

# BRAZILIAN WAVE

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THE BRAZILIAN FOCUSED MARKET REPORT



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## TWO BRAZILIAN GIANTS HOLDING HANDS

In Brazil and several other parts of the world, when one is asked about what he or she believes are the largest Mining and Oil & Gas companies, the answers will likely be Vale and Petrobras. Figuring amongst the top-of-mind companies for many years now, they keep trying to reach the “real top” globally.

Vale is the second largest mining company in the world and the largest private company in Latin America. Headquartered in Rio de Janeiro with operations in 38 countries, the company currently employs over 138,000 people. They are the world's largest producer of iron ore and the second largest producer of nickel. They also produce copper, coal, manganese, iron-alloys, fertilizers, cobalt and metals in the platinum group. In addition, Vale considers the exploitation of energy sources like natural gas and oil as part of its long-term strategic objective to diversify and optimize its energy sources. Vale strongly believes that natural gas will play a major role in the global energy matrix, due to its low-carbon emission and greater flexibility in power generation. Therefore, in 2007, the company began exploring oil and natural gas. They currently stand as one of the largest shareholders in exploration blocks in Brazil, with 19 blocks in four oil fields. Since 2008, 14 wells were drilled and five discoveries were made in the Santos and Espírito Santo Basins, currently undergoing testing to determine the reserves.

Meanwhile, Petrobras is Brazil's second largest company and 5th largest energy company in the world, present in 28 countries and employing 80,500 people. They have over 130 production platforms, 16 refineries, 30,000 kilome-



ters of pipelines and more than six thousand gas stations. Their proved reserves are around 14 billion barrels of oil, but the estimates are that this number will at least double over the next year. Considering all the oil and gas in the pre-salt region, Brazil may become the 4th largest oil producer in the world by 2030, and Petrobras will most likely retain the largest share of it.

These two giants play an important role in Brazil's social, environmental and economic areas. A partnership between both companies is well regarded by the nation and is in fact expected, as means to strengthen their development plans. Brazilian president Dilma Rousseff defined the agreement signed in April between Vale and Petrobras for the renewal of leased assets and the mining rights of potassium in the state of Sergipe as “crucial and strategic”. It

should allow Vale to explore carnallite reserves, in a location where Petrobras already produces oil and gas. The agreement between the two companies has been pushed by the federal government since the beginning of 2011. Investments in the project should amount to USD 4 billion. Carnallite is one of the best natural sources of potassium.

This union is strategic. Nitrogen, phosphorus and potassium are the three basic nutrients for fertilizers, and Brazil is dependent on buying all three, importing 70% of its fertilizers and 90% of its potassium. Local production reinforces food security and ensures that Brazil becomes more competitive, reducing the cost of agricultural products and the dependency on the international market. These changes will allow Brazil to save around USD 17

# 03 HEADLINE NEWS

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billion over 30 years, according to data from Vale. While Dilma defined this agreement as a "new corporate leadership, peaceful and committed to the growth of the country", both companies plan further and fly even higher.

Petrobras currently imports all the raw material used in the preparation of catalysts present in the process of oil refining for gasoline production from China. Meanwhile, Vale develops feasibility studies for the exploitation of mineral compounds in Araxá (MG) and Catalão (GO), where the greatest Brazilian reserves of lanthanum oxide are 100% intact, among other 17 compounds, used on the production of catalysts. A memorandum of understanding was recently formalized between the two companies, and if feasibility is proven, a long term supply contract with Petrobras will come true. The price per ton of lanthanum grew from USD 5,700 to USD 50,000 after China started limiting the export quotas towards the end of 2010. The price paid by Petrobras today would be around USD 20,000 per ton. The Asian country is responsible for 97% of world production of this material, which makes it critical to Petrobras to find new sources. It is also used in the production of a wide range of goods, from cell phones to TV screens. The biggest challenges are environmental and health issues, since the vast major-

ity of its identified sources in Brazil are associated with the presence of thorium and uranium, which are radioactive materials.

In additional partnerships that are being discussed, the miner may have priority in the supply of natural gas from Petrbras, in addition to their current agreement on biodiesel supply,

the states of Maranhão, Espírito Santo and Rio de Janeiro are semi-utilized, and the gaps can be filled in by the oil company in need of additional infrastructure.

The presidents of Petrobras and Vale, Graça Foster and Murilo Ferreira respectively, signed a protocol of intentions that will enable partnerships between the two companies on various projects in these and many more areas. In the protocol, issued by Petrobras, a deadline for implementing all the agreement was not set. This is a major breakthrough for the new presidents, who followed two CEOs who did not agree with each other in regard to any of these projects. Roger Agnelli from Vale, who left in 2011, and José Sérgio Gabrielli from Petrobras, who left in 2012, were evidently on opposite sides, for many years. Given all that, it becomes clear that Petrobras and Vale are on the right path for a valuable and joint long term growth plan, balancing what they have as best to offer to each other and what Brazilian economy and government can reap from this innovative partnership. Brazilians truly hope this union has come to stay, and that political divergences do not interfere, at least not excessively, in such an influential cooperation.



especially for its pelletizing plants. The company has plans to add value to iron ore with an increase in pellet production. The oil company, in its turn, can use Vale's terminals to distribute the necessary equipment for exploration of oil fields, such as drilling rigs, supply vessels and barges, etc. The terminals located in

## A WORD WITH WESTSHORE



**DANIEL DEL RIO**  
MANAGING DIRECTOR

"It's important to have ANP auction rounds resumed, so we keep the cycle of new IOCs and exploratory drilling campaigns in Brazil through the years."





# 04 VESSEL NEWS

THIS MONTHS FIXTURES, REQUIREMENTS AND MARKET SCREENINGS

## TERM FIXTURES

DATE	VESSEL	TYPE	CLIENT	OWNER	PERIOD	DAY RATE
09 May 2012	<b>Milan Tide</b>	PSV	Petrobras	Tidewater	2+2 YEARS	RNR

## SPOT FIXTURES

DATE	VESSEL	TYPE	CLIENT	OWNER	PERIOD	DAY RATE
14 May 2012	<b>Seabulk Angra</b>	PSV	SS7	Seacor	5 Days	RNR
14 May 2012	<b>Seabulk Brasil</b>	PSV	Vanco	Seacor	5 Months	RNR
02 May 2012	<b>Karen Tide II</b>	FSV	Teekay	Tidewater	7 Days	23 200,00
25 Apr 2012	<b>Celia</b>	PSV	Anadarko	Oceanpact	7 Days	RNR

## REQUIREMENTS

DATE	CLIENT	SCOPE OF WORK	PERIOD	COMMENCEMENT
17 April 2012	Statoil	2 AHTS	56 Days + 4 X 7 Days opt	28 May 2012
26 April 2012	Shell	1 X AHTS	7 Days + 2 X 7 Days opt	15 May 2012
04 May 2012	Transocean	1 X AHTS	10 Days	01 June 2012

## VESSEL NEWS

**DEEP SEA SUPPLY** - Newbuilding Sea Brasil from STX is shortly starting her contract with BP Brasil, the vessel is expected to be commissioned by the shipyard this June.

**DEEP SEA SUPPLY** - Sea Leopard as front-runner for BP on the Sea Brasil contract is expected to return to the spot market when Sea Brasil gets delivered to BP Brasil. The date is to be confirmed after commissioning and sea trials of the ever largest PSV built in Brasil.

**SEACOR** - Seabulk Brasil, the 3,000 DWT PSV from Seacor, Brazilian built and flagged, has been recently upgraded to DP2 after her term docking. The vessel will start within May her contract with Vanco.

**SEACOR** - Seabulk Angra sister ship of Seabulk Brasil, DP1, starting with Anadarko her contract as PSV after her short term employment with Subsea7 on the spot.

**SEACOR** - Seabulk Ipanema, mini-PSV, multi-purpose is now trading on the Spot in Brazil.

**BOURBON** - Geonizio Barroso the Brazilian flagged DP1 AHTS will continue operating under the automatic extension period of her Petrobras contract as of May 2012. The oil company will be able to keep her up for additional 180 days, ending November 2012.

**GULFMARK** - Austral Abrolhos MPSV on service on a multi-year contract with Shell Brasil, recently upgraded with a large 20 tonnes Subsea Crane, Active Heave Compensated, extended for another year of the multiple Shell options.

# 05 PETROBRAS TENDERS

UPDATE ON THIS MONTH'S OUTSTANDING TENDERS

## THIS MONTH'S TENDER RESULTS

Final classification for the latest LH 2500 tender (4+4 years) was revealed. Petrobras' 4th tender for this vessel type in one year managed to take to the next step (negotiation rounds) only two of the five offered vessels, as follows:

Vessel Type	Owner	Vessel	Day Rate (USD)	Exp. Commencement Date
LH 2500 B	Subsea7	Acergy Sabiá	8,900.00	June 2012
LH 2500 C	Tranship	Hull 361	9,980.00	December 2012

On the 4th newbuilding round, the bidders presented on the two tables below are moving forward in the process of negotiating with Petrobras. Only results for PSV OSRV 750-10 and PSV 4500 (general cargo) were released this month. They are expected to start operating in three years after signing the contract.

PSV OSRV 750-10				
Position	Owner	# Vessels Offered	Day Rate (USD)	Contract Period (Years)
1	Geonavegação	2	27,800.00	8+8
2	Astromarítima	4	28,300.00	4+4
3	Astromarítima	4	28,500.00	6+6
4	Astromarítima	4	28,700.00	8+8
5	Galaxia	4	28,880.00	8+8
6	Oceanpact	4	30,100.00	8+8
7	Galaxia	1	30,180.00	8+8

PSV 4500 (General Cargo)				
Position	Owner	# Vessels Offered	Day Rate (USD)	Contract Period (Years)
1	Starnav	4	34,368.00	8+8
2	Galaxia	4	34,480.00	8+8
3	Geonavegação	1	34,800.00	8+8
4	Starnav	2	34,977.77	8+8
5	Galaxia	2	35,180.00	8+8
6	Astromarítima	4	37,660.00	4+4
7	Astromarítima	4	37,860.00	6+6
8	Astromarítima	4	38,000.00	8+8

On the AHTS 12000 OR 1050 (FiFi2) tender, Femco and Varada will proceed with three vessels as shown below, while Maersk was not classified with the vessels Master and Mariner due to "excessive rates" (USD 47,950/day).

AHTS 12000 OR 1050					
Position	Vessel	Owner	Year Built	Day Rate (USD)	Mob Cost (USD)
1	Venie	Femco	1992	32,970.00	850,000.00
2	Varada TBN Y343	Varada	2012	35,730.00	1,500,000.00
3	Varada TBN Y344	Varada	2012	36,360.00	1,500,000.00

## THIS MONTH'S OFFERS REVEALED

AHTS 15000 TO (only offer received)					
Vessel	Owner	EBN	Year Built	Day Rate (USD)	Mob Cost (USD)
Neptun	LLC Gazflot	Geonavegação	2008	53,860.36	2,898,420.00

## THIS MONTH'S REQUIREMENTS

Date	Scope of Work	Period	Exp. Commencement Date
April 30th 2012	AHTS 18000 A	4+4 years	November 2012
April 30th 2012	AHTS 18000 A-GD	4+4 years	April 2013
April 2012	LH 2500 Newbuilding	8+8 years	August 2014

## OGX TO INCREASE ITS PRODUCTION CONTINUOUSLY



Eike Batista announced that OGX is expected to reach the production of 400,000 barrels per day in 2015. The company currently only produces at Waimea field, in Campos Basin, with a production between 10 and 13,000 boe per day. According to Batista, the company should reach a total of 40,000 boe per day in 2013. In addition OGX expects to train 24,000 technicians over the next two years, with retired professionals from Petrobras, Eletrobras and other public companies working as instructors.

## PETROBRAS FACING PROBLEMS

Petrobras registered a 5% drop in oil production in March, due to the suspension of production on the Frade field, where it operates with Chevron (30% of share), and due to unscheduled shutdowns on platforms P-51, P-57 and FPSO Brasil. The production growth presents further challenges due to delays in the delivery of P-55 (now 2013), P-62 (2014), Baleia Azul, Siri e Marimbá (2015), and the FPSO Cidade de São Paulo (2013).



## PETROBRAS NOMINATES TWO NEW DIRECTORS

Petrobras' board of directors approved the appointment of Jose Carlos Cosenza to replace Paulo Roberto Costa as Supply Chain Director, and Richard Olm to replace Renato Souza Duque in the command of Engineering, Technology and Materials. This is the first major change made in the management by Graça Foster, demonstrating a preference for technical competence. Unofficially sources within Petrobras have said that further politically orientated directors will be let go during 2012.

## SHELL PREPARES DRILLING

The Noble Bully rig is already in Brazil and will begin operations within the next months as part of Shell's drilling campaign, which will involve between eight and twelve wells by the end of 2013. Shell will also drill exploratory wells in BM-S-54 in the Santos Basin and producing wells in Bijupirá-Salema in Campos. Shell is to initiate the second phase of production in the Campos Basin's Parque das Conchas (BC-10).



## OPERATION IN SANTOS BASIN

ExxonMobil announced the termination of its exploration campaign in Santos Basin. After a comprehensive technical evaluation, ExxonMobil in partnership with Hess and Petrobras decided to leave block BM-S-22. ExxonMobil owned 40% of the block and was the operator. This is the first block redelivered to ANP. Exxon Mobil has declared that they will continue seeking new opportunities in Brazil.

## ELEVENTH ROUND IN 2012

The 11th round of bids in 2012 is to be held by ANP depends on the approval by Pres. Dilma Rousseff being given by August, according to Oil & Gas secretary, Marco Antonio Almeida. He believes that ANP is prepared to conduct the auction within four months of the presidential approval.



# 07 DRILLING & PRODUCTION ROUNDUP

WHAT'S GOING ON OUT THERE?



**TRANSOCEAN / BRAZIL** - Saturday 28th April at night, the moored Semi Sub Arctic 1 from Transocean listed a few degrees in Guanabara Bay, where the rig is docked for scheduled repairs. Transocean evacuated non-essential workers from the rig as precaution. A water ingress in one of the legs was the cause of the incident, which was controlled with the water pumped out immediately. Transocean is investigating the cause further to prevent future incidents.

**DOCKWISE and SEVAN MARINE** - The Dockwise heavy lift Mighty Servant 1 has arrived in Rio de Janeiro with Sevan Marine's unit Sevan Brasil. The drilling rig of unique design will operate for Petrobras, featuring a variable deck load of over 15,000 tons and high storage capacity of fluids and bulk. Its design allows for greater capacities compared to regular Semi Sub units, reducing the need of re-supply; a characteristic well appreciated by the oil major operating in pre-salt areas. This is the second unit of Sevan Marine in Brasil, with the FPSO Sevan "Piranema" operating on the Petrobras field with the same name.

**ODEBRECHT, OAS AND UTC** - Petrobras signed contracts with Odebrecht, OAS and UTC Engineering for USD 1.7 billion to convert four VLCCs into future P-74/5/6/7 FPSOs with 150 thousand boe/d processing capacity each. Inhaúma shipyard in Rio de Janeiro will start the work in June. P-74 hull is berthed in Rio de Janeiro port and its expected delivery in March 2014, with the others in intervals of 06 months, to be relocated to a different site where topsides will be installed. The units will operate in Franco and in the northeast of Tupi fields.

**DYNA-MAC / OSX** - OSX, the EBX Group's offshore and naval construction company, signed a deal with Dyna-Mac for the supply of modules for the OSX-2 and OSX-3 FPSOs, to be installed in the Waimea and Waikiki areas (Campos Basin). With capacity to produce 100,000 barrels a day, the FPSOs are being converted by SBM and Modec at the Keppel and Jurong shipyards in Singapore, respectively. The two units will be integrated in Asia and should reach Brazil during the second half of 2013.

**KEPPEL FELS, JURONG AND MENDES JUNIOR / PETROBRAS** - The Keppel Fels and Jurong shipyards, along with the Mendes Júnior/OSX consortium have been classified in the Petrobras bidding process for the integration of six FPSO replicate hulls to be installed in the Santos Basin's pre-salt Lula and Sapinhoná fields. Each of the three companies will handle two FPSOs. For the integration of two more FPSOs Petrobras is analyzing the type of oil from the areas where these two additional platforms will be installed and later award the projects.

**BRASFELS / PETROBRAS** - Petrobras is to sign in May with Brasfels shipyard, in Angra dos Reis, the contracts for the construction of the first six of a the total of 28 rigs in Brazil, capable of drilling in excess of 3,000 meters water depth. The rigs will operate in the pre-salt Santos Basin and are part of a package bid won by Sete Brasil and Ocean Rig last year. Sete Brasil is responsible for the construction of 21 units - plus 7 from last year - and Ocean Rig for five. The works will be scattered by Brazilian shipyards, e.g. Ecovix, Engevix, and EAS (some still under construction).

**DTA ENGINEERING / PONTA NEGRA TERMINAL** - DTA Engineering wants Ponta Negra terminal (in north of Rio de Janeiro state) to go public in the stock market while its construction is underway. This is a USD 2.7 billion project and is expected to be ready in 2015, employing around 12,000 people. Appointed as the future pre-salt terminal, it will have 27m of natural water draught, will provide maintenance for vessels and tankage facilities in an area of 3 million square meters, of which 40% will be for tanking and most probably used by Petrobras. 2012 is the year of final project details, environmental licensing and funding raising.

## A WORD WITH WESTSHORE

"Let's focus on the demand for vessels coming throughout the year from Statoil, Shell and Petrobras, which will be starting on new drilling and production campaigns until end 2012"

**PAULA QUIRINO**  
SHIPBROKER



# 08 INSIDE STORY

A LOOK AT SOME OF THE ISSUES

## Latin America Loca, Loca, Loca...

**Recent actions from the governments of Venezuela, Bolivia, Ecuador and Argentina seem contradictory to the establishment of partnerships and foreign investment. What is it that is really taking place and how Brazil and the local offshore industry are positioned on these aspects is what we touch upon on this month's Inside Story...**

In fact it all started over a decade ago with Venezuela. President Hugo Chavez slowly took over congress by securing parliament elected representatives that would not vote against his own agenda. This was possible in a country where the electoral system was supported by a large crowd of dependent voters, not sufficiently free-of-mind to say the contrary. Oppositionists were threatened to lay low, action against free press and clear social debate were the order of the day. It was therefore not particularly challenging to get the "system" to approve takeovers in the name of nationalism and the protection of the local economy. It started with oil companies, then the press and recently even dairy products became government property. Venezuela is certainly an extreme, and thus far no other leader in Latin America has repeated all of those actions, but some scaring similarities have been spotted and seem to spread around to other countries in the region. The most recent example is Argentina, and their "nationalization" of Repsol-YPF. Repsol acquired YPF in 1999, and have since invested over USD 20 billion in the new enterprise Repsol-YPF. Argentinean authorities claim that Repsol has not lived up to their investment promises, although it is unclear how much more they feel should have been invested. Repsol is planning to seek compensation of USD 10.5 billion for their 51% stake in Repsol-YPF. The Argentinean government does not agree with the amount presented, and arbitrations are likely to be lengthy. The congress has now backed president Cristina Kirchner's act to take over the oil company.

These recent incidents in Latin American countries increase foreign investors' concern over the region. There is a common similarity of a national leader with great popularity. A leader with power to instigate movements increasing the pressure on governmental institutions to corroborate with the Presidential will. And it works. Geographically close and not exactly with a different profile, Brazil also has a popular lady-president with record approval. Could Brazil be heading in the same direction?

Although not impossible, it is very unlikely. Brazil has an established collection of different governmental factions that are independent. Therefore Brazil is possibly one of the most conservative countries when it comes to changing any

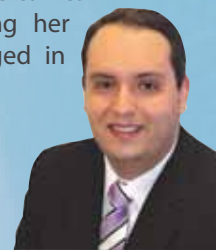
## Does Brazil take part in it?

regulations, especially its national legislation. The pre-salt regulation is a prime example of this. To get a coalition to vote in favor of a certain royalty distribution system and change the current practice is not simple - regardless of the President's own agenda. This can delay changes that are necessary for the progress of the country, however it assures the process is well debated and that a transparent vote brings the country to a legitimate democratic decision. Take the UK as an example and the numerous changes to their tax regulations over the last five years. In Brazil the exemption and retention levels are readjusted every year to cover inflation, but the rules have not changed since... 1988!

To guarantee stability and contractual legitimacy, major changes took place during Cardoso's governments when a new public administration strategy was initiated. The regulatory agencies of ANTAQ and ANP were created to regulate the shipping and oil industries. Prior to these agencies, shipping was in the hands of the Navy, while the oil industry was a monopoly under Petrobras. The thought of a takeover movement was more likely in those days. At present ANP award multi-year concessions to oil companies, independent of a local operator, while the water transportation agency sets out rules and takes care of the administration of authorizations of vessels shipping goods in the country. The appointments in these agencies do have a political flavor, however the agencies have a strong technical body of public servants. They are independent of central administration.

Does Dilma Rousseff fall in the category of a popular president? Yes. However the majority of her coalition consists of multiple political parties and almost 50% of government attempts at having regulations approved tend to fail. Even if approved, the Supreme Court may find details that bring it back into discussion - for instance, one million signatures is enough to demand a review. So one never truly knows... the press-regulation proves that. Government attempts to pass the regulation that sets boundaries to what the press can publish has generated much debate, and so far congressmen have not dared face the public opinion that generally shuns any action against free-press. Brazilians fear the slightest thought of a dictatorship and Dilma Rousseff is not what we can call "military dictatorial" - no matter how strong her personality may be, she is personally engaged in defending democracy.

**BY ALEXANDRE VILELA**  
**MARINE ADVISOR**





## Consumer interest rates down the line



**The economic scenario in Brazil has been changing. The latest and somewhat unexpected movement from the government to use public banks to lower direct consumer interest rates generated a positive buzz. Will this influence Offshore Shipping?**

In the early 1990's Brazil had its last years of over-inflation with rates that could easily surpass 20 to 30% per month! The economy was fully indexed, with inflation parameters being used to update prices in the corner shops as well as many existing contracts, including vessel charters. The exchange rate was dictated by the government and fixed. The Brazilian government would use this to make local products more or less competitive abroad, depending on its own internal demand and priority. Foreign trade did not correspond to more than about 12% of the GDP during this time. Between 1994 and 2000, Brazil entered a cycle of considerable change. Inflation was under control, around 5% per year. Authorities implemented a free-floating exchange rate system without any intervention from the government except when selling or buying foreign currency as any other market operator. Over 30% of the GDP became foreign trade related, and a jump of more than 500% in direct foreign investment during this period was a clear sign that things were on the right track.

However, not all the negatives inherited had been adequately resolved. With the 90's inflation, interest rates were equally high, and so they remained - to the point that, nowadays it is common to see regular consumer interest rates reaching 350-400% per year! This is somewhat overshadowed by incentives providing lower interest rates to specific industries, like for instance ship finance through the Merchant Marine Fund with rates between 4% and 5% per year, in US Dollars. It remains a poor reality to the regular economy and businesses in the country to only have access to credit through unbearable rates. The reason these "artificial" rates can survive is the country growth and the consumers' eagerness to have access to goods their purchasing power could not previously afford. The average Brazilian won't mind how much the total overall cost of an article costs as long as they can afford the monthly installment.

The equation, macro-economically, is not that simple though, provided that the official interest rate, the SELIC index, has always been flirting above 10% per year. In all attempts thus far to reduce it, inflation has kicked back and the SELIC has had to be increased again. Authorities have persisted in lowering it and with the right momentum SELIC is now at 8.90% per year (09/05/2012), albeit banks kept charging 350% from consumer and businesses. Reducing this spread has become a priority and via the public banks, the reductions have now started beginning in May. The private banking institutions naturally followed the movement, as competition with the public entities would lower their ability to provide credit, yet another sign of things progressing.

However this is not all good news and the downside of such change can be particularly negative to the offshore shipping industry. The increase of credit in the market influences the

“ The average Brazilian won't mind how much the total overall cost of an article costs as long as they can afford the monthly installment. ”

purchasing power of the different classes in Brazil in specific ways. It is not the lowest (D and E) or higher class (A ) but the middle- and high-middle class B and C which increases its acquisitions and its demands. It is this exact social strata which constitutes the majority of seafarers and officers within offshore shipping. With more access to consumer goods, higher level education and benefits, the pressure for higher salaries and better working conditions will keep climbing. Combine that with record growth and the historical lack of educated and experienced hands to take care of the business, lower consumer interest rates can in fact be the last drop before an overflow in the already complicated manpower situation, currently the biggest challenge for vessel owners in Brazil.

It is definitely not by reverting this movement and keeping extreme interest rates that the issue will be resolved. Luckily the Brazilian government keeps demonstrating that this is just the middle of a much bigger change. The issue persists however with this correlation between lower interest rates, higher inflation and the pressure for higher salaries. The next three to five years will be a challenging time for profit margins of every company in the offshore shipping sector.

# 10 É ISSO AÍ!

FINAL THOUGHTS FOR THIS MONTH



## September 18th, 2012



### WESTSHORE

DO BRASIL

# Save the date!!

Venue close to



Invitation will follow soon...

## BRAZIL SHOWS ITS FACE TO THE WORLD!!!

The World Cup in 2014 will take place in Brazil and 600.000 tourists expected. There is still so much to do in several cities in Brazil in order to receive so many people. The infrastructure is necessary to hold such an important worldwide event. The essential works to achieve the 2014 world cup will follow in steps. The planning experts have said that the structural implementations are delayed and that only São Paulo is on schedule.

Brazil will also hold the Olympic Games in 2016 with Rio de Janeiro hosting this great event between the 5th and 21st of August 2016 with the Paralympics starting up right afterwards on the 7th of September ending 11 days later. Changes are underway to welcome the 2016 Olympic Games and there is no doubt it will change the history of the Rio. The city has become a construction site. Everything seems to be in mutation. One tends to bump into construction sites all over the place with bulldozers, diggers and laborers working on building new bridges, roads, sidewalks and installing new security cameras, while also implementing new green areas. It seems like there is a complete ongoing remodeling of the city. The largest project is the Olympic port that will be named "Porto Maravilha" which is improving the port area of Rio de Janeiro for the Olympic Games.

The government will also invest BRL 677 million in the modernization of seven Brazilian ports for the World Cup in 2014 and 2016 Olympic Games: Salvador, Recife, Natal, Fortaleza, Santos, Manaus and Rio de Janeiro. With the works, passenger ships will be used as floating hotels. And as was the case in South Africa, they will be an alternative to the hotel industry. To us Brazilian people, the World Cup allied with the Olympic Games will certainly move the country forward socially and economically, bringing an opportunity to highlight and promote national and international sporting potential and touristic municipalities.