

# FIS

24 Jan 2022

| Cape 5TC                                            |        |        |         |        |        |
|-----------------------------------------------------|--------|--------|---------|--------|--------|
|                                                     | Today  | Change | Change  | MTD    | YTD    |
| <b>BCI Index</b>                                    | 836    | -55    | -6.17%  | 1,762  | 1,762  |
| <b>C2</b> (160lt Tubarao - Rotterdam)               | 8,006  | -0.033 | -0.41%  | 10,017 | 10,017 |
| <b>C3</b> (160mt Tubarao - Qingdao)                 | 17,015 | -0.265 | -1.53%  | 19,952 | 19,952 |
| <b>C5</b> (160mt W Australia - Qingdao)             | 6,736  | -0.05  | -0.74%  | 8,086  | 8,086  |
| <b>C7</b> (150mt Bolivar - Rotterdam)               | 10,045 | -0.120 | -1.18%  | 11,857 | 11,857 |
| <b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV) | 10,870 | -330   | -2.95%  | 19,498 | 19,498 |
| <b>C9 14</b> (180mt Continent/Med trip Far East)    | 27,205 | -745   | -2.67%  | 35,659 | 35,659 |
| <b>C10 14</b> (180mt Nopac round V)                 | 3,796  | -404   | -9.62%  | 11,020 | 11,020 |
| <b>C14</b> (180mt China - Brazil RV)                | 3,973  | -663   | -14.30% | 11,102 | 11,102 |
| <b>C16</b> (180mt Revised backhaul)                 | -9,000 | -100   | -1.12%  | -2,013 | -2,013 |
| <b>C17</b> (170mt Saldanha Bay to Qingdao)          | 12,633 | -0.215 | -1.67%  | 14,86  | 14,86  |
| <b>BCI 5TC</b>                                      | 6,935  | -455   | -6.16%  | 14,611 | 14,611 |

| Supramax 10TC                                                                     |        |        |        |        |        |
|-----------------------------------------------------------------------------------|--------|--------|--------|--------|--------|
|                                                                                   | Today  | Change | Change | MTD    | YTD    |
| <b>BSI Index</b>                                                                  | 1,728  | -21    | -1.20% | 1,936  | 1,936  |
| <b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)             | 27,638 | -320   | -1.14% | 30,793 | 30,793 |
| <b>S1C 58</b> (US Gulf trip to China-s outh Japan)                                | 35,953 | -1,141 | -3.08% | 38,393 | 38,393 |
| <b>S2 58</b> (North China one Aus tralian or Pacific round voyage)                | 17,036 | -135   | -0.79% | 18,508 | 18,508 |
| <b>S3 58</b> (North China trip to Wes t Africa)                                   | 15,750 | 0      | 0.00%  | 16,317 | 16,317 |
| <b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)                                    | 27,721 | -1,175 | -4.07% | 29,644 | 29,644 |
| <b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)                                    | 16,025 | -216   | -1.33% | 19,596 | 19,596 |
| <b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)    | 29,112 | -261   | -0.89% | 31,930 | 31,930 |
| <b>S8 58</b> (South China trip via Indones ia to eas t coas t India)              | 13,875 | 125    | 0.91%  | 16,704 | 16,704 |
| <b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 19,868 | -375   | -1.85% | 23,402 | 23,402 |
| <b>S10 58</b> (South China trip via Indones ia to s outh China)                   | 13,486 | 15     | 0.11%  | 16,520 | 16,520 |
| <b>BSI 10TC</b>                                                                   | 19,006 | -231   | -1.20% | 21,301 | 21,301 |

| BDI Index        |       |        |        |       |       |
|------------------|-------|--------|--------|-------|-------|
|                  | Today | Change | Change | MTD   | YTD   |
| <b>BDI Index</b> | 1,391 | -24    | -1.70% | 1,898 | 1,898 |

| Atlantic vs. Pacific (5TC)            |                |             |               |               |               |
|---------------------------------------|----------------|-------------|---------------|---------------|---------------|
|                                       | Today          | Change      | Change        | MTD           | YTD           |
| Cape Atlantic (C8, C9)                | 19,038         | -538        | -2.81%        | 27,579        | 27,579        |
| Cape Pacific (C10, C14)               | 3,885          | -534        | -11.96%       | 11,061        | 11,061        |
| <b>Cape Atlantic vs. Pacific</b>      | <b>15,153</b>  | <b>-4</b>   | <b>9.15%</b>  | <b>16,518</b> | <b>16,518</b> |
| Panamax Atlantic (1a, 2a)             | 22,271         | -471        | -2.18%        | 28,083        | 28,083        |
| Panamax Pacific (3a, 4)               | 14,554         | 316         | 1.97%         | 17,719        | 17,719        |
| <b>Panamax Atlantic vs. Pacific</b>   | <b>7,717</b>   | <b>-787</b> | <b>-4.14%</b> | <b>10,364</b> | <b>10,364</b> |
| Supramax Atlantic 3TC (S4A,S4B,S9)    | 21,205         | -589        | -2.42%        | 24,214        | 24,214        |
| Supramax Pacific 3TC (S2,S8,S10)      | 14,799         | 2           | 0.08%         | 17,244        | 17,244        |
| <b>Supramax Atlantic vs. Pacific</b>  | <b>6,406</b>   | <b>-590</b> | <b>-2.49%</b> | <b>6,970</b>  | <b>6,970</b>  |
| Handysize Atlantic 4TC (HS1-HS4)      | 19,456         | -385        | -1.65%        | 22,854        | 22,854        |
| Handysize Pacific 2TC (HS5,HS6)       | 29,472         | -204        | -1.03%        | 31,634        | 31,634        |
| <b>Handysize Atlantic vs. Pacific</b> | <b>-10,017</b> | <b>-181</b> | <b>-0.62%</b> | <b>-8,780</b> | <b>-8,780</b> |

| Previous TC     |        |        |        |        |        |
|-----------------|--------|--------|--------|--------|--------|
|                 | Today  | Change | Change | MTD    | YTD    |
| <b>BCI 4TC</b>  | 5,871  | -455   | -7.19% | 13,547 | 13,547 |
| <b>BPI 4TC</b>  | 16,783 | 32     | 0.19%  | 21,160 | 21,160 |
| <b>BHSI 6TC</b> | 17,632 | -261   | -1.46% | 20,077 | 20,077 |

| Panamax 5TC                                                                 |        |        |        |        |        |
|-----------------------------------------------------------------------------|--------|--------|--------|--------|--------|
|                                                                             | Today  | Change | Change | MTD    | YTD    |
| <b>BPI Index</b>                                                            | 2,013  | 3      | 0.15%  | 2,500  | 2,500  |
| <b>P1A 82</b> (82500mt Transatlantic RV)                                    | 17,100 | -465   | -2.65% | 22,814 | 22,814 |
| <b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)                                   | 27,441 | -477   | -1.71% | 33,352 | 33,352 |
| <b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)                                   | 16,897 | 602    | 3.69%  | 19,776 | 19,776 |
| <b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)                               | 12211  | 29     | 0.24%  | 15662  | 15662  |
| <b>P5 82</b> (82500mt S China/HK range Indo RV)                             | 15,144 | 119    | 0.79%  | 19,648 | 19,648 |
| <b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 18848  | 143    | 0.76%  | 23158  | 23158  |
| <b>P8</b> (66000mt Santos to China)                                         | 49,457 | -0,079 | -0.16% | 54,772 | 54,772 |
| <b>BPI82 5TC</b>                                                            | 18,119 | 32     | 0.18%  | 22,496 | 22,496 |

|                      | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| <b>Cape 5TC</b>      | 14,611   | 33,333   | 21,181   | 6,935    | 87.71%       |
| <b>Panamax 5TC</b>   | 22,496   | 26,898   | 27,117   | 18,087   | 43.79%       |
| <b>Supramax 10TC</b> | 21,301   | 26,770   | 24,303   | 19,006   | 20.61%       |
| <b>Handysize 7TC</b> | 22,043   | 25,702   | 25,322   | 19,598   | 15.09%       |

| Handysize 7TC                                                 |        |        |        |        |        |
|---------------------------------------------------------------|--------|--------|--------|--------|--------|
|                                                               | Today  | Change | Change | MTD    | YTD    |
| <b>BHSI Index</b>                                             | 1,089  | -14    | -1.27% | 1,225  | 1,225  |
| <b>HS1 38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)     | 14,436 | -150   | -1.03% | 18,164 | 18,164 |
| <b>HS2 38</b> (Skaw/Passero trip Boston/Galveston)            | 15,057 | -107   | -0.71% | 18,923 | 18,923 |
| <b>HS3 38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)    | 27,472 | -995   | -3.50% | 31,491 | 31,491 |
| <b>HS4 38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 20,857 | -286   | -1.35% | 22,839 | 22,839 |
| <b>HS5 38</b> (SE Asia trip via Australia to Singapore/Japan) | 19,919 | -144   | -0.72% | 21,905 | 21,905 |
| <b>HS6 38</b> (S Korea/Japan via NOPAC to Singapore/Japan)    | 19,844 | -131   | -0.66% | 20,985 | 20,985 |
| <b>HS7 38</b> (S Korea/Japan via NOPAC to SE Asia)            | 19,181 | -132   | -0.68% | 20,378 | 20,378 |
| <b>BHSI 7TC</b>                                               | 19,598 | -261   | -1.31% | 22,043 | 22,043 |

| Spreads and Ratio (5TC)                |                |                |               |               |       |
|----------------------------------------|----------------|----------------|---------------|---------------|-------|
|                                        | Today          | Yesterday      | MTD           | YTD           | 2019  |
| <b>Cape5TC / Pmx5TC Spread</b>         | <b>-11,184</b> | <b>-10,697</b> | <b>-7,886</b> | <b>-7,886</b> | 6,435 |
| <b>Pmx5TC / Smx10TC Spread</b>         | <b>-887</b>    | <b>-1,150</b>  | 1,196         | 1,196         | 128   |
| <b>Cape5TC / Smx10TC Spread</b>        | <b>-12,071</b> | <b>-11,847</b> | <b>-6,690</b> | <b>-6,690</b> | 6,563 |
| <b>Pmx 2A / Pmx 5TC Spread</b>         | 9,322          | 9,831          | 10,856        | 10,856        | 7,607 |
| <b>Cape Atlantic vs Cape Pacific</b>   | 15,153         | 15,157         | 16,518        | 16,518        | 6,947 |
| <b>Pmx Atlantic vs Pmx Pacific</b>     | 7,717          | 8,503          | 10,364        | 10,364        | 6,747 |
| <b>Supra Atlantic vs Supra Pacific</b> | 6,406          | 6,996          | 6,970         | 6,970         | 3,063 |
| <b>Cape5TC / Pmx5TC Ratio</b>          | 0.383          | 1.326          | 0.649         | 0.649         | 1.239 |
| <b>Pmx5TC / Smx10TC Ratio</b>          | 0.953          | 1.198          | 1.056         | 1.056         | 1.005 |
| <b>Smx10TC / Handy7TC Ratio</b>        | 0.970          | 0.900          | 0.966         | 0.966         | 1.042 |
| <b>Cape5TC / Smx10TC Ratio</b>         | 0.365          | 1.589          | 0.686         | 0.686         | 1.245 |

Source - The Baltic Exchange

Freight Investor Services  
Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998