



DAVIE

HELSINKI SHIPYARD 

Classification: Commercial in Confidence

Davie Shipbuilding Transatlantic and Trans Arctic Cooperation

DAVIE

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Commercial In Confidence

New Arctic Trade and Military Routes Emerge



Russia under Putin envisions a **toll road for transit across the Northern Sea Route** that would transit goods and energy from Asia to Europe ... And he has militarized and nuclearized the Arctic to ensure ships requiring access would have to rely on Russia's icebreaking escort.

Sherri Goodman, secretary general,
International Military Council on Climate and Security

KEY FACT: The navigation distance via the Northern Sea Route (NSR) from Northwest Europe to the Far East is approximately 40% shorter compared to the Suez Canal transit.

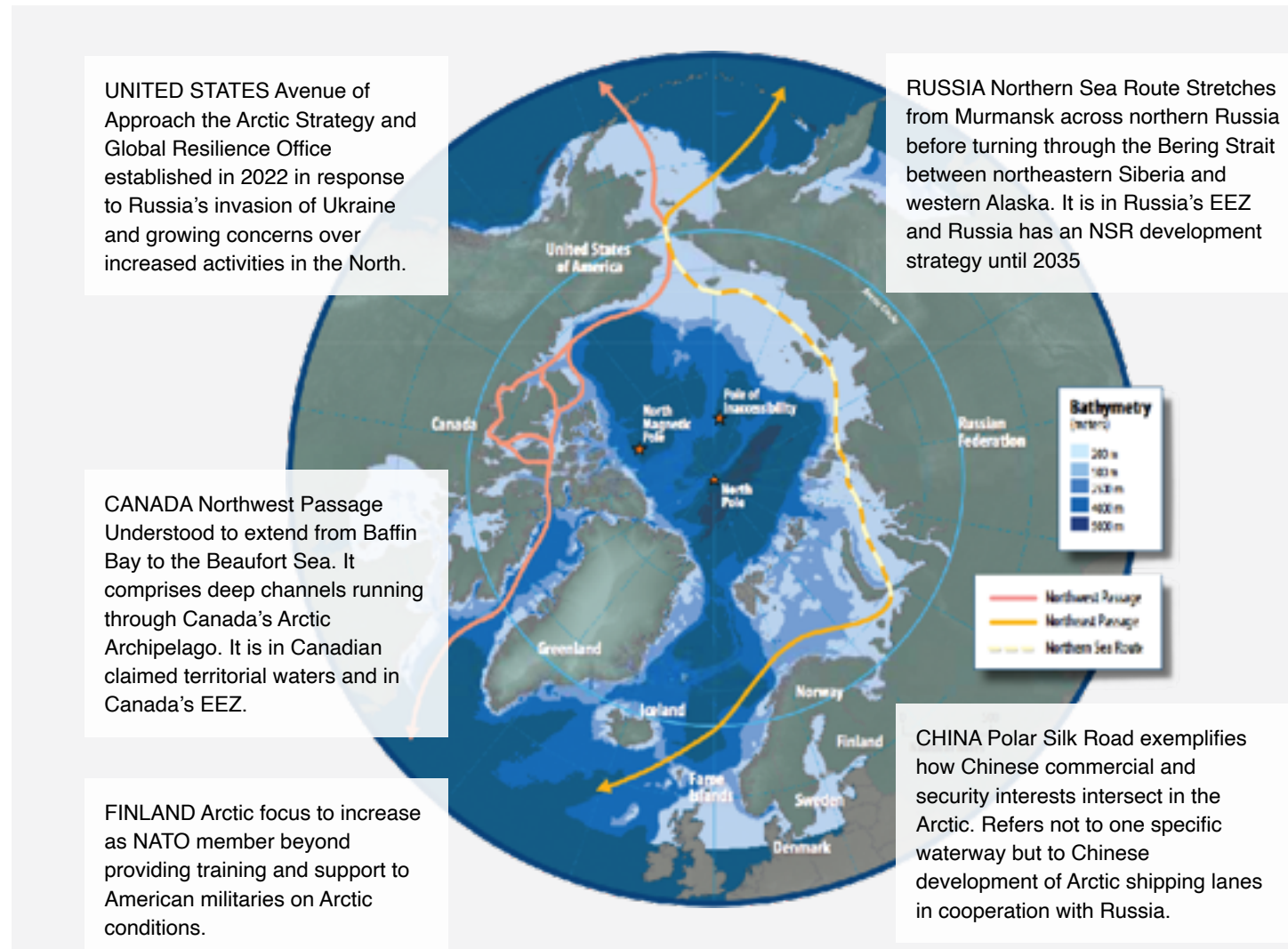
UNITED STATES Avenue of Approach the Arctic Strategy and Global Resilience Office established in 2022 in response to Russia's invasion of Ukraine and growing concerns over increased activities in the North.

CANADA Northwest Passage Understood to extend from Baffin Bay to the Beaufort Sea. It comprises deep channels running through Canada's Arctic Archipelago. It is in Canadian claimed territorial waters and in Canada's EEZ.

FINLAND Arctic focus to increase as NATO member beyond providing training and support to American militaries on Arctic conditions.

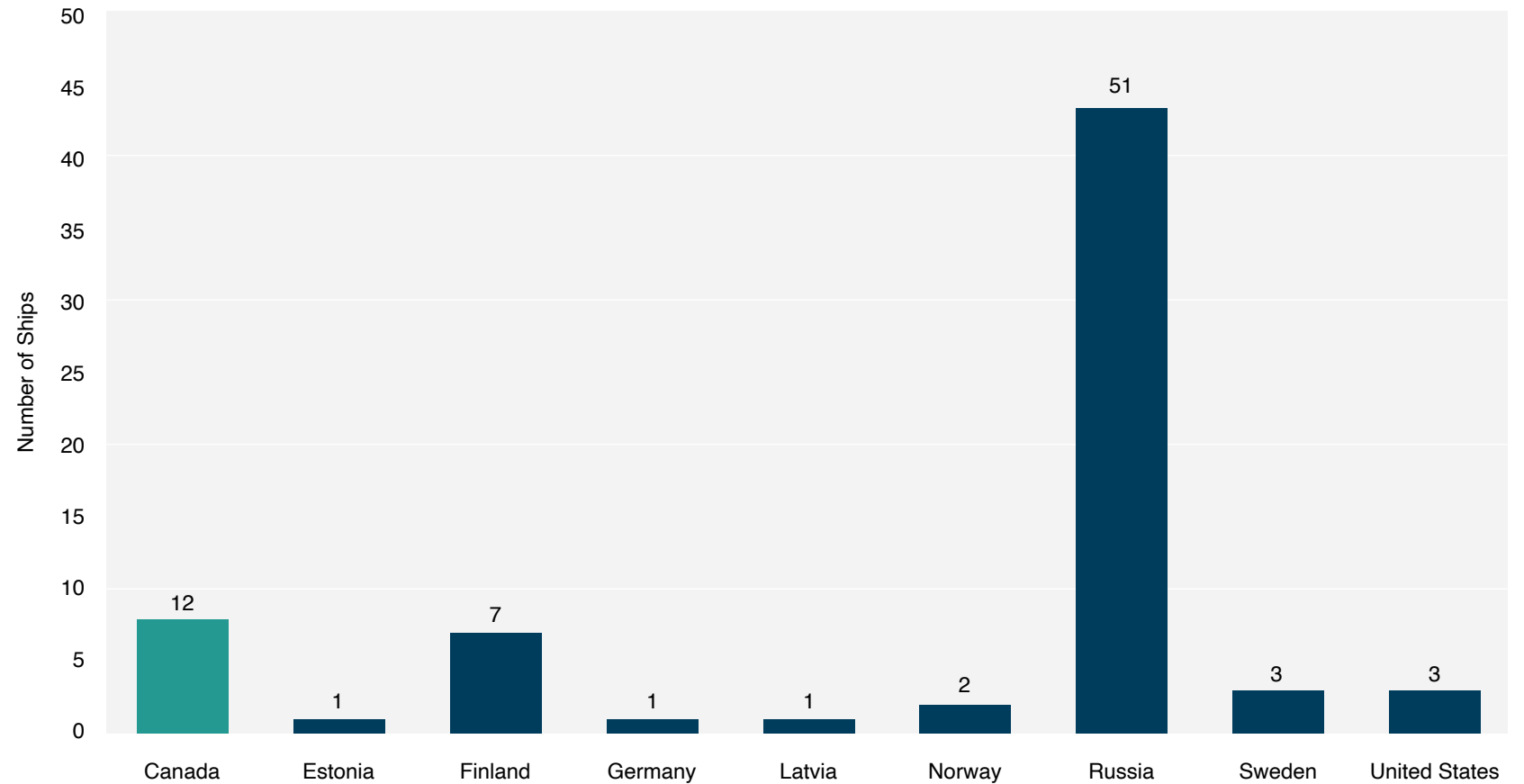
RUSSIA Northern Sea Route Stretches from Murmansk across northern Russia before turning through the Bering Strait between northeastern Siberia and western Alaska. It is in Russia's EEZ and Russia has an NSR development strategy until 2035

CHINA Polar Silk Road exemplifies how Chinese commercial and security interests intersect in the Arctic. Refers not to one specific waterway but to Chinese development of Arctic shipping lanes in cooperation with Russia.



Fleet by country

With 44 ships, Russia owns over 50% of the global fleet of major icebreakers. Canada is a distant second with 8 vessels



AGENDA

01 A new transatlantic and trans arctic leader in shipbuilding

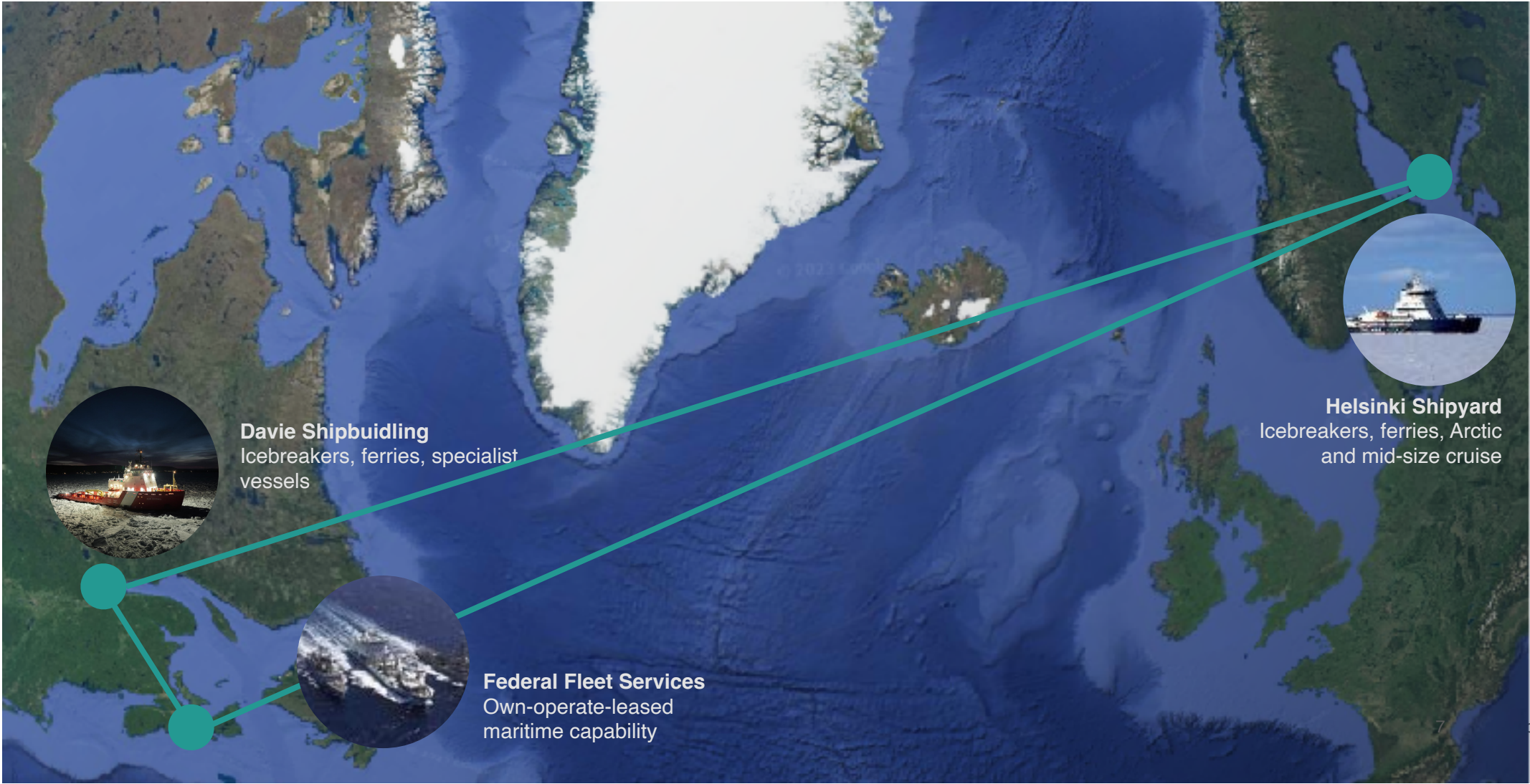
02 The Asterix model for the rapid introduction into service of new capabilities

03 A glimpse at Davie's maritime portfolio



01 Transatlantic
Partnership

Davie A Unique North Atlantic and Arctic focus



DAVIE

Canada's premier shipbuilding facility

- Unmatched capacity
- 20 Year Orderbook

580,000 m² Facility area	5 Construction berths
2 > 180m + 360m Drydocks	700+ Ships delivered
~\$10.5bn NSS orderbook value	\$500m+ investment in facility

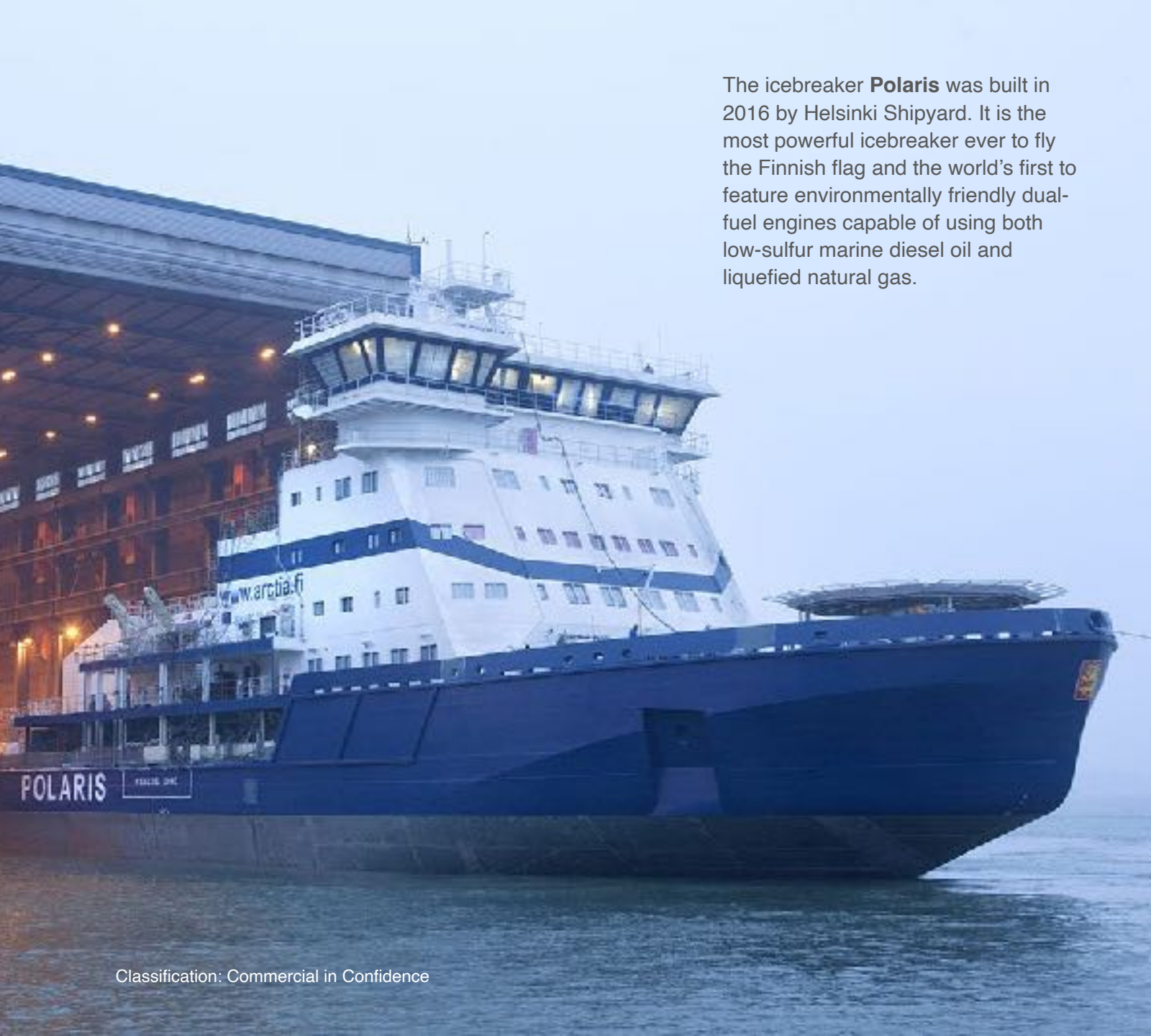
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Value of contracts under Canada's National Shipbuilding Strategy

~\$10.5 billion

Program Icebreaker newbuild	
Federal Ferries newbuild	
Polar Icebreaker newbuild	



The icebreaker **Polaris** was built in 2016 by Helsinki Shipyard. It is the most powerful icebreaker ever to fly the Finnish flag and the world's first to feature environmentally friendly dual-fuel engines capable of using both low-sulfur marine diesel oil and liquefied natural gas.

Helsinki Shipyard

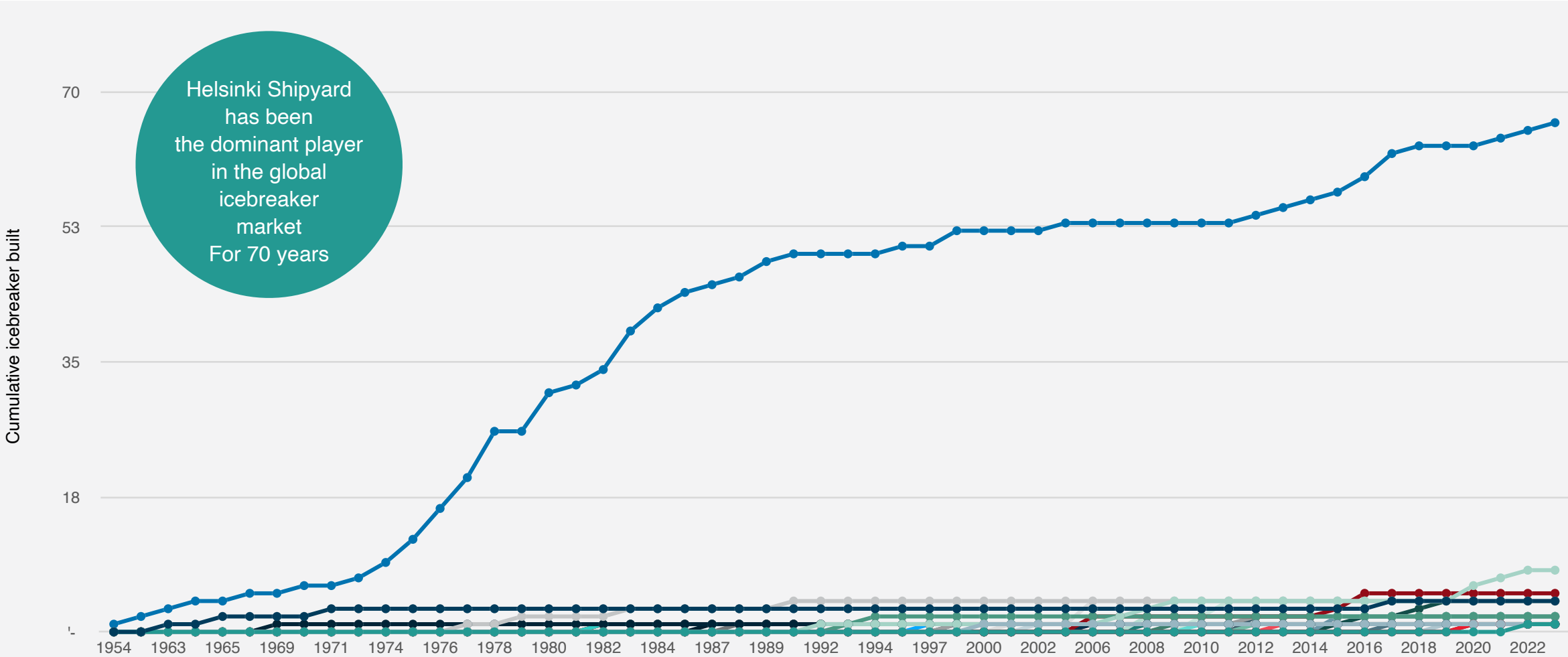
Established in 1865, Helsinki Shipyard is the global centre of excellence for icebreaker design and construction.

It has built icebreakers since 1910 and has achieved many world firsts (Polaris on the left) and built over half the global fleet.

It is also a leader in ferries and cruisers.

Helsinki Shipyard: The World's Icebreaker Leader

Helsinki Shipyard has been the dominant player in the global icebreaker market For 70 years



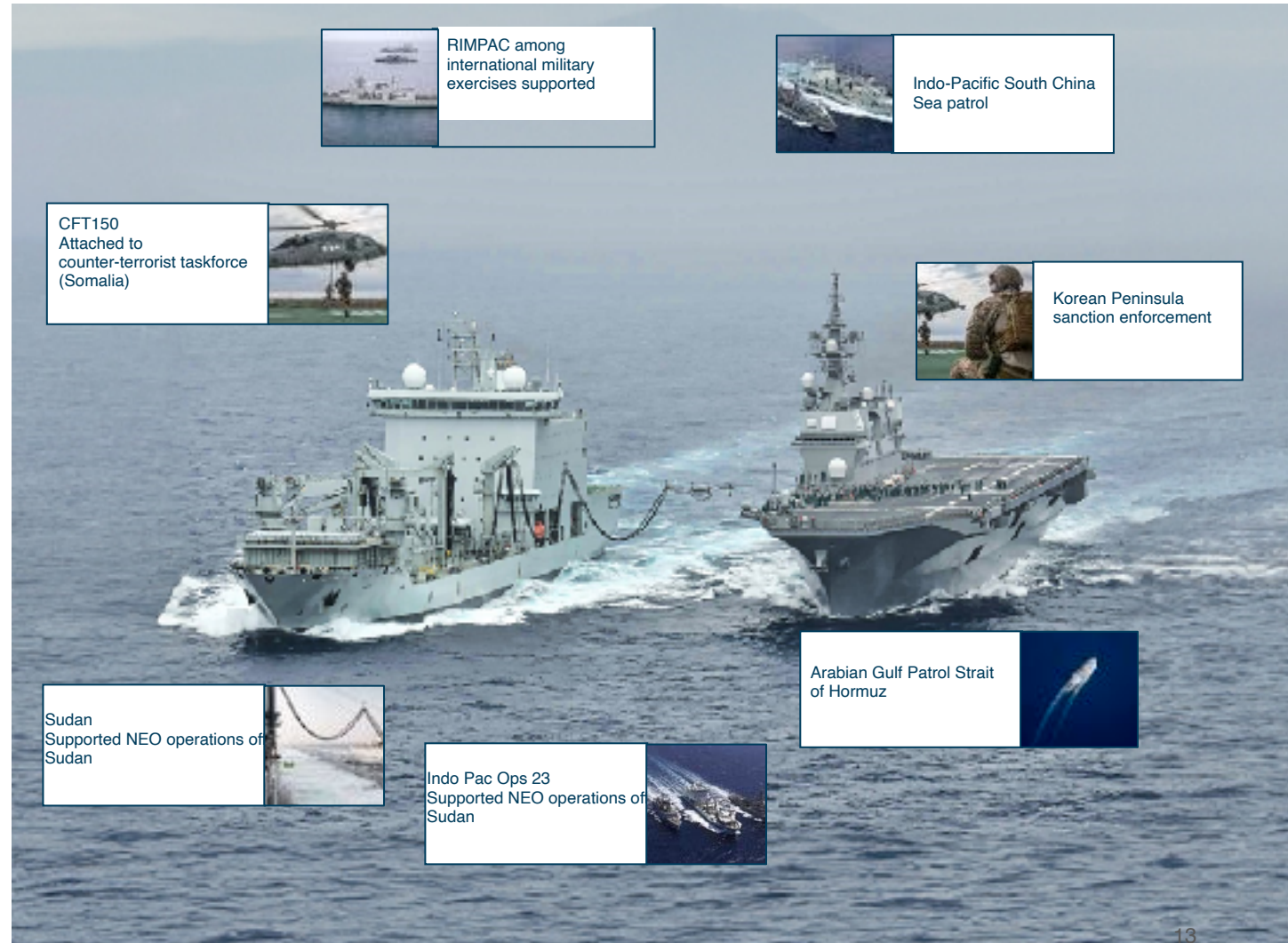
02 MV Asterix Model

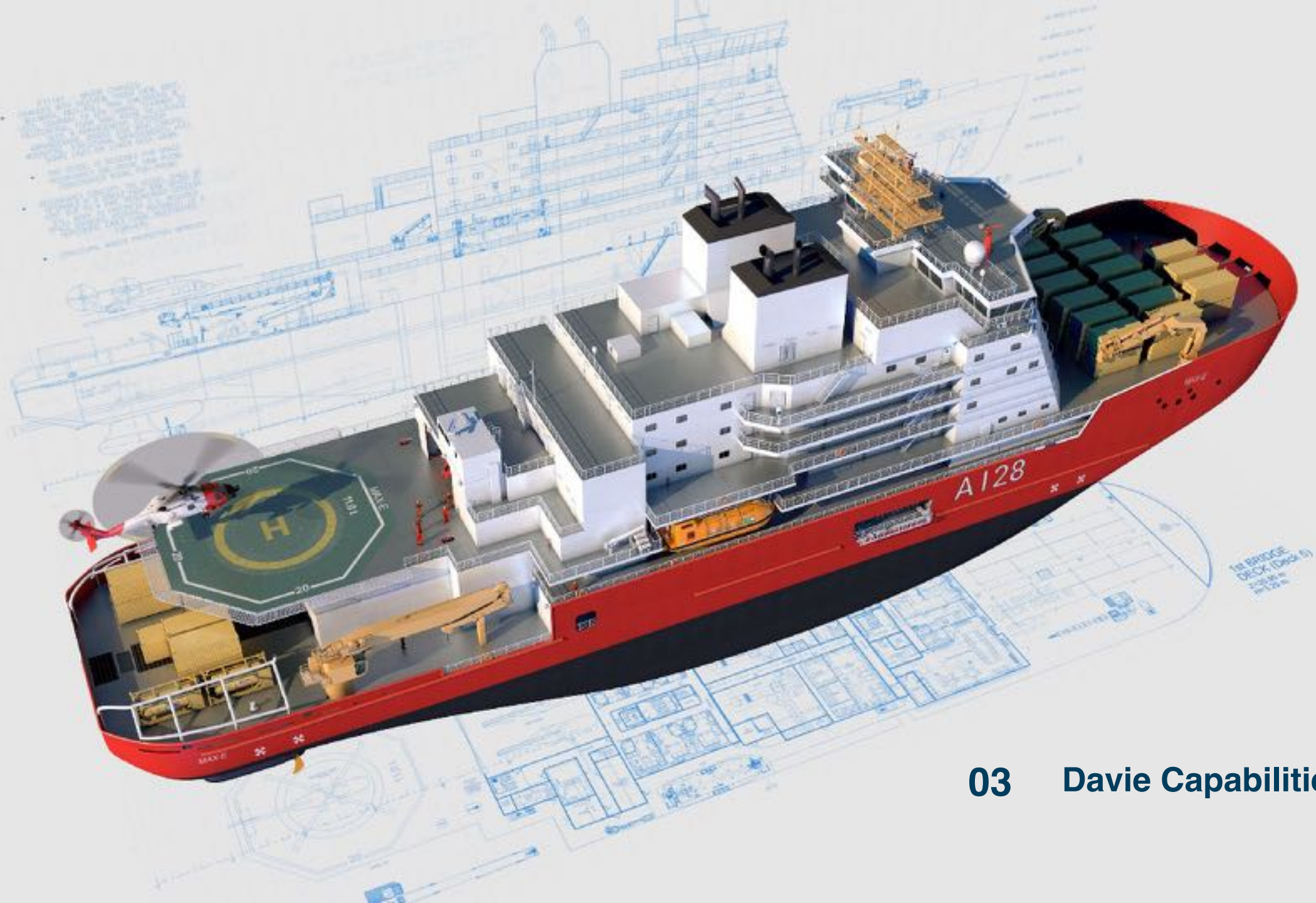




Asterix: Turnkey Combat Support Solution

- ✓ Concept to delivery in three years
- ✓ Canada's only naval support ship
- ✓ Converted to military specification
- ✓ Privately financed
- ✓ Delivered on time and budget
- ✓ Leased to Royal Canadian Navy (RCN)
- ✓ Joint civilian and naval crew
- ✓ Supported over 67 naval missions working with over 23 navies.
- ✓ CSS Asterix is always crewed and available every day of the year (365/24/7).
- ✓ CSS Asterix has conducted over 450 Replenishment at Sea (RAS) operations.
- ✓ The estimated fuel supplied to Canadian and partner nations is 115,000 tonnes.





03 Davie Capabilities



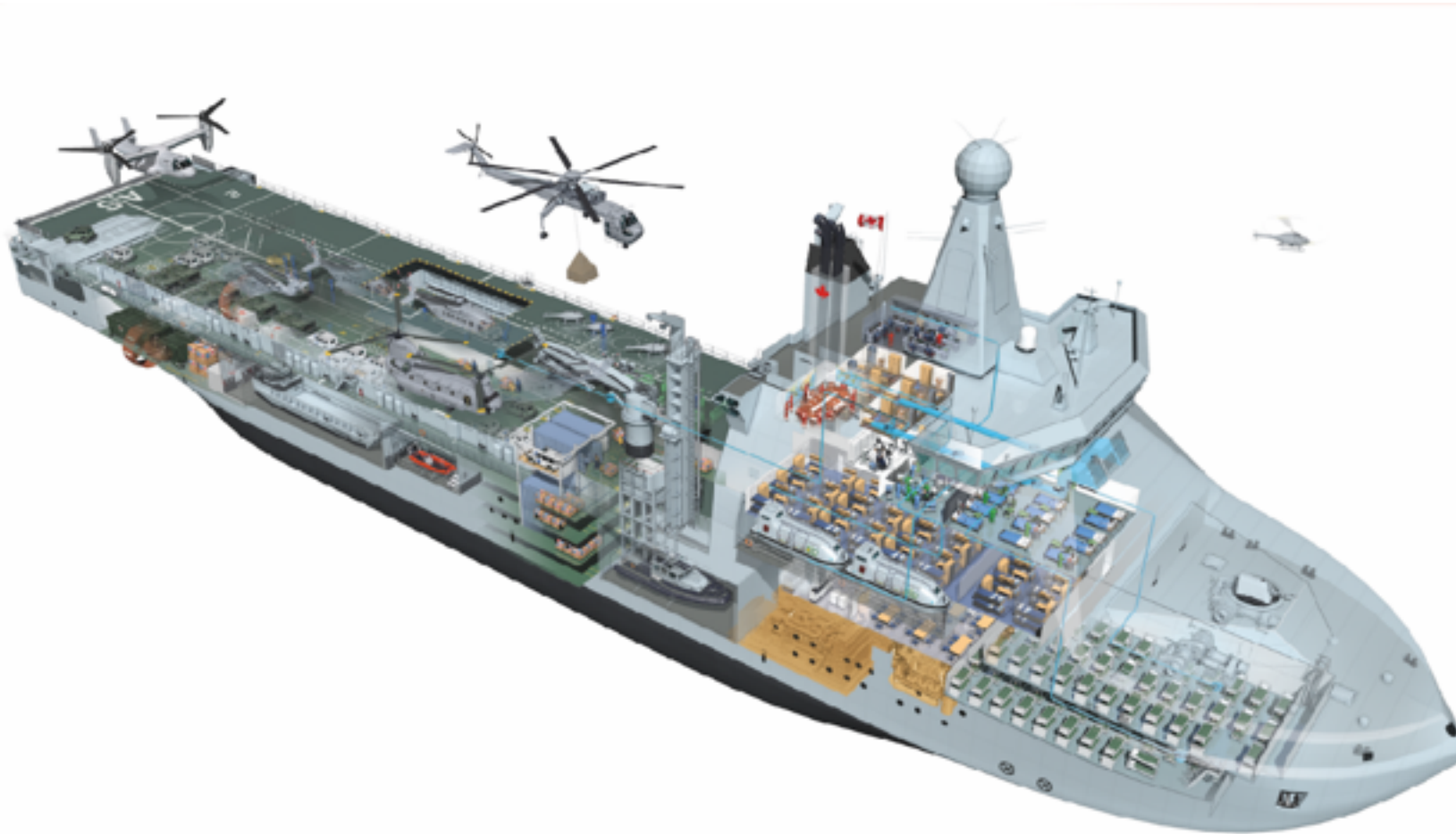
The Max Class Polar Platform

A Canadian/Finnish Arctic Security Solution

Helsinki Shipyard was expected in May 2023 to begin construction on the most powerful conventional icebreaker ever built. But the export licence to a Russian customer was revoked in October 2022 due to prevailing geopolitical challenges. This icebreaker, the Polar Max E, is a mature vessel design and construction could begin in less than a year and would deliver a highly strategic asset to NATO, EU or private western customers.

- 140m 21,990-ton Polar Class 2 Icebreaker
- Dual medium helicopter operations and maintenance capability
- DP2 compliance
- Large moon-pool
- Scientific facilities (2 Main labs, Wet Lab, Electronics Lab, Meteorological Lab, Bi Chem Lab, Spaces in Wet space ROV prep area and sample receipt)

Global – Logistics Aviation Amphibious Medical Multi Role Support Platform



Davie's concept Global Logistic Amphibious Aviation Medical (GLAAM) Support Platform. G-LAAM addresses current and future, domestic and global, threats and challenges, enabling nations to take a greater role on the world stage and truly project the government's foreign policies.

Final Thoughts



Thank you.

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