



Via Email

Tanya MacIntosh  
Chair, Mackenzie Valley Land and Water Board  
7<sup>th</sup> Floor – 4922 48<sup>th</sup> Street  
P.O. Box 2130, Yellowknife NT X1A 2P6

September 14, 2026

Dear Ms. MacIntosh,

**Highway 4 (MV2026L8-0003): Submission of Spill Incident Reports**

The Government of the Northwest Territories' Department of Infrastructure (GNWT-INF) is pleased to submit the attached two spill incident reports for the Highway 4 (MV2026L8-0003) to the Mackenzie Valley Land and Water Board (MVLWB). The incidents involved a dump truck and an excavator tipping over into the work area in Pontoon Lake at Km 26 on Highway 4.

The spill incident report is being submitted in accordance with the Part H, Condition 3(d) of the Water Licence (WL) (MV2026L8-0003). The reports, provided by the Contractor, detail the circumstances surrounding the incidents that occurred on August 11 and 14, 2026, respectively, and identified corrective measures to prevent similar occurrences in the future.

As a precautionary measure, and to ensure that the appropriate spill response, control, and prevention measures were implemented, the Contractor initially reported the full volume of fuel contained in the respective equipment at the time of the incidents, representing the potential volume that could have been released under a worst-case scenario. However, following the removal and inspection of the equipment in the presence of the Water Resource Officer, it was determined that no notable volume of fuel had been spilled or released from either piece of equipment. The minor oil sheens observed on the water near the truck and excavator were subsequently determined to have originated from grease applied to the equipment components.

GNWT-INF appreciates the Contractor's prompt reporting of the incidents and implementation of precautionary measures to minimize the potential for environmental impacts.

Should you have any questions or concerns, please contact me at 867-767-9083 Ext. 31058 or by email at Benjamin\_Bey@gov.nt.ca at your earliest convenience.

Sincerely,

Benjamin Bey, PhD, P. Biol.  
Manager – Environmental Affairs  
Design and Technical Services  
Department of Infrastructure

Cc:  
Water Resource Officer – GNWT-ECC



(1.4.4) ACCIDENT/INCIDENT COMMUNICATION

|                         |                       |
|-------------------------|-----------------------|
| Company                 | TMW File #            |
| RTL                     | 26-16576              |
| Occurrence Location     | Department            |
| Km27 Hwy 4 Pontoon Lake | Construction          |
| Date of Occurrence      | Date of Review        |
| 08/11/2026              | 8/13/2026 12:57:13 PM |

DESCRIPTION

DESCRIPTION OF ACCIDENT/INCIDENT (WHEN, WHERE, WHAT)

On August 11, at 11:15 am, unit 25062 was getting ready to unload on the ramp that is currently being built at Pontoon Lake, and when he started to lift the box, he felt the truck leaning to the left. The driver immediately stopped unloading and put box back down. At this point the driver realized the truck was sinking and braced himself for impact. The Unstable ground gave way resulting in the earth sliding toward the lake taking the truck with it. When the truck finished moving, it had rolled on its driver's side and into the lake resting in approximately xx ft of water. The driver was not injured and exited the vehicle by way of the passenger door. The rollover occurred very slow as the rear wheel slid with the moving ramp. We had been dumping in the location for 3 days prior and no previous incidents with truck. The muddy bottom of the lake became unstable causing the rock road to sink/slide. Our excavator placing the rock in the ramp area felt or saw no changes in condition prior to event. Safety and Maintenance responded immediately on site to this incident. Our superintendent was on site and watched the incident occur, he also did not see any immediate danger at the time or prior to incident. The operator has been with us for many years and performed rock dumping many many times and very qualified operator as demonstrated with his action and alertness in the event

NATURE OF LOSS

EXTENT OF INJURIES, DESCRIPTION OF DAMAGE, ESTIMATE OF PROPERTY LOSS, CLEAN UP, RECOVERY AND REPAIR

The rolled truck had to be recovered, and due to it rolling over, it sustained Luckily minor damage to the driver's side. Due to the slow movement of the rock the driver was able to shut the engine off which would have prevented engine damage. A spill boom had been deployed from our emergency response trailer by the work crew to contain any oil/fuel, but there was no spill. The unit was recovered the following morning without damage, Injury or spill. The reason we were backing down the ramp rather than dumping straight was to get closer to the water and avoid turning up lake bottom and potentially effecting habitat or lake conditions. For safety reason and unexplained activity in the lake bottom we now have approval to dump from the top. We also added additional measure (silt screening and booms) to help control any additional disturbances from the change in procedures, we worked very closely with GNWT-INF and Environment on new procedure to prevent re-occurnace.

CAUSES

HOW AND WHY DID THE ACCIDENT/INCIDENT OCCUR?

|                          |                                                       |
|--------------------------|-------------------------------------------------------|
| Immediate Causes         | Explain                                               |
| 32 Other Sub Conditions  | Road embankment gave away while truck on it to unload |
| Lack of Control Causes   | Explain                                               |
| UNKNOWN- stability       | Different behaviors of lake bottom                    |
| Basic Causes             | Explain                                               |
| Unknown lakebed activity | Ground below rock roadway unknowingly changed         |

CORRECTIVE ACTION PLAN  
ACTION TO PREVENT RECURRENCE

- Location for unloading dump truck has been changed and now using side dumps to unload from the edge of the road instead of backing up down on the ramp.
- Review the incident with the crew and emphasized how unpredictable things can be and caution should always be taken, if when your doing your risk assessment take time and understand or recognize signs of unstable ground could be present.
- Review of Incident emergency plan/debrief
- Alcohol test completed immediately following incident no issue
- Drug swab test sent to lab
- Reasonable suspicion review indicated no concern
- New plan was developed next day on how better to manage the potential risk found after incident (RTL/GNWT)
- Statement and investigation completed
- Reviewed incident with employee and supervisor and employee was confident and returned to regular duties after



testing and paperwork was completed. No medical attention required

POST TO THE ATTENTION OF THE FOLLOWING WORK GROUP:

- ☒ Drivers, Dispatchers & Operations
- ☒ Fleet Services
- ☐ Warehouse & Transload
- ☒ General Office

DISCLAIMER: The facts as presented here are for educational purposes only.

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(1.4.4) ACCIDENT/INCIDENT COMMUNICATION

|                     |                               |
|---------------------|-------------------------------|
| Company             | TMW File #                    |
| RTL                 | 26-16821                      |
| Occurrence Location | Department/Division/Commodity |
| HWY 4 km 27         | YEL                           |
| Date of Occurrence  | Date of Review                |
| 08/14/2026          | 8/25/2026 1:34:06 PM          |

DESCRIPTION

DESCRIPTION OF ACCIDENT/INCIDENT (WHEN, WHERE, WHAT)

On august 14 2026 around 1130am RTL excavator 63524 was working on top side of the road (Hwy4 at pontoon lake)) The excavator was aligned with the edge of the roadway (white line) and travelled out of the way to allow trucks to dump, and after trucks dumped excavator would travel back in to position and gently slide the rock that did not fall directly down the bank over the bank to clear for next truck. We had traffic diverted to close down one lane for excavator and trucks to work in. RTL was under contract from GNWT on a specific scope to build out the road into pontoon lake, while continuing after many loads of placing rock operator felt the excavator starting to shift and immediately swung machine boom/bucket out towards the lake side and jammed the boom/bucket down in to placed rock and shoulder to try to hold the machine as the ground was not stopping to slide. It was a very slow-motion movement of the rock/road. Operator quickly shut down machine and got out of the excavator and got up the bank without injury. Structure of the road failed and gave away, taking hundreds of tons of rock with it. The weight of the new rock and deteriorating road base caused the slide. The excavator is resting in approximately 8 to 10 feet of water. Safety and Management quickly respond to incidents and STOP all work in that area. Video of the event was captured by RTL pickup parked near the work zone.

NATURE OF LOSS

EXTENT OF INJURIES, DESCRIPTION OF DAMAGE, ESTIMATE OF PROPERTY LOSS, CLEAN UP, RECOVERY AND REPAIR

No injury.  
Damage on excavator to electrical components (engine and Hyd and undercarriage no concerns)  
Cost of recovery  
No environmental or wildlife impacts

CAUSES

HOW AND WHY DID THE ACCIDENT/INCIDENT OCCUR?

|                        |                                                                                                                                                                                                                                             |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Immediate Causes       | Explain                                                                                                                                                                                                                                     |
| Engineering            | Road structure failed as weight was added                                                                                                                                                                                                   |
| Lack of Control Causes | Explain                                                                                                                                                                                                                                     |
| Environment            | Lakebed unpredictable and unknow                                                                                                                                                                                                            |
| Basic Causes           | Explain                                                                                                                                                                                                                                     |
| Structural             | Ground below road was not built with today standard, poor material was used long time ago to build the road, large boulders, crush rock, clay, trees allowing the road structure to fail. Today's standard build is significantly different |

CORRECTIVE ACTION PLAN

ACTION TO PREVENT RECURRENCE

- Stop Work on the GNWT project.
- Several meeting with key stakeholders
- Close road and add flaggers and traffic lights
- Re-evaluation of the project by GNWT to shift road to the other side and not continue placing rock in the lake
- New road design to prevent having to work on the edge of the road. (Cut out old existing road and engineered recovery pad with sloping close to water)
- Spill prevention booms, pads and curtains used as precaution (No spill occurred)
- Full recovery plan involving GNWT, RTL, Engineering firm, and two local seasoned contractors.
- Successful recovery of unit with no incident, no environmental impact, no harm

POST TO THE ATTENTION OF THE FOLLOWING WORK GROUP:

☐ Drivers, Dispatchers & Operations

☐ Fleet Services

☐ Warehouse & Transload

☐ General Office

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