APPENDIX C.4
2025 Tote Road Priority Actions

In 2023-2024, a third-party engineering consultant completed a re-assessment of the Tote Road borrow areas, which informed a multi-year plan for addressing geotechnical risks associated with identified borrow areas. Ninety (90) sites or areas of potential concern were documented and evaluated in the 2023 assessment. The multi-year plan was developed based on the rankings given in the 2023 assessment, as well as input from Baffinland considering constructability constraints and available resources, to address seventeen (17) borrow areas along the Tote Road identified as having higher risk associated with them. These areas are targeted for remediation between 2025 and 2029. In summary, the plan consists of the following actions.

The planned remediation involves:

- Ensuring the disturbed area will not impact road stability through sufficient buttressing and/or slope flattening;
- Proper water management to ensure standing water is diverted away from the Tote Road and volumes kept to a minimum; and
- Allowing the shallow cut “back” slopes (on the tundra side) to seek their own long-term condition, rather than risk further permafrost impacts through additional disturbance.
- Monitoring the remaining borrow pit areas along the Tote Road annually for changing conditions.

Baffinland’s planned implementation schedule, and 2026 status update for remediation of the seventeen (17) borrow pits is included in the attached Table C.4.1. Proposed timelines for completion have been adjusted as necessary to account for operational constraints and opportunities.

Table C.4.1: 2026 Updated Tote Road Priority Item Action Schedule

Site No.	KM Post	Priority	2023 Inspection Comments	Proposed Timeline for Completion[1]	2026 Status Update
71	20.7 R	A++++	Steep high roadway embankment. Presence of pooled water at the embankment toes. The pooled water may have resulted from poor surface water management and/or permafrost degradation. No signs of slope movement/instability.	Completed in 2025	Completed.
41	50.6 L	A+	Evidence of ground settlement, deep water pooling (due to permafrost degradation) and excessive erosion. This area needs to be graded (pushing pooled water, filling holes), in addition to improving the erosion protection system at the existing culvert outlet.	Completed in 2025	Completed.
14A	89.3	A	Additional degradation and water ponding along the western edge of the road.	Completed in 2025	Completed.
14	89.8	A++++	Instability is evident, water is very deep and the embankment side slope on the right side of the road is very steep and shows cracking on the shoulder and side slope.	Completed in 2025	Completed.
62A	27.8	A+	Deep excavation full of water (high embankment). Granular fill placed over the embankment edge to flatten the steep slope, but this area needs to be drained from standing water, filling/grading, and dressing the surface to properly drain water.	Planned 2026 Remediation.	On 5-Year Plan for completion in 2026.
22	72.4	A+	Earthworks and filling activities were completed prior to the 2023 site inspection and the roadway embankment appeared to be fairly stable. However, additional earthworks and drainage improvement will be required (both sides of the embankment).	Planned 2026 Remediation.	On 5-Year Plan for completion in 2026.
61B	29.1	A++++	Steep and high roadway embankment. Presence of pooled water at the embankment toes. The pooled water may have resulted from poor surface water management and/or permafrost degradation. No signs of slope movement/instability, but the excavation should be filled with imported fill to improve embankment stability and to prevent any slope failure.	Planned 2026 Remediation.	On 5-Year Plan for completion in 2026.
79.1	12.3 R	A	Large sinkhole filled by water near the right toe of the roadway embankment. The water in the sinkhole indicates the presence of continuing permafrost degradation. This sinkhole should be filled to prevent further expansion that may undermine the roadway embankment stability.	Planned 2027 Remediation.	On 5-Year Plan for completion in 2027.
75	15.0 L&R	A	The right side (heading north) borrow area was graded and filled before the 2023 site inspection, and no further action is required for this side. The left side (heading north) borrow area had ponded water and there is a short section at the south end of the pit where there is a very steep side slope and a considerable drop from the edge of the road down into the water. Ponded water must be drained, the area backfilled, and the surface dressed properly to improve drainage.	Planned 2027 Remediation.	On 5-Year Plan for completion in 2027.
32	56.9 R	A++++	Water ponding and continuing ground settlement due to permafrost degradation. Installed culverts are dysfunctional due to the changing ground conditions. Remediation actions should start as soon as possible to prevent further permafrost degradation, and to reduce the risk of the roadway embankment failure. Pooled water must be drained out or pushed back from the edge by placing additional fill on the side slopes of the road embankment to enhance stability. The water management system must be improved to let the water flow away from the embankment and to prevent further permafrost degradation.	Planned 2027 Remediation.	On 5-Year Plan for completion in 2027.
33	56.7 L	A++++		Planned 2028 Remediation.	On 5-Year Plan for completion in 2028.
68	21.9 R	A++++	Deep water pooling and evidence of continuing permafrost degradation. The existing culvert appeared to be dysfunctional (no proper drainage). No signs of slope movement or instability at this moment (2023 inspection).	Planned 2028 Remediation.	On 5-Year Plan for completion in 2028.
82A	8.8 L	A	Deep excavation full of water (high embankment). Granular fill placed over the embankment edge to flatten the steep slope, but this area needs to be drained from	Planned 2028 Remediation.	On 5-Year Plan for completion in 2028.

			standing water, filling/grading, and dressing the surface to properly drain water.		
79	12.8 L&R	A++++	Large water pooling. Pooled water may have resulted from poor surface water management and/or permafrost degradation. The water level appeared to be close to the roadway surface and might affect the embankment stability and undermine the roadway structure.	Planned 2029 Remediation.	On 5-Year Plan for completion in 2029.
QIA-07	49	A+	No change from 2019 inspection. Embankment slope should be flattened, as such earthwork and filling activities will be required to push the pooled water away from the steep embankment toe.	Planned 2029 Remediation.	On 5-Year Plan for completion in 2029.
65	25.8 L&R	A+	Right borrow area appeared to be dry and stable. The left borrow areas (2 pits) were full of ponded water, and showed evidence of continuing permafrost degradation. Pooled water in the left borrow areas appeared to be deep, but the excavation walls were stable (at the time of the inspection).	Planned 2029 Remediation.	On 5-Year Plan for completion in 2029.
66	23.6 L&R	A+	Right borrow area appeared to be dry and stable. The left borrow was full of ponded water, and showed evidence of continuing permafrost degradation. Pooled water in the left borrow appeared to be deep and may affect the roadway embankment stability.	Planned 2029 Remediation.	On 5-Year Plan for completion in 2029.

[1] Any work undertaken will consider if required changes to the Tote Road may require a Tote Road Amendment Notice (TRAN) and/or changes to reclamation security.