

# Ministry of Fisheries, Oceans and the Canadian Coast Guard

## Oceans and Fisheries Regulations

**1-22M | Rural Municipality of Laurier No. 38, Rural Municipality of Lake Alma No. 8, Rural Municipality of Shamrock No. 134, Rural Municipality of Bengough No. 40, Rural Municipality of Sutton No. 103, Rural Municipality of The Gap No. 39, Rural Municipality of Lomond No. 37, Rural Municipality of Longlaketon No. 219, Rural Municipality of Pense No. 160, Rural Municipality of McKillop No. 220**

**WHEREAS** the Department of Oceans and Fisheries regulates the requirements of placement of infrastructure, such as bridges and culverts on fish bearing streams.

**WHEREAS** smaller streams and creeks appear to be labelled "fishing bearing" for the entire length of the waterway.

**WHEREAS** many streams and creeks have sections that only flow in spring or during high rainfall and are dry water beds where no fish could ever survive.

**BE IT RESOLVED** that SARM lobby the Department of Oceans and Fisheries to allow sections of streams and creeks to not be subject to requirements of fish bearing streams.

**BE IT FURTHER RESOLVED** that a written and signed report from the local provincial Conservation Officer stating that there are no fish and no chance of fish surviving at that specific location be accepted as sufficient evidence so that municipality does not have to abide by the fish bearing rules for these sites, which add large costs and delays to projects.

### Resolution Background:

In 2021 the RM of Laurier installed three large diameter culverts in the municipality. At the time of installation, the locations had little to no water. Because Oceans and Fisheries had designated these streams/creeks as fishing bearing, the municipality was required to bury a portion of the culverts to allow for fish to navigate the culverts even though no fish have ever been known to habitat that section of the stream adding to the cost of project requirements. There are many streams and creeks that have sections where fish can survive and sections where no fish can survive or will ever be present.

# Ministry of Public Safety & Canadian Border Services Agency

## Canadian Border Services Agency- Port Hours

2-22M | Rural Municipality of Arlington No. 79

**WHEREAS** during the global pandemic, the hours at the ports of Climax and Monchy were decreased to Monday to Friday, 8 hours per day.

**WHEREAS** this approach made sense given the situation and the restrictions placed on travel; but North America is now moving forward, and it is time to return the hours of operation to pre-pandemic hours, so we do not restrict travel and economic growth.

**BE IT RESOLVED** that SARM lobby the Federal Government for, at a minimum, the Ports return to seven day, three hundred and sixty-five day a year service, and return to seasonal hours in summer from June 1st to September 15th of 08:00 to 21:00 hours.

### Resolution Background:

This geographical area is critical to the economy and tourism for Canada and the Province of Saskatchewan. The following illustrates the importance of extending the hours at these ports:

1. This area has an agricultural-based economy. There are producers who farm on both sides of the border. Their business relies on services such as parts and warranty work from both sides of the border in real time, so waiting two days isn't acceptable.
2. The oil industry is a large industry in the area and relies on crossing the border to do business.
3. Manufacturing is relevant to this area. An example is Honeybee Manufacturing in Frontier, Saskatchewan, that relies on manufactured components from the USA. Also, it is an international company that sells equipment and parts across the border.
4. The ports provide access to three national parks - Grasslands National Park located on the border in Canada, Yellowstone and Glacier National Parks in the USA.
5. The Port of Climax provides the most direct route from Regina, Saskatoon and the area to the USA Interstate 15 that travels through the cities of Salt Lake City, Las Vegas, and Los Angeles.
6. The Port of Monchy on Hwy 4 provides a route from Meadow Lake, Sask. to the Mexican Border through Texas.
7. The Saskatchewan Government has invested in rebuilding Hwy 4 to the USA Border and is currently improving Hwy 37 that connects with the Port of Climax.

# Ministry of Advanced Education

## Expansion of Secondary Education Seats for Health Care Sector

3-22M | Rural Municipality of Laurier No. 38, Rural Municipality of Lake Alma No. 8, Rural Municipality of Shamrock No. 134, Rural Municipality of McKillop No. 220, Rural Municipality of Bengough No. 40, Rural Municipality of The Gap No. 39, Rural Municipality of Lomond No. 37, Rural Municipality of Longlaketon No. 219, Rural Municipality of Pense No. 160

**WHEREAS** there is a critical shortage of health care workers in Saskatchewan and throughout Canada.

**WHEREAS** many institutions cap the training seats available for a variety of reasons, including perceived employment and marketplace capacity.

**BE IT RESOLVED** that SARM lobby the Provincial Government to have the Ministry of Advanced Education increase the available training seats and training infrastructure in the Province of Saskatchewan for Primary Care Paramedics, Licensed Practical Nurses (LPN's) and the bridging program(s) for LPN to Registered Nurse qualifications.

**BE IT FURTHER RESOLVED** that SARM lobby the Provincial Government to ensure the Ministry of Advanced Education maintains an active role in ensuring a knowledgeable and engaged Board of Governors is in place for provincial post-secondary institutions.

### Resolution Background:

An important part of engaging and maintaining a sustainable Saskatchewan economic landscape is providing quality and accessible post-secondary education. Post-secondary institutions elevate and enrich the lives of students and all citizens through education. Specifically, these institutions play a significant role in bridging critical and growing gaps in our healthcare sector. The only way to effectively and systematically increase the qualified healthcare labor force is to expand training availability which is lacking in the Southeast part of the province.

# Ministry of Energy and Resources

## Orphan Well Inventory and Revenue Loss

### 4-22M | Rural Municipality of Laurier No. 38

**WHEREAS** the Ministry of Energy and Resources does not directly advise any municipality or landowner when wells are deemed "orphan" wells.

**WHEREAS** municipalities and landowners who have "orphaned wells" with outstanding taxes owing have nowhere to go to collect or recover these taxes or other financial losses.

**WHEREAS** the Saskatchewan Assessment Management Agency (SAMA) is not provided with a list of the orphaned wells.

**BE IT RESOLVED** that SARM lobby the Provincial Government to have Saskatchewan Energy and Resources notify landowners, municipalities and the Saskatchewan Assessment Management Agency (SAMA) when wells are placed into orphan well status.

**BE IT FURTHER RESOLVED** that due to the provincial government's decision to orphan the well, the use of the current contingency fund, which pays for the clean-up of orphan wells, be also used to cover a landowner's financial losses and loss of tax revenue by a municipality.

#### **Resolution Background:**

In July 2021, an inquiry was made by the Ministry of Energy Resources looking into the tax arrears and advising the R.M. of Laurier that the Ministry of Energy and Resources was considering making some wells belonging to one company orphan wells. A recent phone call from a land agent in August confirmed that this had indeed taken place and the administration researched and discovered that the designation was made in October of 2021. The wells deemed orphan had outstanding taxes of \$18,694.01 to the municipality and \$6,796.90 education taxes. Because the RM and SAMA were unaware the wells were "orphans" they were again taxed in 2022. Therefore, the tax revenue was included in the 2022 municipal budget.

There needs to be more coordination between government departments and local government if wells being orphaned as they are vital revenue sources; as well as clear direction for municipalities on how to deal with lost revenue and the removal of the collection liability for the municipality. Lost revenue is never good for the municipal or school budgets and if funds can be collected for well decommissioning and orphaned wells, then perhaps the industry/government needs to find ways to compensate the municipality for uncollectable tax arrears at a time when revenue sharing is going down (for Laurier anyway) and costs are going up. After all, the oil industry was able to use the municipality's infrastructure to develop the wells and the province benefits from the oil revenue these wells produced when they were operational while all the municipality received was the expense of maintaining the roads to provide access to the sites.

## **Light Pollution Abatement**

**5-22M | Rural Municipality of Meota No. 468**

**WHEREAS** upstream oil and gas developments contribute to light pollution and negatively affect the quality of life for rural residents.

**WHEREAS** the Ministry of Energy and Resources currently has no requirements for upstream facilities regarding exterior lighting in the review and approval process.

**WHEREAS** the Saskatchewan Environment Minister has requested the Law Reform Commission to give advice on possible legal mechanisms to abate light pollution. The report concluded that the province could implement light pollution abatement by encouraging municipalities to adopt a model abatement bylaw, or by adopting a provincial minimum standards statute, or both.

**BE IT RESOLVED** that SARM lobby the Ministry of Environment to implement light pollution abatement by creating a model abatement bylaw for municipalities and by adopting a provincial minimum standards statute.

**BE IT FURTHER RESOLVED** that SARM lobby the Ministry of Energy and Resources to develop exterior lighting standards for upstream oil and gas facilities.

### **Resolution Background:**

The RM has received light pollution complaints from rate payers who are concerned about the negative impacts of upstream oil and gas developments. The RM has reached out to the Ministry of Environment and the Ministry of Energy and Resources to discuss these concerns. Provincial legislation does not currently exist with respect to light pollution abatement. The resolution will provide for the development of provincial standards and additionally provide municipalities with resources to locally regulate light pollution.

# **Ministry of Crown Investments Corporation, Labour Relations and Workplace, Minister Responsible for Saskatchewan Workers' Compensation Board, all major Crown corporations (SaskEnergy, SGI, SaskPower, SaskTel, SaskGaming, and SaskWater)**

## **Crown Utility Service Lines**

**6-22M | Rural Municipality of Blucher No. 343**

**WHEREAS** Crown Utilities use right of ways to install both overhead and underground service lines.

**WHEREAS** municipalities may not be aware of the need to upgrade, construct or otherwise excavate right of ways for decades.

**WHEREAS** the cost of moving or lowering these utilities can be prohibitive and prevent improvements from occurring.

**BE IT RESOLVED** that SARM lobby the Provincial Government to require the Crown Utilities to cover the cost of moving or lowering utility service lines.

### **Resolution Background:**

Rural municipalities in Saskatchewan are required to allow crown utilities to utilize rights of way in road allowances for the installation of services. These rights of way may or may not be developed at the time of installation. This includes above-ground facilities. If, in the future, an RM decides to upgrade a road, or indeed construct a road, the RM is responsible more for the moving or lowering of these utilities. The costs for such relocation can be exorbitant and unrealistic for a municipality to bear.

# Ministry of Government Relations

## Shortage of Rural School Bus Drivers

7-22M | Rural Municipality of Auvergne No. 76

**WHEREAS** school bus service is important to all citizens of the Province of Saskatchewan.

**WHEREAS** recruitment and retention of school bus drivers proves to be difficult. Paperwork and regulations make it unattainable for some interested people.

**WHEREAS** rural school buses are a necessity and sometimes one of the only options for getting children to school.

**BE IT RESOLVED** that SARM lobby the Provincial Government to work with school divisions to improve the recruitment and/or compensation to attract more people to this occupation.

### Resolution Background:

Prairie South School Division Kincaid Route 4 has been without a steady bus driver for the past 3 years. There have also been no spare drivers for the past 3 years. I am sure other school divisions might be facing the same issues.

## Improving Rural Postal Services

8-22M | Rural Municipality of Auvergne No. 76

**WHEREAS** Canada Post has changed their policy regarding outgoing mail. All letter mail is required to be sent to the main processing center in Regina.

**WHEREAS** Canada Post has eliminated the way wallet service which allowed the letter mail to be sent down the mail line to a neighboring town. This has caused the average time for letter mail to arrive at its destination to increase by at least 5 days.

**BE IT RESOLVED** that SARM lobby the Federal Government to amend the policy for rural Saskatchewan Post Offices to reinstate the use of the way wallet services and therefore allowing the post office to send the mail down the line to improve efficiency and delivery service.

### Resolution Background:

The delay in mail is not efficient for local businesses that rely on mailing letters and the customer or ratepayer can receive it the next day. With the mail being shipped to Regina, from the southwest area, parcels and letters seem to go "missing" more often and the delivery from a local business to a local business is 5 days, when it is mailed to the same location.

The way wallet service allows mail to be distributed within your community or go to the next community without having to go to Regina or a local area to be sorted before coming back to the original post office. Mail going to communities along the local route would have mail delivered from other local offices on the line.

## **Building Bylaw Requirement**

### **9-22M | Rural Municipality of Moose Creek No. 33**

**WHEREAS** each municipality previously had the option to pass a building bylaw, require building permits and inspections for their respective municipalities.

**WHEREAS** the limited availability of building inspectors who travel to rural areas inflates the cost of building inspections.

**WHEREAS** the requirement to manage all building permit applications and inspections will create an influx of work for each municipal office.

**BE IT RESOLVED** that SARM lobby the Provincial Government to amend *the Construction Codes Act, SS 2019, c 9* to make it optional for a local government within Saskatchewan to administer and enforce the Act and Regulations.

#### **Resolution Background:**

The council of the RM of Moose Creek No. 33 was reviewing quotes from building inspectors at the August regular meeting. The quotes brought about a detailed discussion about the purpose of having a Building Bylaw in place. The consensus at the table was that because it has never been legislated before, that it should not be now. The Council sees it as an inconvenience and a significant added expense which may discourage people from developing within the municipality. They feel that this is just one more downloaded requirement that will increase the work of the Municipal Office, and that having a building inspection should be the responsibility of the builder alone. The Municipality has written to the Premier asking for the legislation to be changed to make the enforcement of the Construction Codes Act, SS 2019, c 9, and having a Building Bylaw an option of each municipality as it was prior to 2022. If this resolution passes, and SARM is successful in convincing the province to amend the legislation, it will affect all rural municipalities.

## **Amendment to Tied Vote of a Municipal Election: Incumbent Tie**

### **10-22M | Rural Municipality of Maple Creek No. 111**

**WHEREAS** the municipal elected officials put time and effort into their role of office.

**WHEREAS** an incumbent holds their office until they resign or lose through the election process.

**BE IT RESOLVED** that when the election result is a tie that the incumbent retains their seat as they were not defeated.

#### **Resolution Background:**

The last election at the SARM Convention for the Division Three SARM representative resulted in a tied vote. The vote was then repeated with the same result. The winner was awarded by drawing a name from a hat. We were informed that if this had been a municipal election another election would have been required. This would be costly and time-consuming. After speaking to a municipal advisor, we were informed that there is no legislation requiring another election. However, the incumbent should only have to lose their seat if defeated not by drawing a name from the hat.

## **Amendment to Tied Vote of a Municipal Election: Non-Incumbent Tie**

**11-22M | Rural Municipality of Maple Creek No. 111**

**WHEREAS** the municipal elected officials put time and effort into their role of office.

**WHEREAS** an incumbent holds their office until they resign or lose through the election process.

**BE IT RESOLVED** that if the tied vote does not include an incumbent that the tie is resolved by writing each name on a piece of paper of equal size and type, then drawing the successor's name from a hat.

### **Resolution Background:**

The last election at the SARM Convention for the Division Three SARM representative resulted in a tied vote. The vote was then repeated with the same result. The winner was awarded by drawing a name from a hat. We were informed that if this had been a municipal election another election would have been required. This would be costly and time-consuming. After speaking to a municipal advisor, we were informed that there is no legislation requiring another election. However, the incumbent should only have to lose their seat if defeated not by drawing a name from the hat.

## **PDAP Funding for Natural Disasters**

**12-22M | Rural Municipality of Blaine Lake No. 434, Rural Municipality of Piapot No. 110, Rural Municipality of Webb No. 138, Rural Municipality of Orkney No. 244, Rural Municipality of Insinger No. 275, Rural Municipality of McCraney No. 282, Rural Municipality of Rosedale No. 283, Rural Municipality of Preeceville No. 334, Rural Municipality of Arborfield No. 456, Rural Municipality of Mariposa No. 350**

**WHEREAS** the Provincial Disaster Assistance Program (PDAP) was created to provide funding for natural disasters.

**WHEREAS** the compensation available to private landowners living in rural municipalities is inadequate and does not cover their losses realized in uninsurable damaged infrastructure, machinery and equipment.

**WHEREAS** private landowners living in rural municipalities may not be able to insure their property to its actual replacement value.

**WHEREAS** the compensation available to private landowners living in rural municipalities does not cover the cost of uninsurable losses to any level.

**BE IT RESOLVED** that SARM lobby the Provincial Government for a review of the Provincial Disaster Assistance Program (PDAP) and how funding is being administered to residents in urban and rural municipalities.

**BE IT FURTHER RESOLVED** that SARM lobby the Provincial Government for increased funding for the Provincial Disaster Assistance Program (PDAP) in the event of a natural disaster for uninsurable items.

### **Resolution Background:**

Our RM decided to submit a resolution after a ratepayer had a tornado and PDAP only provided coverage for 1/2 the cost of clean-up. The ratepayer was unable to ensure his infrastructure to its actual replacement value and PDAP did not provide coverage for his uninsurable losses. I think increased PDAP funding in the event of natural disasters would benefit rural municipalities across the province.

### **Rural Municipality of Mariposa No. 350's Resolution Background:**

Our RM has had discussions around this before and has declared a state of emergency due to weather events. We feel strongly that better funding opportunities need to be available regarding disaster assistance, particularly given the most recent years and significant weather events. We had a plow wind come through our municipality this year and this seems to be a more common occurrence. We were also asked by the R.M. of Blaine Lake No. 434 to support their resolution and to submit our own as same. So, this could possibly just be added to co-sponsor their resolution. We hope that if a large group of municipalities support this resolution, then a review can take place on how this program is administered.



## **Provincial Disaster Assistance Program (PDAP) - RM Application for Eligibility**

### **13-22M | Rural Municipality of Lumsden No. 189**

**WHEREAS** the Provincial Disaster Assistance Program (PDAP) accepts claims from individuals seeking financial assistance in cases including snowstorm events during which they experience loss of livestock.

**WHEREAS** prior to PDAP processing a claim, they require the Council of the Rural Municipality (RM), in which the loss of livestock occurred, to apply to the Ministry of Government Relations to be designated as an eligible assistance area under PDAP.

**WHEREAS** RMs are of such a geographical size, that weather conditions vary throughout the RM; elected officials should not be expected to confirm that a weather event occurred at a specific place and time.

**BE IT RESOLVED** that SARM lobby the Provincial Government to make PDAP be responsible to determine weather conditions at specific locations on specific dates in order to eliminate the RM's participation in claims related to weather events.

#### **Resolution Background:**

Rural Municipalities are currently required to request designation as an 'eligible assistance area' when persons apply for financial assistance through PDAP. Regarding weather-related claims, when an RM requests designation, the RM appears to confirm that the weather event occurred and that it was of such a magnitude that not all livestock could be saved. Rural Municipalities are too large to have knowledge of the environmental conditions throughout their area. What RM elected officials do know, is that not all livestock producers manage and care for their herds to the same high-quality. PDAP funds are derived from tax dollars and should be allocated to legitimate claims where losses could not be prevented.

## **Canadian Transportation Agency**

### **Railways and Noxious Weeds**

#### **14-22M | Rural Municipality of Blucher No. 343**

**WHEREAS** noxious weeds are a significant problem in many rural municipalities in this province.

**WHEREAS** railway right of ways are a significant problem in many rural municipalities in this province.

**BE IT RESOLVED** that SARM lobby the Provincial and Federal Governments to require railways to address the noxious weeds on their lands.

#### **Resolution Background:**

The RM has various rail lines running through it. The railway right of ways are lousy with weeds, and it is quite difficult to get any of the railways to address it especially as they run Canada wide. The trains are a problem, but their maintenance trucks also consistently run up and down the right of way, sometimes into various fields and then to different locations. Even going under the noxious weeds act, it's difficult to find the person to talk to and get through the process to an enforcement stage. We'd rather have it legislated that the rails are required to do so.

# Ministry of Highways and Infrastructure

## Tarping Aggregate in Transport on Highways

15-22M | Rural Municipality of Saskatchewan Landing No. 167

**WHEREAS** transporting aggregate is common throughout Saskatchewan and plays a necessary role in our municipal road infrastructure.

**WHEREAS** much of the product movement occurs on our provincial highways at highway speeds.

**WHEREAS** at these speeds, the product is often blowing off the un-tarped trucks and trailers, sandblasting and damaging oncoming vehicles as they meet, also creating safety concerns and significant costs to SGI.

**BE IT RESOLVED** that SARM lobby the Provincial Government to make it mandatory to tarp all loads of aggregate transported on our provincial highways when loaded at 70% of capacity and above.

### Resolution Background:

There is a significant amount of gravel being hauled through our Municipality and down the #4 Highway. We constantly hear complaints from taxpayers about broken/sandblasted windshields.

We strive to effectively deal with all valid complaints, as sited in our mission statement, in order to benefit the public. For most every broken/sandblasted windshield there are costs incurred by the taxpayer as well as the insurance companies. Our hope would be that these costs could be drastically reduced if trucks hauling over 70 % of capacity would tarp their loads.

We have contacted gravel haulers regarding tarping; however, they occasionally adhere for a day or 2 then cease doing so. As it is not mandatory to tarp, there is not much the council can do. Some companies are good, others are not. Many trucks are contracted and unmarked, making it difficult, if not impossible, to contact them.

We, as a council, would hope that by SARM lobbying the Provincial Government to make it mandatory to tarp all loads of aggregate transported on our Provincial Highways when loaded at 70% of capacity and above, would result in a considerable cost savings to both the taxpayer and the insurance companies.

## **Engineering Responsibility**

**16-22M | Rural Municipality of Laurier No. 38, Rural Municipality of Lake Alma No. 8, Rural Municipality of Shamrock No. 134, Rural Municipality of McKillop No. 220, Rural Municipality of Bengough No. 40, Rural Municipality of The Gap No. 39, Rural Municipality of Lomond No. 37, Rural Municipality of Longlaketon No. 219, Rural Municipality of Pense No. 160**

**WHEREAS** Government grant programs, such as the Investing in Canada Infrastructure Program (ICIP) and Rural Integrated Roads for Growth (RIRG) program, mandate that an engineer oversees the design and construction of a project.

**WHEREAS** this is guaranteed revenue for engineering firms and costly for municipalities.

**WHEREAS** councils are made up of people who do not have the backgrounds to fully understand the intricacies of the designs and trust the professional engineers to design their projects in the best interest of the municipality and the public using reasonable practices.

**WHEREAS** there are situations where some engineers are over- or under-engineering the designs of the projects resulting in additional costs for municipalities due to these errors.

**BE IT RESOLVED** that SARM lobby the Provincial Government to set up an independent body to review the engineering designs on projects where Councils find themselves in situations which have had poorly designed projects or for Councils to consult with on the design of their project before the designs are approved.

**BE IT FURTHER RESOLVED** that SARM lobby the Association of Professional Engineers & Geoscientists of Saskatchewan (“APEGS”) to set up a contingency fund for cost-overruns due to proven engineering errors, and that SARM and the province meet with the engineering association regarding more accountability, accessibility, clarity and financial feasibility from engineers when designing projects.

### **Resolution Background:**

In 2021 the RM of Laurier began work on three ICIP projects which required replacing 3 bridges with large diameter culverts. The engineer was most unhelpful with answering questions required to be answered by the ICIP program and wanted payment for everything. An engineer in training essentially worked on the design and supervision of the project. Two of the three culvert projects are short, one the RM made work, but the third culvert, which is on a high traffic road, was so short the road cannot be properly sloped, and construction was halted. When the projects were started there was little to no water at the sites but now, to fix the issues, the RM is dealing with high water. Further to that, the engineers take weeks to respond, do not want to look at the site, and cannot come up with a good timeline when remediation work can be completed. Initially they were billing for redesign even though it was their error. The senior engineer never attended the site until the RM demanded he attend, and the site was reviewed not once but twice by the engineers, both times recommending the same culvert size. The additional costs to add an extension to the projects is significant and may result in going over the original grant amount and will have to be funded by the municipality, whereas the engineer appears to be only liable up to the value of his services for that project. In discussion with other RM’s, we are hearing that municipalities are bypassing the programs because of the large cost of engineering and others are also experiencing issues with engineering services.

## **Highway Safety - Pilot Vehicle Requirements**

### **17-22M | Rural Municipality of Elfros No. 307**

**WHEREAS** there are many variations of oversized agricultural equipment being towed along provincial highways by non-agricultural means, trucks owned or hired by machinery dealerships, ie; highway tractor units or other types of trucks.

**WHEREAS** these pieces are being towed at slower than normal speed of the traveling public.

**WHEREAS** the current requirements are for only one pilot vehicle in the front of the tow unit, causing these units not to be seen around blind curves, over a hill or some other natural feature of the terrain.

**BE IT RESOLVED** that SARM lobby the Ministry of Highways and SGI, that this over-sized agricultural equipment fall under the same width requirements as other commercial loads for needing the second pilot vehicle when this equipment is being towed at slower than normal highway speeds.

#### **Resolution Background:**

This is aimed at the wider farm equipment being towed by equipment dealers or by commercial trucks hired by equipment dealers at slower speed, and the fact that because it is ag/ farm equipment, it is exempted from needing the second pilot vehicle, where a similar width for a commercial load being pulled at regular highway speed would require at least the second pilot vehicle. The slow traveling wide load creates a potential safety hazard.

## **Community Safety Officer(s)**

### **18-22M | Rural Municipality of Hoodoo No. 401**

**WHEREAS** the resolution #13-22A: Community Safety Officer (CSO) Funding (“the resolution”) was passed at the SARM Annual Convention 2022.

**WHEREAS** SARM provided the resolution to the Provincial Government for consideration and response.

**WHEREAS** the Provincial Government’s response to the resolution focused on RCMP services with little to no response regarding the future of CSOs in small urban and rural communities.

**WHEREAS** small Urban and Rural municipalities will work together to share CSO services.

**BE IT RESOLVED** that SARM lobby the Province of Saskatchewan to allocate funding for CSO capital and/or operational costs for communities willing to share costs and resources for hiring/contracting Community Service Officers.

**BE IT FURTHER RESOLVED** that the Targeted Sector Support Initiative allows for applications for CSO financial support when applied at a Cooperative regional level.

#### **Resolution Background:**

The RM of Hoodoo and several communities explored the opportunity for the engagement of CSO services. We applied to the TSSI fund based on the criteria in the program and were told it was not an eligible project. This resolution would allow rural areas to enhance safety in their communities. We would expect that the province will allow applications under the TSSI or allow for funding in the upcoming 2023 budget.

# Ministry of Environment

## Moose Population

19-22M | Rural Municipality of Weyburn No. 67

**WHEREAS** the population of Moose increased in the province of Saskatchewan.

**WHEREAS** the increased population and presence of moose have caused crop damage.

**WHEREAS** the increased population results in an increase of near miss incidents or motor vehicle accidents.

**BE IT RESOLVED** that SARM lobby the Provincial Government to significantly increase the draw limits for the moose population for the 2023 season.

### Resolution Background:

The RM of Weyburn No. 67 has noticed a significant increase of the herd population, resulting in crop damage, shelter belts, trees and concerns for the safety of travelers on the highway corridors and municipal grids. We are requesting an increase in the number of tags and to have more hunting opportunities in zones 15 & 16.

## Mule Deer Population

20-22M | Rural Municipality of Weyburn No. 67

**WHEREAS** the population of Mule Deer increased in the province of Saskatchewan.

**WHEREAS** the increased population and presence of Mule Deer have caused crop damage.

**WHEREAS** the increased population results in an increase of near miss incidents or motor vehicle accidents.

**BE IT RESOLVED** that SARM lobby the Provincial Government to increase the draw limits for the Mule Deer population for the 2023 season.

### Resolution Background:

The RM of Weyburn No. 67 has noticed a significant increase of the herd population, resulting in crop damage and concerns for the safety of travelers on the highway corridors and municipal grids. Additionally, the concern of increased cases of chronic wasting disease in herds, and the potential of spreading to other animals. We are requesting to have an open season and/or increase the number of tags and have more hunting opportunities in zones 15 & 16.

## **Beaver Control Program Compensation**

### **21-22M | Rural Municipality of Parkdale No. 498**

**WHEREAS** prices for beaver pelts are low, thus discouraging trappers from trapping beaver for pelts.

**WHEREAS** the beaver population is increasing at an alarming rate.

**WHEREAS** there is an additional burden on RMs by having to hire companies with the equipment to unplug culverts and dynamite dams to prevent flooding of farmland/pastures and road damage.

**WHEREAS** the current beaver tail bounty program requires the municipality to pay half the cost of submitted beaver tails to trappers.

**WHEREAS** hunting and trapping is administered by the Ministry of Environment.

**BE IT RESOLVED** that SARM lobby the Provincial Government to have compensation be borne 100% by the ministry, rather than burden municipalities with any costs.

**BE IT FURTHER RESOLVED** that SARM approach the Ministry of Environment and request that compensation for submitted beaver tails are paid in conjunction with beaver pelts as the ministry currently pays for these directly to trappers.

#### **Resolution Background:**

Municipalities bear the cost to repair the damage to roads and culverts from the beaver population. In addition to these damages RM's should not have to pay any portion for the control of wildlife. The trapper's money earned is minimal and does not entice fur-trappers to eradicate beavers. If it was in addition to the payment for pelts paid by the Ministry of Environment, then trappers would be encouraged to help solve the problem. An RM should not bear any of the costs of controlling wildlife.

## **Illegal Roadside Cleanout and Dumping**

### **22-22M | Rural Municipality of Norton No. 69**

**WHEREAS** trucks hauling commodities are stopping to cleanout/dump along roadways which can cause the spread of weed seeds and commodity seeds.

**WHEREAS** the spread of weed seeds and commodity seeds develop into undesired growth in fields and ditches.

**WHEREAS** trucks hauling fertilizer that are cleaned out on roadways can cause contamination of the waterways.

**WHEREAS** wildlife is being killed along roadways where cleanout/dumping of grain has occurs due to them stopping to eat the seeds.

**BE IT RESOLVED** that SARM lobby the Provincial Government to promote education to the haulers of commodities on roadways regarding the illegal dumping offences, associated laws and how enforcement is being carried out.

#### **Resolution Background:**

We have been seeing an increasing amount of cleaning out of trailers on our roadways which in turn has caused increased noxious weeds within our municipality. We have passed a bylaw that Regulates and Controls the Dumping in our RM that further discourages this behavior. We understand our RM is not the only RM that has this problem. It is costing RMs thousands of dollars of unnecessary expenses to clean up and control the weeds. We as a municipality are looking for education for the drivers, increased enforcement and increased penalty amounts for illegal dumping.

# Ministry of Agriculture

## 30 Percent Fertilizer Emissions Reduction

23-22M | Rural Municipality of Laurier No. 38, Rural Municipality of Lake Alma No. 8, Rural Municipality of Shamrock No. 134, Rural Municipality of McKillop No. 220, Rural Municipality of Bengough No. 40, Rural Municipality of Lumsden No. 189, Rural Municipality of The Gap No. 39, Rural Municipality of Lomond No. 37, Rural Municipality of Longlaketon No. 219, Rural Municipality of Pense No. 160, Rural Municipality of Vanscoy No. 345, Rural Municipality of Perdue No. 346, Rural Municipality of St. Andrews No. 287

**WHEREAS** the Federal Government is planning to reduce fertilizer emissions by 30% by 2030 for Canadian agri-businesses.

**WHEREAS** Saskatchewan is an agriculturally based province, and such a reduction will have a major impact on food production and farm viability.

**WHEREAS** nitrogen fertilizer is an essential component for the farmers of Saskatchewan to produce agri-food products.

**WHEREAS** the farm sector has been singled out for emission reductions.

**BE IT RESOLVED** that SARM lobby the Federal Government to reconsider implementing the 30% reduction in fertilizer emissions by 2030 because of the detrimental effects that this policy has on the farming economy and food production.

### Resolution Background:

The latest federal policy targeting fertilizer emissions needs to be stopped. The Federal Liberal government is already contributing to the rising cost of food production with their carbon tax and this added policy will only serve to increase food costs not only in Canada but worldwide and will contribute to food shortages.

## The Stray Animal Act

24-22M | Rural Municipality of Francis No. 127

**WHEREAS** *The Stray Animals Act* Section 3 reads in part that “no owner shall at any time allow any of his animals to run at large within the province”.

**WHEREAS** a municipality does not have the authority to pass its own Bylaws when dealing with animals running at large and can only utilize the powers the RM has under *The Stray Animals Act*, RSS 1978, c S-60.

**BE IT RESOLVED** that SARM lobby the Ministry of Agriculture to allow for the option of either following the precedent of *The Stray Animals Act* and/or the ability for an RM to generate its own Bylaw with regard to animals not running at large and capacity to enforce by adding direct penalty fees and any related fees to resolve the concern of stray animals on to the landowner's tax roll in order to remedy.

### Resolution Background:

Council would like a more efficient way other than the restrain, appoint, impound and be able to either write their own bylaw to not allow for cattle running at large. Also, not to have to go through the court system and be able to charge penalties and fees like a nuisance bylaw and be able to add it to taxes to ensure enforcement.

## **Western Goats Beard/ Yellow Salsify**

### **25-22M | Rural Municipality of Shellbrook No. 493**

**WHEREAS** ratepayers have expressed concerns that the Western Goat Beard/Yellow Salsify spreads and seeds all summer.

**WHEREAS** hand pulling or cutting via mower still leads to the spreading of seeds.

**WHEREAS** spraying a pasture with 2-4D leads to a period of approximately 40 days before cattle can return to the pasture.

**WHEREAS** Western Goat Beard/Yellow Salsify is classified as a noxious weed in Alberta, British Columbia, Manitoba and Ontario.

**WHEREAS** declaring the Western Goat Beard/Yellow Salsify as a noxious weed would give the Weed Inspectors more clout to minimize the impact or harm that it produces.

**BE IT RESOLVED** that SARM lobby the Ministry of Agriculture to declare Western Goats Beard/Yellow Salsify as a noxious weed.

#### **Resolution Background:**

The Municipality has received concerns from ratepayers over the last few years. It spreads and seeds all summer, if it gets into a pasture and if it is sprayed with 2-4D it takes 40 days to get cattle back in that pasture. If its hand pulled or cut the heads are cut by a mower it still seeds out. It is already classified as a Noxious weed in Alberta, British Columbia, Manitoba and Ontario. If it becomes declared a Noxious weed it gives the Weed Inspectors more clout to minimize the impact or harm that it produces.

## **Water Security Agency**

### **Water Drainage Practices in Rural Municipalities**

#### **26-22M | Rural Municipality of Pleasantdale No. 398**

**WHEREAS** municipalities are attempting to gain control over drainage issues occurring within their municipalities.

**WHEREAS** these drainage works are being constructed within municipal infrastructure and on private lands without the authorization of the Water Security Agency.

**BE IT RESOLVED** that SARM lobby the Water Security Agency to hold landowners responsible for their drainage activities and to enforce remediative actions on all unapproved drainage activities

#### **Resolution Background:**

The RM of Pleasantdale No. 398 is working towards enforcement of unpermitted drainage works within its municipal infrastructure; municipalities do not have the enforcement capabilities of the Water Security Agency.

The municipality believes that unpermitted work is happening in many municipalities across Saskatchewan; we are asking for SARM to lobby the Minister of Environment and the Water Security Agency to enforce stiffer penalties against these non-permitted works.

The RM of Pleasantdale No. 398 is taking measures to rectify past actions taken by landowners who drained their land (without permits) to gain arable acres. This practice cannot be allowed to continue as it has the potential to affect all owners downstream from the drainage location.

The RM is seeking stronger policies to be created and consistent enforcement follow through on these policies. We are asking that the Water Security Agency do their due diligence, step forward and assist municipalities in their actions to take back the management of their infrastructure.

Unpermitted drainage activities put a strain on municipality's resources when it comes to municipal infrastructure that is impacted by water undermining the roads. It affects not only the maintenance of the roads but also culverts. The cost of upkeep on municipal roads is increasing yearly at the cost of ratepayers; we want this action to stop.

We have implemented a policy with the assistance of SARM legal to allow the municipality to mitigate issues at their discretion by a third party.