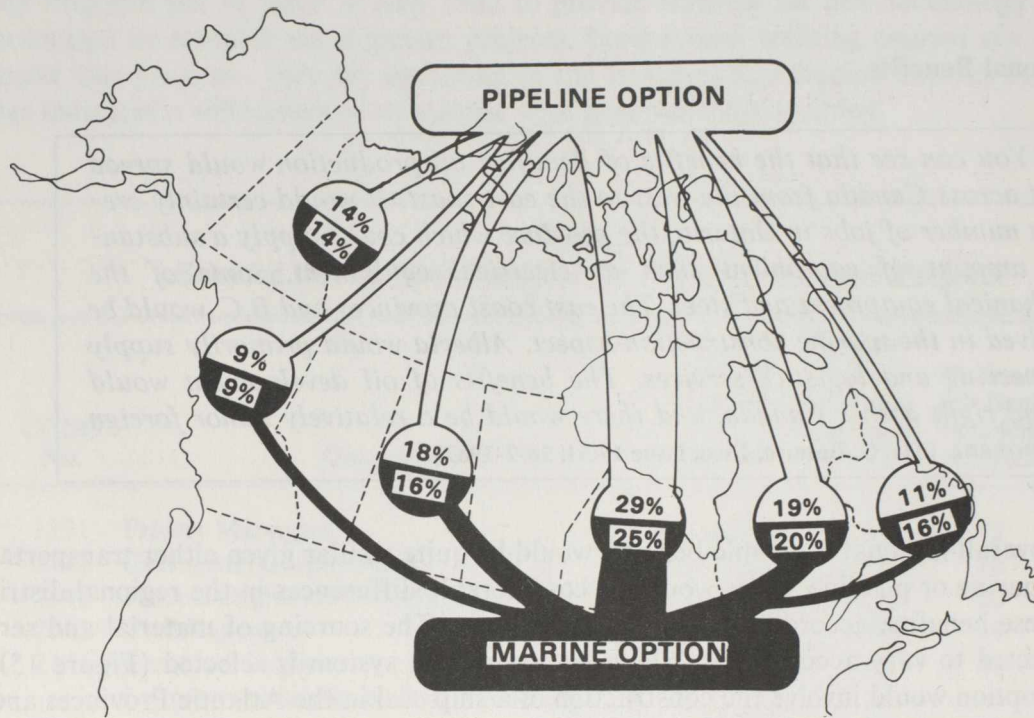


Figure 15: Comparison of Regional Sourcing Distribution for Pipeline and Marine Transportation Modes



Source: *Hydrocarbon Development in the Beaufort Sea-Mackenzie Delta Region, EIS*, Dome Petroleum Limited, Esso Resources Canada Limited, and Gulf Canada Resources Inc., 1982, Vol. 2, p. 7.12.

Dome has estimated that the marine construction requirements of marine-based Beaufort Sea Region development could amount to \$2.6 billion to 1985. This would compare with a level of existing Canadian shipbuilding activity of only \$500 million per year. The importance of Beaufort Sea Region development to the shipbuilding industry was identified by the *Transportation Sub-Committee Report to the Major Projects Task Force* in October of 1980. For a selected but varied list of 12 vessel types, figures indicate that the Beaufort Sea Region accounted for 60% of shipbuilding and marine construction expenditures in the 1980s and early 1990s (Table 3). Even more important, large vessels accounted for approximately half this requirement. By type, large tankers are reported by the same source to have the greatest potential for long-term benefits to Canada, if they are built in Canadian shipyards.

We do not have in Canada the capacity to build the size of tanker that would be required for this; the shipyards are not large enough at the present time. That will change with time. (Mr. E.H. Dudgeon, NRC, Issue 23:37, 4-5-1982)

Although Canada is striving to become recognized as a leader in icebreaking technology and in the construction of commercial vessels for ice navigation, there are serious capacity constraints within the Canadian shipbuilding industry which could affect arctic development activity. The problem lies in the inability of existing Canadian shipyards to construct certain