



# The KAP Alert

September 11, 2009

## Follow the Rules on Crop Residue Burning

Release September 11, 2009

Keystone Agricultural Producers (KAP) reminds producers that they must follow the crop residue burning restrictions set out by the province, and to burn only when it is allowed.



"Stubble burning is a necessary tool for some producers and we all need to ensure that we act responsibly so that it remains available as an option," said Ian Wishart, KAP President.

Producers must obtain authorization in order to burn crop residue between now and November 15. Authorizations specify the hours that daytime burning will be allowed as well as authorized areas within the province. Producers must adhere to Manitoba's Controlled Burning program by

### Lost your EFP Statement of Completion?

KAP is now the organization to contact regarding EFP certificate information that was previously held by the Farm Stewardship Association of Manitoba (FSAM).

If you've misplaced your EFP Statement of Completion, please call Christine at the KAP office at 697-1140 or [email](#) for a copy.

### Activities

**Tuesday, September 8:** Policy Analyst James Battershill met with Allan Garcia of

checking the daily burning authorization by calling the toll-free information line at 1-800-265-1233 or online at [www.gov.mb.ca/agriculture/news/burn](http://www.gov.mb.ca/agriculture/news/burn). Permits are required for stubble burning in municipalities surrounding the city of Winnipeg. They are available online or from local GO offices.

KAP encourages producers to follow important guidelines for burning crop residue including ensuring that fires are supervised at all times, making sure fireguards are in place to prevent the spread of fires, and ensuring smoke will not create an unreasonable hazard to people's health or highway safety.

"Producers must respect the effect that stubble burning can have on health and safety and of course only burn when it's safe to do so," said Wishart.

KAP continues to work with the provincial government to address this important issue and has two representatives on the crop residue burning advisory committee.

## Manitoba's Rural Infrastructure

Commentary by Ian Wishart September 11, 2009

It seems every time you turn around, rural Manitoba loses another piece of grain handling or transportation infrastructure. Arborg saw the loss of the Viterra elevator in April, and as of September 12, Canadian National Railway (CN) will no longer deliver producer cars to nine of their loading sites. The future of these sites is still in question, but if they are salvaged it could be a huge loss for producers who want to ship their own grain in the future.



Rainy Day Software regarding Rural Development and high speed internet.

### Wednesday, September 9:

President Ian Wishart, VP Robert McLean, VP Rob Brunel, and GM Yvonne Rideout met with Rosann Wowchuk, Minister of Agriculture, Food, and Rural Initiatives.

### Events

**September 11 - 13:**  
Beausejour Fair & Rodeo.

**September 13-17:**  
International Egg Commission Canada 2009 marketing and production conference, Vancouver, B.C.

[Website](#)

**September 15-17:** Big Iron Farm Show, Red River Valley Fairgrounds, West Fargo, North Dakota.

[Website](#)

**September 23-24:**  
Western Nutrition

There was one very positive event in June. That was when the Boundary Trail Railway Company (BTRC) began operating, with the shipment of 73 producer cars of wheat for area producers. BTRC is the first producer-owned short line railway in Manitoba and its successful launch has prompted farmers around the Interlake and near Rathwell and Nesbitt to assess the possibility of purchasing their own community owned and operated railway lines.

As farmers are well aware, our system for shipping grain has changed dramatically within one generation. The same quest for efficiency that has driven producers to farm more acres with larger equipment



drives grain companies and the railways to focus their service at large throughput elevators and the main rail lines. The problem is that this has forced farmers to truck grain further and further as more of their local elevators disappear. This takes a toll on the roads in our rural communities as well as our bottom lines when it adds to our fuel costs. If the high fuel prices we saw last year are any indication, we can expect to see this cost continue to rise in the near future. Another consideration related to losing rail service is the increased environmental impact of burning fuel to truck our grain to buyers situated further away from our operations.

For those farming on the Prairies, our success is tied to our ability to efficiently market and transport our grain to overseas customers. Because of this fact, it is time that we as a farm community step up and take responsibility for preserving the infrastructure that will allow us to ship our grain as fuel prices eventually increase. At a recent meeting to discuss the viability of farmers purchasing the CP line from Rathwell to Nesbitt, BTRC President, Kevin Friesen, made it clear that positive community support is the most critical requirement if a producer-owned short line is to succeed.

Conference, Winnipeg, MB.  
Theme: Optimizing efficiency for animal production. Local, national and international speakers on ruminant and monogastric nutrition.

[Website](#)

**October 3:** Roland Pumpkin Fair. [Website](#)

**October 15:** KAP General Council, Canad Inn Portage la Prairie.

**October 23 - 25:** Wheat City Stampede, Keystone Centre, Brandon.

**November 5 - 8:** Manitoba Livestock Expo, Keystone Centre, Brandon.  
[Website](#)

**December 7:** The 34th Manitoba Conservation Districts Association Convention and Tradeshow, Keystone Centre, Brandon, MB.  
Theme: "Our Environment: The Co\$ of Doing

The railways and grain companies also have a responsibility to aid in this process. These companies have been a big part of our communities for a long time and their growth and long term viability is connected to the general economic stability of our farms. We understand that due to the structure of their operations they may not be able to profitably operate using branch line infrastructure. Simply put, let us do it then.

All levels of government also have a significant economic interest in preserving rail line infrastructure because they must pick up the tab to cover road construction and maintenance costs due to increased grain truck traffic. Also, a large chunk of taxpayers' dollars were invested in these resources, and protecting them for the public's good is a moral responsibility of government.

Looking to the future, as farmers re-invest in their local infrastructure they need a strong commitment from the railways to provide a level of service that is workable. Also we would like to see federal and provincial governments support farmers in these initiatives through policy as well as access—which we saw with BTRC. Farmers looking to create short line operations should be looking for that support as well.

**Manitoba Farm and Rural Stress Line**  
1-866-367-3276 [www.ruralstress.ca](http://www.ruralstress.ca)



## Farmers Value Producer Car Loading Sites

*News Release September 8, 2009*

Nothing" with a kick off on Monday evening at the Tradeshow Reception. [Website](#)

**January 19 - 21, 2010:** Manitoba Ag Days, Keystone Centre, Brandon. [Website](#)

### Value Chains 101: What They Are and How They Can Boost Your Business

**October 13:** The Value Chain Manitoba Initiative is hosting a two-part Value Chains 101 Video-conference at the MFPA/Urban GO office (Unit #13 – 59 Scurfield Blvd) in Winnipeg. These two three-hour sessions will be available at various video-conference sites across the province free of charge. If you are unfamiliar with value chains, or have heard a bit and want to learn more, this is



Keystone Agricultural Producers (KAP) is deeply concerned about news of Canadian National Railway's (CN) decision to delist nine producer car loading sites in Manitoba. This is in addition to 24 sites in Saskatchewan and 19 in Alberta, for a total loss of 52 loading sites across the Prairies.

Railways are required to post a list on the internet of all sidings they make available for producer cars to be loaded at. A railway must only provide 60 days notice before being allowed to officially delist sidings and no longer offer service to them for loading producer cars. That 60 day notice period for the Prairie sidings ended on September 6, 2009.

"As transportation costs rise, we are seeing a movement toward shipping more and more producer cars and we need rail access," said Robert McLean, KAP Vice President and Transportation Committee Chair. "Sixty days in the middle of our busiest time of the year doesn't provide adequate time for farmers to organize and look at our options."

CN has not reported on what their intentions are for the sidings, but it is possible that they could be removed and salvaged in the near future. The long term loss would be significant



the perfect workshop for you!

Don't miss this opportunity to learn the five W's of creating successful value chains: Who, What, When, Where and Why. Business consultant Terry Ackerman will facilitate both sessions.

Part 1 – 9:00 a.m. - 12:00 p.m.: Using real-life examples, Terry will explain what value chains are, the difference between supply chain management and value chain management, and how more businesses across the agri-food industry are using the value chain business model to collaborate and gain a competitive edge.

Part 2 – 1:30 p.m. - 4:30 p.m.: Terry will explain how to start a value chain and help participants understand the various elements required to launch a

as rail sidings have substantial value to farmers who wish to ship producer cars, as well as to rural communities which hope to attract industry investment.

The limited notice regarding sidings and producer cars is in stark contrast with the legislated three-year discontinuance process involved if a railway wishes to discontinue service on a grain-dependent branch line. This three-year extended timeline and formal process gives producers and local governments the opportunity to assess the impact of the loss of the rail line. It also forces the railway to offer the line for sale and negotiate a reasonable price with an interested buyer.

KAP urges Federal Transport Minister John Baird and Transport Canada to intervene and ensure that the delisted sidings are not salvaged until this situation can be properly assessed. It is critical to wait until the federal rail service review is complete to ensure that all shippers wishing to utilize this infrastructure have access.

“As farmers we have a legislated right to load and ship producer cars and the service review should include an assessment of a railway’s ability to accommodate that need,” said McLean.

KAP understands that many of the sites in Manitoba have received limited use over the past two years, but our intention is to ensure that any farmers in the region have the time and resources they need to make their own assessment of whether or not these lines will have value for their community in the future--even if they are not profitable for CN at the present time.

The nine producer car loading sites in Manitoba include: Brandon, Elie, St. Lazare, Makaroff, Minitonas, Oakner, Plumas, Roblin and Sprague.

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successful value chain.

Terry has worked on producer, processor and retailer-initiated value chains and helped develop, launch and market over 200 consumer and 10 industrial products. He has also managed distributors in 22 countries. Recently he was responsible for helping to build the Organic Meadow brand of organic dairy products into the largest and most profitable organic dairy brand in Canada.

The Canadian Value Chain Network workshop series, starting November 2 and 3 in Steinbach, will also be broadcast province-wide via the Manitoba Entrepreneurial Learning Network Sites.

For more information [email](mailto:Eugene.Warwaruk@kapa.ca) Eugene Warwaruk or call toll free at 1-800-216-9767.

## Upcoming AgriStability Deadlines

From [www.agr.gc.ca](http://www.agr.gc.ca)

### AgriStability Program

#### **September 30, 2009**

**\* Deadline to submit the 2008 AgriStability/AgrilInvest Harmonized Form without penalty.**

#### **December 31, 2009**

**\* Deadline to submit the 2008 AgriStability/AgrilInvest Harmonized Form with penalty.**

**\*\*If you miss the September 30, 2009 deadline, you can still submit the form until December 31, 2009 with a \$500/month reduction to your payment.**

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## Trade Memo on National Variety De-registration Protocol

Posted on the [Canadian Grain Commission website](#)

### ***National variety de-registration protocol***

*The following is to advise you that the Canadian Grain Commission and the Canadian Food Inspection Agency have adopted a National Wheat Variety De-registration Protocol. The protocol means that grain producers and industry participants will now be informed of upcoming changes to the registration status of wheat varieties in advance.*

*The National Wheat Variety De-registration Protocol follows the removal of kernel visual distinguishability (KVD) as a registration requirement for all*

## KAP in Net News

CN urged not to rip up producer-car sidings

[LINK](#)

*Country Guide*

Quarry debate continues in Rosser

[LINK](#)

*Stonewall Argus*

Farmer gets only 27% of food's price: study

[LINK](#)

*The Winnipeg Sun*

We Pay More; Farmers Get Less

[LINK](#)

*CJOB 68*

Farmers losing ground

[LINK](#)

*North Bay Nugget*

Farmers earning less even though food costs more

[LINK](#)

*Calgary Herald*

Grocery bills rising while farm income dropping

[LINK](#)

*Lethbridge Herald*

Saskatchewan

*Western Canadian wheat classes. After the removal of KVD on August 1, 2008, the grain industry implemented a declaration system to maintain the integrity of the Canadian wheat quality assurance system. In this new non-KVD environment, grain producers could experience financial losses if they seed varieties that are no longer eligible for milling grades and top payment.*

*The Canadian Grain Commission and the Canadian Food Inspection Agency agreed that it would be beneficial to more widely communicate proposed variety de-registrations to provide sufficient advance warning to producers through a new protocol. Under the new protocol, when a variety de-registration request is received for a wheat variety, a minimum three-year phase-out period begins.*

*During this period, varieties proposed for de-registration will remain on the Canadian Grain Commission's "Variety Designation Lists" and the Canadian Food Inspection Agency's "List of Varieties which are Registered in Canada". The phase-out period allows sufficient time to clear the entire value chain of all seed and grain of that variety. A variety de-registration notification date will be standardized. De-registration notices for wheat will be released on August 1 each year.*

*For more information, wheat producers and industry participants can check the variety designation lists on the Canadian Grain Commission's web site: [www.grainscanada.gc.ca](http://www.grainscanada.gc.ca), or the lists of varieties which are registered in Canada on the Canadian Food Inspection Agency's website: [www.inspection.gc.ca](http://www.inspection.gc.ca).*

*In addition, the Canadian Grain Commission would appreciate if you could communicate the changes mentioned above to the members of your organization.*

*If you have any questions, please contact:*

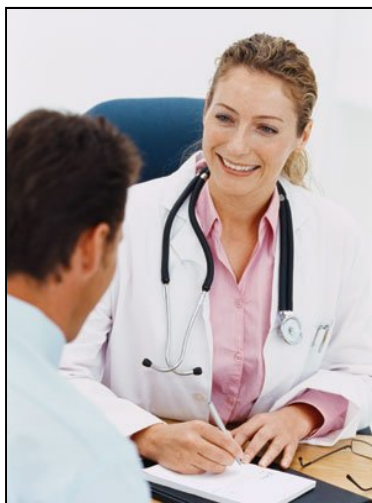
farmers plan to educate consumers on ag economy at Regina's Farmer's Market [LINK](#)  
Regina Leaderpost

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*Acting Chief Grain Inspector of Canada*  
*Canadian Grain Commission*  
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*Email: [norm.woodbeck@grainscanada.gc.ca](mailto:norm.woodbeck@grainscanada.gc.ca)*

## **Member Benefits Corner**

***Health Spending Account = Easy Savings for you!***

Last year the KAP Health Services Plan/Health Spending Account (HSA) program was the benefit that members signed up most for. This is the plan that people were waiting for. It works for people that feel health insurance premiums are too high. It also works for those with health insurance to cover expenses not covered by their insurance plan like orthodontics and lifestyle drugs, or the plan helps offset the 20% co-insurance that people pay.



There are no premiums, yet the program saves money on all health and dental expenses due to the nature of it. Quite simply, it is an income tax reduction program. It allows farm businesses to deduct medical and dental expenses as a 100% business expense, and allows plan participation to receive this as a 100% non-taxable benefit at the same time.

As there are no premiums, you simply pay as you go. The administration fee is based on 10% of the medical expenses you write off. So even small

expenses can be claimed without worrying about a flat annual administration fee. If you don't use the program in a year that is not a problem as there is no administration fee charged.

It works for farms that are sole proprietorships, split-income, partnerships and farm corporations. The basic rule is if you pay income tax, the program will save you money.

Eligible expense include dental, orthodontics, prescription drugs, physio, glasses, laser eye surgery and mileage for medical purposes if you are further than 40 kilometres away from the health centre.



KAP members receive a preferred group rate. For a complete information package, or if you have any questions, please call 1-866-996-7477.

For information on other benefit programs, please call our Member Benefits line at 1-866-527-0123, or go to our website [\[click here\]](#), or [email](#).

By participating in these programs, KAP members provide further strength to KAP by improving this and other benefits programs for farmers.

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