$125 million to the clean-up over the last 13 years, the federal government has spent just \$1.13 million, despite initially agreeing to equally cost-share this remediation project. We are asking the federal government to do the right thing by the North, the environment and the First Nations who live and work around the former city.

In January, the Methane Action Plan (MAP) was announced by the Ministry of Energy and Resources, with the goal

of reducing greenhouse gas (GHG) emissions in the province's upstream oil and gas sector by 4.5 million tonnes per year by 2025. MAP includes complementary programs and policies that protect industrial competitiveness and limit the risk of investment flight. Specific programs include the Oil and Gas Processing Investment Incentive (OGPII) and the Saskatchewan Petroleum Innovation Incentive (SPII), which will encourage oil and gas innovations, technologies and value-added projects that promote job creation and, at the same time, improve environmental stewardship.

Meanwhile, the Ministry of Energy and Resources' Integrated Resource Information System (IRIS) continues to provide oil and gas companies with a complete, streamlined service that enables all forms of business operations to be completed and submitted online and further reduces regulatory backlog.

We are proud of the jobs and positive economic impact that our energy and resource sector brings to Saskatchewan, and we will continue to foster a climate for future investment, as we call on the federal government to reduce regulatory burdens, build pipelines, and get fair value for our resources.



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INFRASTRUCTURE And Development Needs

BY CARMEN STERLING
SARM VICE-PRESIDENT

RECENTLY, I attended the Regina District Association of Rural Municipalities convention. This is an annual meeting over two days with presentations on a variety of topics relevant to rural municipalities.

One of the highlights every year is the round table session. Attendees bring copies of completed session forms with information on everything from assessment to workforce and wages to fire protection and EMO plans to gravel and dust control. We break into table groups to share and discuss the information from all the various categories from our respective municipalities. Although there is no shortage of topics to discuss during these sessions and the time spent on different topics varies by table, invariably transportation infrastructure tends to dominate the conversation. These conversations underscore just how important transportation infrastructure is to not only municipalities and our ratepayers but to industry and the public in general.

In addition to understanding how vitally important transportation infrastructure is to all of us as municipalities, we also need to understand that although we share many similarities, there are many differences. Recognizing the differences may seem second nature to us as municipal elected officials, but often it is not so easily understood by our ratepayers, the general public, industry and other levels of government.

We all have roads, bridges, and culverts as part of our municipal transportation networks. Basic care and maintenance and even installation may be very similar from one area to another, but what differs quite often is the material readily available to construct, install and maintain these types of infrastructure. Whether your municipality has ready

access to the clay and aggregate needed for construction has a significant impact on the overall cost of projects up front. When it comes to roads often we are left to make due with what we have available within a reasonable distance to keep costs manageable. The quality of materials then has an impact on the

**WHEN IT COMES
TO ROADS** often we...
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life cycle cost of that asset.

life cycle cost of that asset as well. This is magnified by the type and volume of traffic you have, the quality of aggregate or gravel you have available to protect the clay surface and the maintenance program you implement.

As for bridges and culverts, we are all aware of the significant challenges we face in finding the right solution that addresses the needs of traffic and safety at a cost that doesn't "break the bank". This awareness is not new, but recent reductions to available funding and changes to criteria for projects that are eligible for funding under these programs demonstrate the dire situation RMs are facing with bridge infrastructure. To me this urgency means that we as municipal elected officials are under a lot of pressure to find cost effective, safe options for our bridges. This may include looking at different approaches to determining what conveyance may be needed in

specific situations, opportunities for bundling projects, the procurement method or the use of project and/or consultant engineering to design and build specific to our needs.

As we move to implementation of Asset Management Plans, the factors that affect our transportation infrastructure should be reflected in individual condition assessments, value and replacement plans, and should be reflective of the unique circumstances present in each of our municipalities. As I stated earlier, we need to keep in mind that others may not understand this the way we do when we implement our tax policy for our municipalities, when we prepare our annual budgets for presentation to our ratepayers, and when other levels of government develop legislation and programs directly impacting municipal transportation infrastructure. It is up to us as elected officials to do our best to inform others of these differences and how they impact the decisions we make. With respect to legislation this uniqueness reinforces that a "one-size fits all" approach is not necessarily going to provide equal access for every municipality. Having flexible legislation, grant funding, and a suite of tools available that recognizes these differences ensures all municipalities have access to what they need to best manage their transportation infrastructure.

As a member of the SARM Board, I look to highlight these challenges as often as possible with provincial and federal elected officials and bureaucrats and industry representatives. There are so many aspects of legislation, regulation, policy, and programming that impact our municipal transportation infrastructure and our ability to construct and maintain it, that we need to take every opportunity to inform others and lobby for change.



BY FAILING TO PREPARE, you are preparing to fail

BY JAY MEYER
SARM EXECUTIVE DIRECTOR

YOU MAY HAVE heard the clichés “By failing to prepare, you are preparing to fail” or “A good plan today is better than a perfect plan tomorrow”. It is important councils have proactive planning. Municipalities need reliable infrastructure to efficiently move goods, resources and people. Having suitable infrastructure to operate business as well as provide needed services to ratepayers is of the utmost importance. Good quality infrastructure is essential for a faster growing economy but must be shared by most people. All of this can make planning a challenge. There is only one guarantee in planning and that is to plan to not make everyone happy.

There are many tools municipalities can use to make planning an easier task, but the most important tool is communication.

When planning, it is important to have those tough discussions as financial resources are not unlimited. Discussions around priorities is critical around the council table, such as understanding the differences between wants and needs. It is important that councils debate how they wish to distribute tax dollars, especially regarding budget deliberations. All municipal councillors, including the reeve, have the same amount of power in the decision-making process. It is recommended that decisions are council decisions and council should be in it together, leaving the chambers with a consistent message around the decisions made.

When planning, it is important that council and administration understand what direction the council wishes to go. If the goals and objectives of council are not clearly defined, individuals will make them up and council and administration will head in different directions. The result of this could be quite problematic. When councils are engaged in planning, it is

important that both elected officials and administration work together. Administration adds much value in the planning process as they are doing the day to day work.

There are many tools municipalities can use to make planning an easier task, but the most important tool is communication. There can never be too much communication. When planning, reach out to the ratepayers of the municipality, through mechanisms like ratepayer meetings or surveys. Not only will the ratepayers feel heard, but they could assist you with various ideas. Engaging the public can also act as an educational tool. An educated public will only assist council when tough decisions are to be made, such as increasing taxes or cutting services. All and all, it's not easy to plan, but when council and administration are all on the same page and the public is aware of the challenges, it makes planning and decision-making processes much easier.

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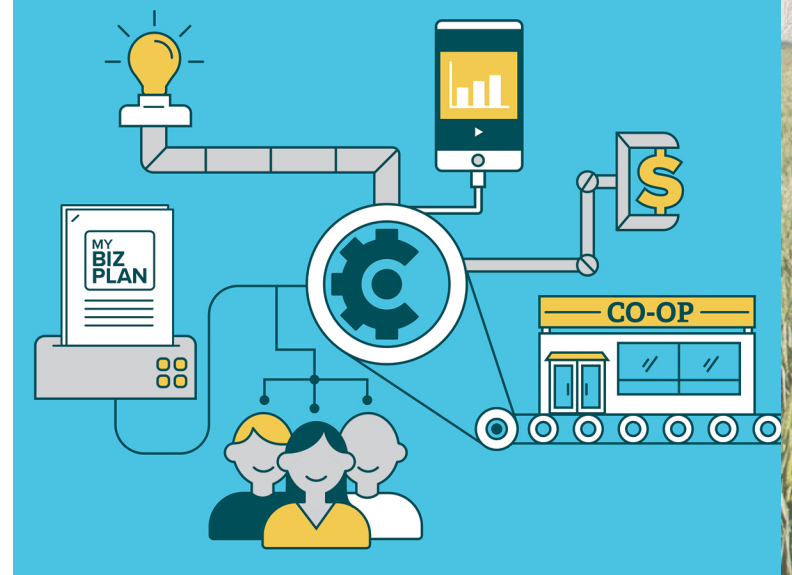
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GRAVEL: A critical resource

BY ROD WIENS SARM DIRECTOR, DIVISION 6

FOR MANY YEARS land that had gravel supplies on it was the poor land. It could maybe be used to graze a few cattle (as long as it rained, and grass could grow). If the owner was lucky, a local RM or the department of highways would start a gravel pit and pay the owner a few dollars for the gravel that was removed. Rocks were picked off fields that were cultivated and then often the rock piles were buried. Many municipalities took their gravel supply for granted. Now that has all changed. The old adage about land "they aren't making any more" holds true for gravel.

Gravel is a limited resource and needs to be treated as one. There are more than 165,000 square kilometers of municipal roads in this province that need to be maintained. The number of roads that need gravel are not being reduced. Since the early 1980s, the average cost of gravel has gone up 300 per cent. With increased rural industry and the resulting heavier loads being hauled the demand on our roads has never been greater.

Gravel is a critical resource that is needed by RMs to build and maintain roads that are needed by industry and ratepayers. The cost of gravel will continue to increase.

To address the issue of gravel supply SARM commissioned the "Got Gravel" study in 2015. SARM wanted to research aggregate management practices in Saskatchewan with the goal of making recommendations to develop long-term gravel reserves for the province. From this study SARM commissioned the development of an aggregate resource manual as a resource to RMs for managing their gravel supplies. This manual outlines options for strategic gravel supply, approaches to aggregate supply development as well as a practical guide to maintenance innovations. The draft copy of this manual was sent out to RMs last spring for feedback. All RMs have aggregate challenges that are unique to them. We hope that the *Municipal Aggregate Resource Manual* will help them meet some of these needs.



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RURAL INFRASTRUCTURE

BY **BILL HUBER** SARM DIRECTOR, DIVISION 1



A SaskTel cell tower operating in rural Saskatchewan. Photo credit: SaskTel.

THE INFRASTRUCTURE and Development Committee is one of four committees and focuses on all infrastructure and development issues of importance to rural municipalities across Saskatchewan. As a member of this committee, we ensure that member municipalities have access to related facts, issues and trends as well as, the best practices to be applied when dealing with infrastructure and development. The committee ensures our member's interests are represented through recommendations, regulations, legislation and related funding for municipalities.

There are several concerns affecting municipalities. Engineering for municipal works is one concern. One of the biggest challenges for many RMs is the cost for an engineered project. Many RMs do not understand how working with an engineer may save them money on certain projects.

Another infrastructure concern is broadband access as reliable broadband is important for the health, safety and well being of those living and travelling in rural Saskatchewan. Farmers and ranchers are also relying more on adequate cellular coverage and internet services in rural areas of the province. They rely on it so that they can operate large, high

tech equipment and stay connected to dealer support to keep the equipment operating without delays or interruption in a days work.

As global populations rise, the need for food increases, which will require Saskatchewan producers to produce more. To be able to achieve that, they will need to use technology with more efficiency to meet those demands. Our producers will need reliable broadband coverage to use the technologies to help feed the world.

The importance of cell service, particularly in an emergency, was highlighted in the fall of 2017 when the wildfires that swept across southwest Saskatchewan caused such a high volume of calls, it essentially shut down cell service in the region.

In my local municipality of Lipton, there were a number of small fires that started late in the evening, and firefighters, farmers and rural residents were out with their equipment to help control the fires and cellular service was not available. Some volunteers were able to communicate with others with the use of VHF 2-Way radios. Without the 2-Way radios, it may have been a lot worse.



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Rural Municipal **TIMBER BRIDGE HANDBOOK**

BY DANIEL SEGAL, P. ENG.

DIRECTOR OF MUNICIPAL BRIDGE SERVICES

AS OF JANUARY 2019, there are approximately 1,482 rural municipal bridges in Saskatchewan and 312 of those bridges are closed or restricted to traffic. This means that 21.1 per cent of the rural municipal bridges in Saskatchewan are not able to provide their intended level of service, and this number will continue to grow as more rural bridges reach or exceed their service life. Intensive management has become necessary for many rural municipalities that are trying to improve their ability to efficiently and economically repair or replace their rural bridge inventory.

As part of our capacity building efforts, Municipal Bridge Services (MBS) has been working to develop a Rural Municipal Timber Bridge Handbook (TBH), which we hope to release to all rural municipalities sometime in 2019. The goal of the TBH is to support better understanding and knowledge of treated timber rural bridges amongst the rural municipality's

elected officials and staff. The TBH focuses on the approximately 84.5 per cent of the Saskatchewan rural municipal bridge inventory which contains treated timber structural components. For example, the TBH will not provide information relevant to a concrete arch bridge supported by a concrete foundation.

MBS is happy to provide assistance to rural municipalities regarding their bridge infrastructure. For more information on the services that can be provided by MBS, please visit sarm.ca or feel free to contact MBS directly:

- Daniel Segal, P. Eng., Director of Municipal Bridge Services, call 306-761-3746 or email dsegal@sarm.ca; or
- Alexander Udey, M.Sc., Engineer-in-Training, Municipal Bridge Project Manager, call 306-761-3747 or email audey@sarm.ca

THE RURAL MUNICIPAL TIMBER BRIDGE HANDBOOK (TBH)

is still in the process of being completed, but it is planned to contain information regarding the components of typical timber bridges, typical timber deficiencies, and typical repair procedures. This should help your rural municipality in three different areas including the overlap between those areas. The TBH should assist with:





RURAL MUNICIPAL Administrators Internship Program

BY FERN LUCAS ADMINISTRATOR RM TISDALE NO. 427;
RMAA DIVISION 4 DIRECTOR

ONE OF THE greatest needs of a rural municipality is that of being able to employ a qualified administrator to manage the daily functions of the municipal office, manage municipal staff and be a supportive resource to both the municipal council and its ratepayers.

Rural municipal administration, like a lot of professions, is experiencing difficulty in attracting and retaining qualified professionals as municipalities are competing with other sectors for qualified people to fill these positions. A large percentage of the existing rural municipal administrators anticipate retiring or leaving the profession in the next five to seven years.

To assist municipalities with these issues, the Rural MAIP program was developed. It is a partnership between SARM, the Rural Municipal Administrators Association (RMAA), and the Ministry of Government Relations (GR). It is funded through the Strategic Initiatives funding that SARM receives from the Rural Revenue Sharing Pool. Participation in the program is limited to rural municipalities, while work continues towards the initiation of a long-term program for both rural and urban municipalities.

The Rural Municipal Administrator Internship Program (MAIP) offers 52 week internship placements. This program is intended to assist rural municipalities in attracting and keeping qualified professionals to the field of municipal administration, to highlight the importance of succession planning, promote certification standards for municipal administrators and provide valuable information for the development of a long-term program.

The MAIP program provides host administrators and interns with an outline of expectations and competencies the intern should gain experience in throughout their placement. I am presently training my second intern under this program, and I have found the program guide to be an invaluable resource in assuring that the interns are trained in the core areas of municipal administration and help them meet the certification standards of the Rural Board of Examiners. It provides links to find helpful resource documents to supplement the work experience that the interns receive in daily office experience, and it serves as a helpful introduction to each topic of training. The evaluation and reporting section provides for formal reporting of both the municipal host and the intern, and it provides program administration with valuable information to ensure interns are learning and experiencing all aspects of municipal administration.

The intent of the MAIP program is to make municipal administration a desirable career choice. I have found my participation as an administrator of a host municipality to be very rewarding, and I would certainly encourage participation in this program. There are many benefits of being a host rural municipality – it provides you with an opportunity to promote your municipality and community; it provides an opportunity to train and secure a potential successor for a retiring administrator if that is your situation; it provides an opportunity for your administrator to grow and become a trainer in their field; and it gives you a chance to be proactive in increasing the attractiveness of careers in municipal administration. Because of the variety of duties and ever changing environment, administrators need to learn communication skills, management skills, and technical skills. Some come from the education, the rest from the learning experience. This program provides a good overview of both of these areas.

I have a concern about the amount of us rural administrators in the province that are nearing retirement in the next few years, and I want to promote that municipal administration is a rewarding career that offers unlimited opportunities. I am still appreciative of the experienced administrator that helped to train me into the field and begin my administration career. Being that I am close to retirement, I would like to do that for someone else at this point in my career, and I would certainly encourage any of you that are qualified, to strongly consider this excellent program.

The MAIP program has helped me very much to provide an appropriate amount of time and resources to properly train one intern who has since obtained her C certification and been hired by a local municipality as their administrator. I am now working on my second MAIP intern, and I am confident that she will be trained in all areas of municipal administration upon completion of this program and will be eligible for her C certification in rural municipal administration. I am committed to this program and the very positive results that I am seeing it achieve. We need rural municipalities to utilize this program and encourage people in their communities looking for a bright career path to seriously consider becoming a rural municipal administrator.

If you have any questions about this program, I would be more than happy to discuss it with you. You can contact me at 306-873-2334 or contact SARM at 306-757-3577 or visit www.sarm.ca.

BUDGET 2019:

A key moment for rural Canada

BY VICKI-MAY HAMM FCM PRESIDENT



LACK OF INTERNET connectivity is much more than the frustration we all feel when we can't load a web page. For rural communities, getting connected to reliable internet can mean the difference between attracting a new business to grow a local economy or seeing more youth decide they need to move elsewhere to look for work. Rural communities have been telling us that the federal government needs to make a significant connection to fix this problem in Budget 2019.

Our advocacy is a big reason why the first thing that Canada's new Minister of Rural Economic Development Bernadette Jordan committed to do when appointed last month was to close the broadband gap.

"Canadians should be allowed to live and work wherever they want," Jordan said in an interview with CBC's The House, "And if they are not able to work in a rural area because they can't set up a business or they can't study or they can't have access to good connectivity, that's a challenge that we have to face and we have to figure out how to deal with."

That's promising news for communities, and more confirmation that FCM's advocacy is working. Representing the rural riding of South Shore – St. Margaret's, Nova Scotia, Minister Jordan is tuned into the realities of rural Canada. Now we need keep up the pressure on the federal government to make universal broadband a reality.

As Minister Jordan told The House: "I am looking forward to working with [municipal and territorial] governments and other stakeholders, like the Federation of Canadian Municipalities. [Broadband is] their number one priority and I think we as a government have to recognize that and work with them in order to make sure that we deliver on things that are important to rural Canada."

Our push for universal broadband

Last Fall FCM launched our latest campaign to press for truly universal broadband from coast to coast to coast. In 2019, wireless Internet access is an essential service that should be available to every Canadian family and business.

High-speed connectivity supports public safety, modern education, quality health care and our everyday quality of life – and supports businesses looking to innovate, expand and compete. Yet two million Canadians cannot access a reliable fixed or mobile connection.

As SARM members well know, too many families in rural Canada struggle to connect with the rest of country, and businesses face barriers to growth. We've heard from rural communities where local physicians have difficulty accessing health records due to unreliable broadband at hospitals, clinics, and patients' homes.

FCM has sought and welcomed federal steps that make a difference. The \$500 million Connect to Innovate program and the CRTC's \$750 million Broadband Fund are bringing service to some hard-to-reach areas. And on October 26, 2018, federal, provincial and territorial ministers announced a shared commitment to a national strategy to achieve universal Internet access.

It's time to turn that commitment into real outcomes: fast connections that every Canadian can count on, with clear standards and timing. That's why we're calling for the federal government to commit long-term, predictable funding for both broadband and mobile internet expansion in Budget 2019 – starting with at least \$400 million per year for 10 years.

Unlocking local potential

Rural Canada already drives a third of this country's economy, and our whole country depends on a thriving rural Canada for our food, energy and other important resources. Despite this important role, many local governments in rural Canada face formidable challenges in providing adequate public infrastructure, keeping communities safe and attracting investment and newcomers – all with limited revenues and financial capacity.

FCM's Rural Forum, Chaired by SARM President Ray Orb, is leading national advocacy efforts for a practical, accountable policy framework for rural Canada. This "rural lens" would be applied to all new federal investments, programs and policies, ensuring they reflect the unique challenges and urgent priorities of rural communities. That includes ensuring greater flexibility when it comes to federal funding, so you can build and repair the roads, bridges and other infrastructure that best fits your residents' needs.

By working with you and organizations like SARM to ensure that Budget 2019 reflects rural priorities, we hope to be able to draw on local solutions and support your efforts to build stronger rural communities in Saskatchewan, and across Canada.

Budget 2019 is the critical time to launch a bold drive to achieve universal internet access and improve the quality of life in rural communities. This is the moment to recognize that every Canadian is integral to this country's future – no matter where they live.

To learn about FCM's broadband campaign, visit fcm.ca/internet4all.

Vicki-May Hamm is mayor of Magog, Quebec and president of the FCM.

HIGH-SPEED CONNECTIVITY

supports public safety,
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SARM's Trading Services

BY AMANDA KOZAK ACCOUNTS ADMINISTRATOR

SARM has partnered with like-minded municipal organizations to offer its members access to competitively priced products and services that are trade compliant and meet the requirements of the New West Trade Partnership Agreement and the Canadian Free Trade Agreement.

SARM'S TRADING SERVICES has been around since 1938. It provides member municipalities with an option to purchase a wide variety of products and services from reputable vendors at discounted prices.

SARM has partnered with like-minded municipal organizations to offer access to products and services that have been competitively solicited and awarded on behalf of our members. These programs are trade compliant and meet the requirements of the New West Trade Partnership Agreement and the Canadian Free Trade Agreement. SARM has participated in the process by advertising on the SaskTenders website.

Did you know that we currently have 15 vendors/service offerings? Below is a list of our current vendors and service offerings:

- **Credit Card Processing Program** - Choice Payment Solutions, an authorized agent of Ignite Payments, is a local company working with SARM and its members to tailor the best credit card acceptance solution for your RM.
- **Custom Printing** - Western Litho Printers is a local company that has partnered with SARM to provide custom printing solutions, tailored to meet the needs of your RM.
- **Election Supplies** - SARM has partnered with SUMA to offer election supplies to SARM members at a reduced cost.
- **Finning Equipment Parts & Service Program** - SARM has partnered with the Rural Municipalities of Alberta (RMA) to offer a Finning National Account Program to SARM members
- **Fire Trucks, Apparatus and Supplies** - Provides members access to fire trucks and are tendered on your behalf.
- **RMA Fuel Supply Program** - Through strategic supplier partnerships, RMA Fuel offers a simple alternative to managing fuel and lubricant purchases. RMA Fuel ensures that its member municipalities are purchasing fuel at a fair cost.
- **NAPA Program** - Auto parts at discounted prices.
- **National Account Tire Program** - SARM has partnered with the RMA to offer a Tier One National Tire Program to SARM members.

- **Office Products** - SARM has partnered with Staples Business Advantage and Supreme Office Products Limited to provide members access to a wide range of office products at SARM pricing.
- **Road and Traffic Signs** - ATS Traffic offers SARM members increased product and service capabilities to meet an array of municipal project needs.
- **Rodent Control Products** - SARM has partnered with Maxim Chemical and UAP Canada to provide Rodent Control products to SARM members to aid in combating pest problems.
- **Sourcewell Contract Purchase Program** - provide access to Sourcewell's group buying program, for the purchase of equipment, products and services through a competitively tendered process.
- **Enterprise Fleet Management** - Have your fleet evaluated to see if this program can save you money.
- **UAV Aerial Imaging** - Green Aero Technology Inc. has partnered with SARM to offer custom UAV aerial imaging services to SARM members.

There are numerous benefits to participate in SARM's Trading services:

- competitive pricing with significant discounts from trusted vendors;
- consolidated invoicing (RM pays SARM for multiple products rather than paying multiple vendors) and easy payment terms;
- offer additional procurement tools for SARM's members - contract purchasing offers access to contracted solutions, which are CFTA and NWPTA compliant, from top manufacturers and suppliers.

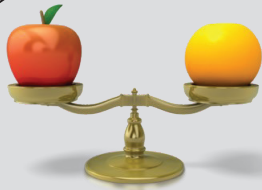
If you are interested in any of these programs or to learn more about the current vendors and service offerings, please visit our website at www.sarm.ca or contact Amanda Kozak at trading@sarm.ca.

We look forward to seeing you at the SARM Annual Convention in March!

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Photo credit: Alex JW Robinson / Shutterstock.com

Finding Solutions, Together

A Recap of the 2018 Regional Planning Forum

"When we work together, it improves the lives of all Saskatchewan citizens." That was the message from Warren Kaeding, Minister of Government Relations to attendees of the 2018 Regional Planning Forum. The Ministry of Government Relations hosted the forum on December 11 and 12, 2018 in Saskatoon. It brought together approximately 160 elected officials, administrators, and representatives from First Nation tribal councils, Métis communities, and government ministries and agencies from across the province. Mediators from the Ministry of Justice and volunteer facilitators were on hand to help guide conversation and interactive exercises.

Many of the communities in attendance already plan regionally, with several others there to learn more. SARM and SUMA representatives who attended the forum, encouraged their members to find additional ways to work with their neighbouring communities. The ministry was fortunate to have both President Orb and President Barnhart provide remarks. "Economic changes, aging infrastructure and fluctuations in growth patterns continue to place high demands on municipalities and results in capacity issues," Orb said. "Regional planning can help reduce future uncertainties for your municipality and can build local capacity to fund infrastructure projects, hire professional planners, bylaw enforcement officers, and building inspectors."

The ministry was also fortunate to have Chief Cadmus Delorme from the Cowessess First Nation deliver a keynote address on partnerships and relationship building. As Chief Delorme said: "for this province to be great, we need each other."

Attendees were kept busy throughout the two-day event. There were tradeshow tables with subject matter experts, a panel discussion on regional governance, and several interactive table discussions. People could spend time with those who had similar interests and challenges to their own. Participants could also discuss issues with those who were from their region.

Discussion at the forum was mostly participant-driven. Ralph Leibel, Executive Director of the Community Planning branch, explains why this was done; "each community faces its own set of challenges. By making the forum interactive, attendees had the chance to talk about the regional issues and challenges they're experiencing with people from other communities who are experiencing the same thing."

Several of the issues explored, such as infrastructure and shared services, have been long-standing challenges for some communities. Many attendees brought forward the importance of reconciliation and collaboration with First Nations and Métis partners. The forum provided plenty of opportunities for people to cooperate. Some attendees initiated important discussions with their neighbours while at the forum, whereas others went back to their communities with renewed energy to find regional solutions.

"When we work together, it improves the lives of all Saskatchewan citizens."

*Warren Kaeding, Minister of Government Relations Minister
Responsible for First Nations, Métis and Northern Affairs*

What happens next? The ministry hopes the forum inspired and motivated those in attendance to find ways to collaborate with their neighbours. The ministry asked forum participants for feedback on future training initiatives. Ministry staff will be working hard over the coming months to develop education and training materials to help communities advance voluntary regional planning efforts. In addition, a facilitator's report summarizing the forum's outcomes, will also be released.

In the meantime, communities are encouraged to continue to serve their citizens, including finding opportunities to collaborate. For more information about regional planning, please contact:

- The Planning Department at SARM, 2301 Windsor Park Road, REGINA, SK S4V 3A4, 1-306-757-3577
- Community Planning, Saskatoon office, Room 978, 122 3rd Avenue North, SASKATOON, SK S7K 2H6, 1-306-933-6937
- Community Planning, Regina office, 420 – 1855 Victoria Avenue, REGINA, SK S4P 3T2, 1-306-787-2725

MAINTAINING FORWARD MOMENTUM

on the municipal asset management journey

Progress to Date:

CONSIDERABLE PROGRESS has been made over the last year in terms of increasing the awareness among municipal political leaders and staff, related to the need for, and benefits associated with, municipalities implementing an infrastructure asset management process that is consistent with International Standards (i.e. ISO 5500). There has also been some significant progress relative to developing the technical capacity within municipal staff related to the development of credible asset management plans for core infrastructure asset classes owned and managed by municipalities (i.e., roads, bridges, sewer and water systems, buildings, etc.)

In Saskatchewan, a portion of this progress on the asset management journey is attributable to awareness and training opportunities that were delivered by Asset Management Saskatchewan (AM-SK) working collaboratively with Saskatchewan Urban Municipalities Association (SUMA), SARM, the Urban Municipal Administrators Association of Saskatchewan (UMAAS), and Rural Municipal Administrators Association (RMAA), and supported financially by Infrastructure Canada via \$155,000 in funding under the Municipal Asset Management Program (MAMP). MAMP is funded by Infrastructure Canada and administered by the Federation of Canadian Municipalities (FCM).

This MAMP Funding covered 90 per cent of the eligible costs associated with the development and delivery of this AM-SK Round 1 awareness and training initiative that started in September 2017 and ran through May 2018. AM-SK Round 1 involved the development and delivery of:

1. a short eight minute video,
2. a one-hour webinar, and
3. a one-day workshop.

The level of participation in the video, webinars and workshops are summarized in Table 1.

The video was launched in early October 2017 (and is still available on the AM-SK website). It introduces municipal council members and staff across Saskatchewan to: 1) What infrastructure asset management involves at the municipal level, and 2) The potential benefits for municipalities associated with implementing an asset management process.

The webinar was delivered 10 times between October 2017 and May 2018. This webinar provided municipal councilors and staff with a more detailed overview of what is involved

in developing an asset management plan and invited them to participate in a one-day workshop.

The workshops were delivered for municipal political leaders and staff at 11 locations regionally throughout the province between October 2017 and May 2018. They provided basic

Table 1: Participation in AM-SK Round 1
Asset Management Awareness & Capacity Building

MAMP Round 1 Period Ending June 30, 2018	
	Actuals
Video Plays	702
Webinar Participants	786
1 Day Workshop Participants	654
Unique Municipalities	440

insights and understanding of the principles of municipal asset management, the technical details, and the basic competencies required to begin integrating asset management practices into the long-term planning and management of municipal infrastructure. FCM's Asset Management Readiness Scale was introduced, and participants were guided on how to use this scale to assess where their municipality was on the asset management journey. In addition, the requirement under the Gas Tax Agreement related to "making and reporting progress" in asset management was also introduced and discussed within the context of the readiness scale.

SUMMARY & NEXT STEPS

The level of participation in the AM-SK Round 1 Awareness & Capacity Building initiative, as summarized in Table 1, was impressive given that there were more than 600 individuals from 440 unique municipalities who participated in the activities. However, the challenge is not over as there are 746 municipalities in Saskatchewan, and political leaders and staff from only 440 unique municipalities (59 per cent) participated in the activities. Further, there are around six councilors (including reeves and mayors) and two staff (administrator and public works manager) per municipality, totaling 5,968 individuals (8x746=5,968), who should be aware of what asset management is and the benefits of implementing an asset management process, but only 702 (12 per cent) viewed the video, 786 (13 per cent) participated in the webinars, and 654 (11 per cent) attended the workshops.

In summary, while the AM-SK Round 1 Awareness & Capacity Building initiative delivered via the collaborative effort between AM-SK, SUMA, SARM, UMAAS and RMAA was unquestionably a success, there is lots of work still to do in supporting municipalities on their asset management journey in terms of: 1) increasing the level of awareness of asset management among a greater proportion of municipal political leaders and staff, and 2) increasing the technical capacity of municipal staff in the development of asset management plans.

ROUND 2 FCM - MAMP

To address these needs, AM-SK is continuing to work collaboratively with SUMA, SARM, UMAAS and RMAA, submitting a proposal under the second round of MAMP partnership grants in April 2018. This submission was successful in receiving \$393,000 from Infrastructure Canada, administered by FCM, covering 80 per cent of the eligible costs associated with the development and delivery of AM-SK Round 2. This second initiative will deliver: a three part series of one-hour webinars and three-day workshops.

Webinars and workshops

The webinar series presents “The Building Blocks of the Asset Management Process” via one-hour webinars on: 1) level of service, 2) risk, and 3) asset register development and long-term financial planning. Municipal political leaders and staff are invited to participate in the webinars free of charge. See details in the following sidebar for times and registration information.

The first series of webinars and workshops were completed in November and December 2018; 597 attendees participated in the webinars and 71 individuals from 52 municipalities attended the workshops held in Saskatoon, Regina and Prince Albert.

The three-day asset management workshop presents the proven IPWEA NAMS.PLUS training program, templates, tools and resources that are designed for municipal political leaders and staff with the objective of integrating the efforts of the disciplines of public works, finance, administration, and political leadership into the asset management process. The subsidized cost for the workshops is \$499 + GST (regular price is \$1,650), and it includes a one-year subsidized and waived setup fee to the NAMS.PLUS templates and modelling tools (a \$1,500 value).

Workshops in 2019 are scheduled in Saskatoon (April 9-11), Regina (April 23-25) and Prince Albert (April 30-May 2), with additional webinars and workshops planned from September to December. The fall schedule for webinars and workshops has not yet been finalized, but once it has been, the details will be posted on the AM-SK website.

Visit www.assetmanagementsk.ca to register (registration is on a first come, first served basis, so register early). There is a limited capacity of 30 participants per workshop. For more details, contact info@assetmanagementsk.ca or 306-500-7868.

This initiative is delivered through the Municipal Asset Management Program, which is delivered by the Federation of Canadian Municipalities and funded by the Government of Canada.

www.fcm.ca/assetmanagementprogram



WEBINAR SCHEDULE:

LEVEL OF SERVICE DEVELOPMENT

- April 1, 2019 @ 3 PM CST
- Fall 2019 – Schedule yet to be finalized

RISK MANAGEMENT

- April 3, 2019 @ 3 PM CST
- Fall 2019 – Schedule yet to be finalized

LONG-TERM FINANCIAL PLAN

- April 8, 2019 @ 3 PM CST
- Fall 2019 – Schedule yet to be finalized

THREE-DAY WORKSHOP SCHEDULE:

- Saskatoon – April 9-11, 2019
- Regina – April 23-25, 2019
- Prince Albert – April 30-May 1, 2019
- Fall 2019 – Schedule yet to be finalized



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For more information visit our website at www.sama.sk.ca.

Contact SAMA by phone at: 1-800-667-7262,
or by email: info.request@sama.sk.ca.



USMCA

What it means for Canada and rural Saskatchewan's economies

BY MUHAMMAD ALI AND JACKIE CHOQUETTE HILL+KNOWLTON STRATEGIES

AFTER A YEAR and half of turbulent negotiations, the United States-Mexico-Canada-Agreement (USMCA) was agreed to on September 30, 2018 and signed by the leaders of all three countries on November 30, 2018 at the G20 Summit. The agreement modernized NAFTA into the 21st century as it added provisions on digital, intellectual property, pharmaceuticals, labour and rules of origin. More changes were adopted within the agriculture, automotive and dairy sectors. In short, the USMCA provides stability that businesses seek in the most important trading relationship for Canada that impacts sectors across the country and in rural Saskatchewan.

For Canada's economy, the tumultuous negotiations raised concerns for businesses and sectors invested in cross border supply chains like manufacturing, which were delaying investment decisions until an agreement was reached. With its signing, many business, union and industry leaders endorsed the agreement as a "win" in the toughest of situations with an unpredictable US President Donald Trump. Others have criticized it for conceding on key sectors to the Americans.

Canada benefited with newly created or revised chapters on automotive, manufacturing, digital, copyright, and culture and in protecting the dispute settlement mechanism. However, benefits in those chapters were met with concessions for supply managed sectors like dairy and eggs, wine and a sunset clause that requires a review after six years and then 16 years when the agreement expires with an option to extend. Steel and aluminum tariffs were also not addressed and remain in place as Canada and Mexico failed to negotiate its removal.

Lastly, a controversial clause was added that requires any USMCA signatory

that enters free trade negotiations with a "non-market country", must notify other USMCA partners in advance and provide the text of the agreement. This provides the other countries to serve their six-month opt-out notice from USMCA. The clause is symbolic as any USMCA partner can withdraw from the agreement with or without a reason, but this clause appears to be around American concerns of Canada negotiating a trade agreement with China. It has forced the government to now pursue sectoral bilateral agreements to increase trade with China as to avoid triggering that clause.

Canada may have seen a net-gain in securing the USMCA, but rural Saskatchewan appears to not have benefited as greatly. Saskatchewan businesses that export oil, potash, uranium, wheat and canola to the US will continue to enjoy similar tariff-free access to the US market under the USMCA as they did under NAFTA. As the Saskatchewan Trade and Export Partnership president said, maintaining preferential market access for major exports from the province to the US is key. This is a positive for the rural economy.

Though, as noted earlier, even with supply management remaining intact, the dairy sector was forced into concessions by allowing US exporters 3.59 per cent access to Canada's market and eliminating the class 7 pricing for milk that slashed prices on some Canadian products. Canada had allowed similar market access to both European and Pacific-Asian countries as part of the trade deals with those trade blocs. Similar concessions were applied to eggs and poultry while beef, pork and wheat remained untouched.

Even though the full impact of the dairy, egg and poultry concessions will

THE FULL IMPACT of the dairy, egg and poultry concessions will be unknown until after ratification and the market adjusts to the new access, but farmers will be forced to make tough investment decisions in the coming months.

be unknown until after ratification and the market adjusts to the new access, Saskatchewan farmers will be forced into making tough investment decisions in the coming months. As Sask Milk's Joy Smith (Manager of Policy) states, "What this means for Saskatchewan's family dairy farms, because all of our dairy farms in Saskatchewan are run by families in rural areas, this means that there is going to be a loss of income for them." That sentiment is shared by their provincial equivalents across the country. The federal government has created two working groups to find solutions in easing the impact supply managed sectors will face under USMCA, but that provides little comfort for those farmers. This will not be an issue Prime Minister Justin Trudeau will be able to avoid in this federal election.

However, questions remain as to whether USMCA will be ratified by the US Congress. Following the US mid-term elections in November, the Congressional House of Representatives is back under the control of the Democratic Party. Currently, House Democrats are criticizing the lack of labour and environmental protections in the USMCA as reasons to re-open negotiations. Canada has no appetite to restart negotiations after relations with the US soured quickly because of President Trump's approach. As well as this is President Trump's crowning achievement to date and he has threatened to cancel NAFTA if the USMCA is not approved by Congress. These next several weeks and months will be crucial as Canada introduces legislation to ratify USMCA prior to the election.



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BEST PRACTICES in Crop Biosecurity

BY **LYNNE ROSZELL, PAG** SARM DIVISION 4 PLANT HEALTH OFFICER



What is Biosecurity?

BIOSECURITY can have multiple meanings and applications. Merriam-Webster defines biosecurity simply as the security from exposure to harmful biological agents; also measures taken to ensure this security. At its core, biosecurity refers to preventing the spread or introduction of harmful organisms to humans, animals and plants. The key components of biosecurity include fostering knowledge and awareness, managing risk, and developing standard practices.

Biosecurity has been a consideration in livestock operations in Canada for many years to help prevent the spread of disease. An unknowing carrier can easily bring with them a virus or pathogen into a barn that can have catastrophic effects on the livestock. Therefore, most intensive livestock operations have biosecurity protocols in place to try to manage the risk of disease and safeguard animal health. However, the concept of applying biosecurity measures to grain farms remains a relatively new, and not widely implemented, concept. Crop production biosecurity refers to management practices that can help to minimize and/or control the introduction or multiplication of crop pests (weeds, insects and diseases).

While nature also plays a role in soil movement through wind, water, and wildlife, human activity remains the largest vector for soil movement. Soil borne pathogens, including the causal organisms of clubroot, aphanomyces root rot, and verticillium stripe, can be moved with the movement of soil on equipment, tools, tires, and even boots. Also, invasive weed seeds can move undetected in rela-

tively small amounts of soil on the same mediums. The best defense to reduce the spread of these unwanted and harmful organisms is to implement biosecurity measures with the goal to prevent and reduce the movement of soil.

What does this mean to farmers?

Agricultural producers can implement biosecurity practices on their farms to help reduce their risk of soil borne diseases and other crop pests. Some of these biosecurity practices include:

- Restrict access of unauthorized vehicles to fields by posting “No Trespassing” signs.
- Request that all outside vehicles coming into the field be washed prior to entry, and that people walking in fields wear either disposable boot covers or boots that have been disinfected prior to entering the field.
- Purchase and use clean seed.
- Clean equipment. This becomes particularly important if renting or purchasing used equipment, but it is also important to clean equipment when moving between fields as you may unknowingly be carrying pathogens from one field to another. If a full wash is not feasible between fields, simply removing as much soil as possible by brushing and scraping can help significantly reduce soil movement.
- If you know that you have a field that is infested with a disease causing pathogen, such as the clubroot pathogen, perform any field work necessary in that field last, and ensure that all equipment is thoroughly washed

and disinfected after the field work is completed.

- Create a separate field entrance and exit point. Field entrances are the most common location for the introduction of soil-borne pathogens into a field. By creating a separate exit point, producers will prevent driving back through the entrance area, and therefore, picking back up any pathogens that may be in that location.
- Implement crop rotations that prevent growing the same crop in back-to-back years. Though this will not prevent the introduction of crop pests, including diseases, it will reduce the impact of the pest. For example, for soil borne-diseases, crop rotation can be used as a tool to keep pathogen levels low. Shortened rotation will increase pathogen populations and increase the risk of yield loss due to the disease.

What if someone is working in my field?

Agriculture industry professionals, utilities workers, municipal staff and others that may be working or visiting the field should follow biosecurity protocols to ensure that they are not acting as a vector for the spread for plant pests, including plant diseases. Biosecurity procedures are an important part of field work, regardless of whether or not there are known crop pests including diseases in the field. For those working in or visiting agricultural fields, biosecurity measures include:

- Park on the side of the road and walk into the field. If you must drive into the field, ensure that soil and debris are brushed off the vehicle



Items that should be included in a portable crop biosecurity sanitation kits.

and equipment. If mud, manure, or difficult to remove soils are on the vehicle, pressure wash the vehicle to remove all soil particles and use a disinfecting mist such as a two per cent sodium hypochlorite solution (the active ingredient in bleach) on the vehicle and allow it to sit for at least 20 minutes before rinsing off.

- Avoid wet areas of the field or working in wet conditions. Returning to work when the field is dry will result in less soil movement.
- Wear disposable boot covers that can be removed immediately after leaving the field, and carefully dispose of them. Do not reuse disposable boot covers. If wearing rubber boots, or other foot wear that can be easily cleaned, this footwear must be cleaned and disinfected in two per cent sodium hypochlorite bleach solution for 20 minutes immediately upon leaving the field.
- Clean and disinfect any tools or equipment that may have come in contact with soil in a two per cent sodium hypochlorite bleach solution.

- Wash hands or use hand sanitizer between fields. Another option is to wear disposable gloves that are properly disposed of between fields.

What supplies do I need?

Producers and industry professionals can create a portable kit of sanitation supplies to help ensure that biosecurity measures can easily be completed. The kit should contain disposable boot covers, disinfecting wipes and paper towels, hand sanitizing wipes, a brush to remove soil (ensure that this brush can also be disinfected), disinfectant (two per cent sodium hypochlorite bleach solution), garbage bags, a large storage container to carry all of the supplies, and a smaller storage container to soak rubber boots in disinfectant.

When creating a two per cent sodium hypochlorite bleach solution, it is important to read the label on the bleach product to determine the percentage of sodium hypochlorite in the bleach because concentrations can vary between brands and types of bleach product. Also, the concentration of sodium hypochlo-

rite decreases during storage, and organic matter will make the sodium hypochlorite inactive, so the solution will need to be refreshed frequently to maintain the two per cent solution.

As the agriculture industry becomes more aware of the importance of crop biosecurity, developing standard practices for producers, industry professionals, and others that work on farmland to use becomes increasingly important.

Biosecurity measures should be designed to recognize potential pathogens, how and where these organisms can enter a farm, and also to minimize the risk of spread for pests currently on the farm. These measures must be communicated to all who are entering the farm. While producers are ultimately responsible for their own operations, agriculture industry professionals and others that may be working or visiting the farm also have a responsibility to limit the spread of weeds, diseases and pests by reducing and preventing soil movement.

For more information, contact your local Division Plant Health Officer.

Saskatchewan Crime Stoppers

MAKING COMMUNITIES SAFER

SASKATCHEWAN Crime Stoppers is a non-profit organization that combines the efforts of the public, media and police to assist in solving crimes in our communities.

Founded in 1987, Saskatchewan Crime Stoppers is run by an all-volunteer Board of Directors who work with the RCMP to provide anonymous tips of criminal activity in Saskatchewan's rural municipalities, cities, towns, villages and Indigenous communities. Our first priority is the safety of our tipsters through ensuring anonymity; the second is promoting and operating the telephone and online system required to collect as much detailed information as possible through anonymous means; the third is ensuring all information is quickly forwarded to law enforcement officials to assist in their investigations and, finally, we coordinate payment for tips that result in either an arrest or charge.

In exchange for tips, we pay out cash rewards of up to \$2,000 when either an arrest or charge has been confirmed. The promotion and operation of the Crime Stoppers system would not be possible without the contributions from you, SUMA, SARM, and individual and corporate sponsors.

Highlight from 2018

The highlight of our 31st year was the July 2018 launch of Saskatchewan Crime Stoppers on Facebook. The public immediately engaged with more than 10,000 now following us, liking and sharing crime information.

Our monthly statistics improved almost immediately; with cases cleared and arrests doubling in the second half of the year. Previous years showed some seasonality, but 2018 clearly delivered an outstanding second half, which we

credit to our followers on Facebook and the work of our police coordinators leveraging the information. Our assistant coordinator put in many evenings and weekends forwarding hot tips and posting crimes for RCMP detachments who are seeing benefits of using social media to quickly get pictures and video out to our followers. There is also evidence of more quickly solving some specific types of crimes, that we are linking to the use of Facebook.

Quality of tips is important, but sometimes one seemingly small observation of something out of the ordinary can be the missing piece required to solve a crime. Overall tips increased 17 per cent over 2017. Facebook is increasing our effectiveness, but the telephone tips, as well as the efforts of our police coordinator working together with Rural Crime Watch to raise awareness of the program, continue to be important ingredients to our success.

Please continue to Support and Promote Crime Stoppers

We could not have done it without your help! Saskatchewan Crime Stoppers is very grateful for the support we receive from funding, media and community partners. It is through your support that we are able to make this province safer... one anonymous tip, one arrest and one charge at a time.

SUBMIT A TIP:

1-800-222-8477 (TIPS); type www.saskcrimestoppers.com or use the P3 app for tablets and smartphones.

For more information, contact RCMP Police Co-ordinator Sgt. Rob Cozine at 639.625.3027

Results in 2018

Calls Received
7,129

Tips Received
1,970

Charges Laid
117

Cases Cleared
37

Arrests Made
46

In Property Recovered
\$13,340

In Drugs Seized
\$17,830



FREE 10 MINUTE TRAINERS

Can help improve your citizen service

TEN MINUTE TRAINERS focus on everything from special meetings and the minimum numbers of council members required for a vote to pass, to dealing with delegations and committees.

THE Ministry of Government Relations reminds municipalities to take advantage of 10 Minute Trainers – a free online training tool to help expand the knowledge of councillors and administrators.

The 10 Minute Trainers include short videos and questions designed to engage municipalities in discussions about local issues. The informative training, which can be facilitated by administration, can

be easily completed as a group before or after a council meeting to be efficient with busy schedules.

The first 10 Minute Trainers module online is about council procedure bylaws. It focuses on everything from special meetings and the minimum numbers of council members required for a vote to pass, to dealing with delegations and committees.

Ten Minute Trainers can be found at: www.saskatchewan.ca/government/municipal-administration/training-workshops-and-advisory-services-for-municipalities/training-for-municipal-council

For more details, contact the Ministry of Government Relations at 306-787-4984 or Amanda.Willcox@gov.sk.ca.

YOU CAN HELP AND RECEIVE CASH REWARDS

IF THE INFORMATION YOU PROVIDE LEADS TO THE ARREST OR CONVICTION OF THE INDIVIDUAL(S) INVOLVED. ANYONE WITH INFORMATION ABOUT THIS CRIME SHOULD CALL THE PROVINCIAL TOLL-FREE TIP LINE. CALLS ARE NOT TRACED OR RECORDED AND CALLERS CAN CHOOSE TO REMAIN ANONYMOUS.

YOU CAN ALSO REPORT ONLINE AT WWW.SASKATCHEWAN.CA/TIP.



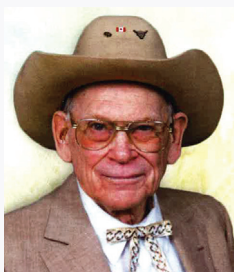
TURN IN POACHERS 1-800-667-7561 OR #5555 FROM SASKTEL CELLULAR



Case: On January 17, 2019, Spiritwood Conservation Officers received information regarding a cow moose that had been shot and left to waste North of Glaslyn, SK. The moose was located on Highway #4, half a mile North of the Jack Pine Road, on the East side of the highway (NE 25-52-17 W3). Officers determined that the moose had been shot and killed by a .17 HMR caliber rifle, sometime during the day of January 16, 2019. There was no moose season on at the time. **The public's help is needed to solve this case.**

STAY UP TO DATE BY VISITING WWW.SASKTIP.COM OR FOLLOW SASKTIP ON TWITTER/FACEBOOK/YOUTUBE

rural councillor MEMBER NEWS



ARCHIE RUTTLE
RM OF LONE TREE NO. 18
IN MEMORIAM

Archie Ruttle passed away Nov. 17, 2018, at the age of 90, in Climax, SK. Archie was born on May 7, 1928, in Bracken, SK. He spent his life working as a rancher and farmer in the area. He served as councillor for the RM of Lone Tree No. 18 from 1946-51; 1978-81; and 1993-96; and then as municipality reeve from 2001-2006. Archie spent 28 years on the board for the Bracken and Shaunavon Credit Union. He is survived by his step-children, Julie Ruttle, Robert Cuerrier, Linda Wicker, Bernard Cuerrier, Anita, Steven, and Ian Devick, and numerous step-grandchildren.



ALAN V. RICHARDSON
RM OF MOUNT HOPE NO. 279
IN MEMORIAM

Allan was born on Dec. 23, 1927 and passed away on Nov. 4, 2018. Alan married Josephine in 1961, whom he met in Britain. He is survived by Josephine and his children, John, Kathleen and Lain. He was extremely fond of history and was the primary contact (curator) for the Semans Museum. Other interests

included gardening, curling, badminton and vehicle restoration. He maintained membership in two collector's organizations and proudly shared his antiques at shows. He was instrumental in the community, serving on the local Co-op Board, Wheat Board and the Nokomis Hospital Board. He served as the Division 4 councillor from 1983-97. His life will be remembered; his participation and involvement will be missed.



DWIGHT BRADSHAW CLARK
RM OF FERTILE VALLEY
NO. 285
IN MEMORIAM

Dwight Bradshaw Clark was born on Feb. 25, 1944, and he was the third-generation farmer on the Clark homestead. Brad passed away on May 5, 2018 at the age of 74 after a courageous battle with cancer.

Brad grew up on the family farm northwest of Conquest. He attended Glenhurst School to Grade 7 then completed Grade 12 at Mildred Central School. Brad began farming with his father in 1962, and he eventually took over the farm in 1977.

Brad joined the Council of the RM of Fertile Valley No. 285 in 2002, and he was the councillor for Division 6 for 16 years and deputy reeve up until the time of his passing.

Brad was an avid outdoorsman and enjoyed hunting, fishing and photographing wildlife. He was involved with the Outlook and District Wildlife Federation. He was also an accomplished violin player, winning and judging many old-time fiddle contests.

Brad is lovingly remembered by his wife, Heather; his children, Jeff (Barb), Julie (Jody), and Kent (Lori); his grandchildren, Joni and Ava, Jordyn and Gabrielle, Courtney and Connor; his brother, Greg (Marion); sister, Shelley (Bill); and numerous nieces and nephews. Brad was predeceased by his first wife, Joanne; his parents, Jean and Foster; and his brother, Foster.



WAYNE BARSBY
RM OF CLAYTON NO. 333
IN MEMORIAM

Wayne John Christopher Barsby was born on the 4th of July 1958 in the small village of Exning in Suffolk, England to his parents, Penelope and Derek Barsby. Born into a farming family, Wayne was often helping his father on the farm and working with his grandfather on his vegetable garden.

Wayne loved playing cricket for his local team in Exning. He enjoyed playing cards and going to soccer matches following his favourite team, the Ipswich Town Football Club. He continued watching soccer on TV here on Saturday and Sunday mornings.

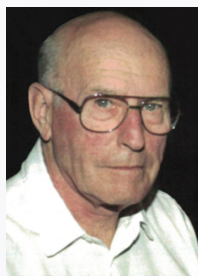
He went to the Convent of St. Louis in the neighbouring town of Newmarket followed by the Grammar School. He attended Loughborough College for his degree in Agriculture, and not many years later, he participated in a farm exchange programme in Provost, AB as an exchange student. It was this experience that sowed the seed for his desire to farm in Canada.

On March 2003, his dream came true when he emigrated to Canada with his family, settled in Sturgis and started a new life.

He quickly adapted to the new lifestyle, made numerous friends, and enjoyed coffee row with the farming community. He was a councillor for the RM of Clayton, and he was associated with several groups, including the Co-op Board, Parkland Regional Waste Board, E.C.R.F., Sturgis and District Mutual Aid, RCMP Community Group and the Sturgis and District Rural Fire Co-op.

Family always came first. He and his wife, Shirley, were inseparable and shared the same sense of humour. He made time for family vacations and travelling with friends. He leaves behind the love of his life, his wife Shirley, and sons, Matthew and Alexander, and daughter-in-law, Kaylyn. They had all recently celebrated Alexander and Kaylyn's wedding. In England he leaves behind his father, Derek, and his sister, Karen, in America. His mother predeceased him in 2016.

Farming was his passion. He lived his dream.



**CHARLES HAWLEY PAYNE
RM OF KELVINGTON NO. 366
IN MEMORIAM**

It is with great sadness, and yet with a feeling of peace, that we celebrate the life of Charles Hawley Payne. Born Oct. 21, 1934 in Edmonton, he was adopted by Sigmund and Margaret Payne at a young age and raised on the farm near Provost, AB. Hawley passed away at the Kelvindell Lodge, Kelvington, SK, on July 31, 2018.

Hawley worked building grain elevators and did odd jobs after high school while waiting to join the RCMP. Appendicitis during training ended that career option, so he moved back to Provost, where he met Joyce Stewart. They were married in 1954.

He worked a variety of jobs over the course of his working career in Alberta and Saskatchewan, including drilling seismic shot holes, road builder and a snow plow operator, and at a sulphate mine. While living in Spalding, he challenged the heavy-duty mechanic licence exams and passed. He worked as a diesel mechanic at Cropper Motors in Naicam and held that position for 20 years until his retirement. Hawley mourned the loss of his wife, Joyce, in 1996 and his son, Terrence, in 2006.

Hawley was always the "go-to-guy" if you needed advice or a hard task done. He was an excellent mechanic, who could fix or build anything.

Hawley met Shirley at a dance in Watson in 1997, and they were married in April 1998. The travel bug soon bit them both, and they travelled extensively. In his spare time, he enjoyed camping, small carpentry projects and yard work, and he was a regular on coffee row.

Hawley worked as a stand-by maintenance operator for the RM of Kelvington No. 366 in 2009. His vast knowledge of road building and strong work ethic

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made him a valuable employee for the R.M. Hawley will be sadly missed by his wife, Shirley, his children, grandchildren, family and friends.



RONALD HIRTLE
RM OF KELVINGTON NO. 366
IN MEMORIAM

It is with heavy hearts the family of Ronald Herbert Chisley Hirtle announce his passing on Aug. 3, 2018, at the age of 82.

Ron was born Nov. 1, 1935 on the Greenwater homestead to Orin and Ida Hirtle. Ron grew up and attended school in the Bellshill area. In his early adult life, he worked away in Abby, SK as a farmer's helper in the summer. During the winter, he worked at Hudson Bay at a sawmill. He did this for many years.

During this time, he met the love of his life, Gwyn Hubble. They were married on Apr. 24, 1965. Ron and Gwyn moved to the family farm right after they married.

Ron continued to work away from home for the first few years during the winter months and farmed during the summer. He enjoyed farm life, raising cattle and grain farming. He also enjoyed his many years working at various sawmills in the area.

Ron enjoyed playing cards, dancing, listening to music and gathering with family and friends. He was a long-time member of the RM of Kelvington No. 366 Council, serving as Division 5 councillor from 1977 to 2006.

Ron and Gwyn raised their family on the farm. He loved his three children, Garry, Eleanor and Shane. Many a Saturday night was spent with the family at the table playing cards and games.

Ron was predeceased by his parents, Orin and Ida; and by his sisters, Marion, Blanche and twin sister Clara. Left to mourn his passing are Gwyn, his wife of 53 years; son Garry (Leanne); daughter

Eleanor (Newt); son Shane (Carrie); grandchildren: Haley, Travis, Tirza, Asha and Nadia; great-grandchildren, Cooper and Everly; as well as numerous family and friends.



LLOYD SPERLING
RM OF CRAIK NO. 222
RETIREMENT

At the October 11, 2018 council meeting, Lloyd Sperling was honoured for his 30 years of service as councillor for Division 2 from 1988 to 2018. Reeve Neil Dolman presented Lloyd with a plaque and pocket watch in appreciation of his 30 years.

Lloyd and his wife, Denise, have retired to Moose Jaw.

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Agricultural Safety



RM's! are You interested in hosting a FARM SAFETY EDUCATION DAY in your SCHOOLS?

WHAT IS A FARM SAFETY DISCOVERY DAYS?

DISCOVERY DAYS are a highly successful farm safety presentation delivered by representatives from the *Agricultural Health and Safety Network* who travel directly to schools throughout Saskatchewan.

HOW MUCH DOES IT COST?

The **DISCOVERY DAYS** are a **BENEFIT** to schools that operate within RMs that hold a membership with the *Agricultural Health and Safety Network*.

WHICH GRADES CAN PARTICIPATE:

DISCOVERY DAYS are tailored for children in grades 4-6 who are immersed in agriculture at home or in their community.

WHAT HAPPENS DURING A DISCOVERY DAY EVENT?

During each event, children are guided through fun and interactive farm activities. These activities include, but are not limited to, animal safety, chemical safety, hazard identification, grain safety, and machinery safety.



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TO BOOK A DISCOVERY DAY IN YOUR SCHOOL

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