

# FIS

14 Mar 2022

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,786	<b>110</b>	<b>4.11%</b>	2,081	1,680
<b>C2</b> (160lt Tubarao - Rotterdam)	18,889	<b>0.161</b>	<b>0.86%</b>	15,122	11,269
<b>C3</b> (160mt Tubarao - Qingdao)	30,350	<b>-0.43</b>	<b>-1.40%</b>	26,793	21,875
<b>C5</b> (160mt W Australia - Qingdao)	12,327	<b>0.418</b>	<b>3.51%</b>	11,066	8,656
<b>C7</b> (150mt Bolivar - Rotterdam)	15,945	<b>-0.140</b>	<b>-0.87%</b>	13,904	12,033
<b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV)	23,150	<b>100</b>	<b>0.43%</b>	17,715	16,832
<b>C9 14</b> (180mt Continent/Med trip Far East)	40,825	<b>-200</b>	<b>-0.49%</b>	37,892	34,468
<b>C10 14</b> (180mt Nopac round V)	21,883	<b>2,250</b>	<b>11.46%</b>	16,602	11,097
<b>C14</b> (180mt China - Brazil RV)	19,159	<b>850</b>	<b>4.64%</b>	13,256	11,207
<b>C16</b> (180mt Revised backhaul)	15,600	<b>1,050</b>	<b>7.22%</b>	5,006	-1,312
<b>C17</b> (170mt Saldanha Bay to Qingdao)	22,776	<b>-0.09</b>	<b>-0.39%</b>	19,83	16,11
<b>BCI 5TC</b>	23,101	<b>906</b>	<b>4.08%</b>	17,255	13,929

Supramax 10TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,934	<b>-5</b>	<b>-0.17%</b>	2,703	2,117
<b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,238	<b>30</b>	<b>0.16%</b>	21,007	27,167
<b>S1C 58</b> (US Gulf trip to China-s outh Japan)	28,071	<b>-297</b>	<b>-1.05%</b>	29,455	32,927
<b>S2 58</b> (North China one Aus tralian or Pacific round voyage)	34,786	<b>-464</b>	<b>-1.32%</b>	32,179	23,258
<b>S3 58</b> (North China trip to Wes t Africa)	41,600	<b>200</b>	<b>0.48%</b>	35,900	22,062
<b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)	32,832	<b>693</b>	<b>2.16%</b>	28,640	24,955
<b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)	14,384	<b>309</b>	<b>2.20%</b>	14,596	17,127
<b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)	27,938	<b>81</b>	<b>0.29%</b>	27,875	28,668
<b>S8 58</b> (South China trip via Indones ia to eas t coas t India)	39,200	<b>-325</b>	<b>-0.82%</b>	35,441	23,473
<b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	22,682	<b>598</b>	<b>2.71%</b>	20,609	19,959
<b>S10 58</b> (South China trip via Indones ia to s outh China)	38,286	<b>-664</b>	<b>-1.70%</b>	35,309	22,883
<b>BSI 10TC</b>	32,270	<b>-60</b>	<b>-0.19%</b>	29,738	23,290

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,727	<b>9</b>	<b>0.33%</b>	2,375	1,913

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	31,988	<b>-50</b>	<b>-0.03%</b>	27,804	25,650
Cape Pacific (C10, C14)	20,521	<b>1,550</b>	<b>8.05%</b>	14,929	11,152
<b>Cape Atlantic vs. Pacific</b>	<b>11,467</b>	<b>-1,600</b>	<b>-8.08%</b>	<b>12,875</b>	<b>14,498</b>
Panamax Atlantic (1a, 2a)	28,310	<b>-918</b>	<b>-3.14%</b>	27,881	24,884
Panamax Pacific (3a, 4)	28,555	<b>-587</b>	<b>-1.73%</b>	24,598	18,745
<b>Panamax Atlantic vs. Pacific</b>	<b>-245</b>	<b>-331</b>	<b>-1.41%</b>	<b>3,283</b>	<b>6,139</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	23,299	<b>533</b>	<b>2.35%</b>	21,282	20,680
Supramax Pacific 3TC (S2,S8,S10)	37,424	<b>-484</b>	<b>-1.28%</b>	34,309	23,205
<b>Supramax Atlantic vs. Pacific</b>	<b>-14,125</b>	<b>1,018</b>	<b>3.63%</b>	<b>-13,027</b>	<b>-2,524</b>
Handysize Atlantic 4TC (HS1-HS4)	19,502	<b>473</b>	<b>2.17%</b>	18,553	19,604
Handysize Pacific 3TC (HS5,HS6,HS7)	36,344	<b>-83</b>	<b>-0.22%</b>	34,522	24,941
<b>Handysize Atlantic vs. Pacific</b>	<b>-16,842</b>	<b>556</b>	<b>2.40%</b>	<b>-15,969</b>	<b>-5,338</b>

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	22,037	<b>906</b>	<b>4.29%</b>	16,191	12,865
<b>BPI 4TC</b>	26,490	<b>-859</b>	<b>-3.14%</b>	25,094	20,579
<b>BHSI 6TC</b>	26,085	<b>193</b>	<b>0.75%</b>	24,696	20,384

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,092	<b>-95</b>	<b>-2.98%</b>	2,937	2,435
<b>P1A 82</b> (82500mt Transatlantic RV)	22,675	<b>-735</b>	<b>-3.14%</b>	21,890	19,116
<b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)	33,945	<b>-1,100</b>	<b>-3.14%</b>	33,872	30,653
<b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)	31,586	<b>-1,302</b>	<b>-3.96%</b>	29,108	22,143
<b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	25,524	<b>128</b>	<b>0.50%</b>	20,087	15,347
<b>P5 82</b> (82500mt S China/HK range Indo RV)	35,938	<b>-500</b>	<b>-1.37%</b>	30,729	#N/A
<b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	27,714	<b>-841</b>	<b>-2.95%</b>	27,615	23,334
<b>P8</b> (66000mt Santos to China)	67,307	<b>-1,394</b>	<b>-2.03%</b>	65,578	55,613
<b>BPI82 5TC</b>	27,826	<b>-859</b>	<b>-2.99%</b>	26,430	21,915

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	13,929	33,333	23,101	5,826	87.71%
<b>Panamax 5TC</b>	21,915	26,898	29,097	15,885	43.79%
<b>Supramax 10TC</b>	23,290	26,770	32,330	17,273	20.61%
<b>Handysize 7TC</b>	22,350	25,702	28,051	17,776	15.09%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,558	<b>10</b>	<b>0.65%</b>	1,481	1,242
<b>HS1 38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	13,643	<b>164</b>	<b>1.22%</b>	13,585	15,196
<b>HS2 38</b> (Skaw/Passero trip Boston/Galveston)	15,071	<b>164</b>	<b>1.10%</b>	15,142	16,326
<b>HS3 38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	28,972	<b>1,028</b>	<b>3.68%</b>	26,820	27,845
<b>HS4 38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	20,321	<b>535</b>	<b>2.70%</b>	18,664	19,048
<b>HS5 38</b> (SE Asia trip via Australia to Singapore/Japan)	37,906	<b>-188</b>	<b>-0.49%</b>	36,035	25,802
<b>HS6 38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	36,063	<b>0</b>	<b>0.00%</b>	34,250	24,855
<b>HS7 38</b> (S Korea/Japan via NOPAC to SE Asia)	35,063	<b>-62</b>	<b>-0.18%</b>	33,281	24,166
<b>BHSI 7TC</b>	28,051	<b>193</b>	<b>0.69%</b>	26,662	22,350

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-4,725</b>	<b>-6,490</b>	<b>-9,175</b>	<b>-7,986</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-4,444</b>	<b>-3,645</b>	<b>-3,308</b>	<b>-1,375</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-9,169</b>	<b>-10,135</b>	<b>-12,482</b>	<b>-9,361</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	6,119	6,360	7,442	8,738	7,607
<b>Cape Atlantic vs Cape Pacific</b>	11,467	13,067	12,875	14,498	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	<b>-245</b>	86	3,283	6,139	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-14,125</b>	<b>-15,142</b>	<b>-13,027</b>	<b>-2,524</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.830	1.326	0.653	0.636	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.862	1.198	0.889	0.941	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.150	0.900	1.115	1.042	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.716	1.589	0.580	0.598	1.245

Source - The Baltic Exchange

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