

# FIS

31 Aug 2022

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	302	-35	-10.39%	1,126	2,073
<b>C2</b> (160t Tubarao - Rotterdam)	8,125	-0.081	-0.99%	10,198	13,428
<b>C3</b> (160mt Tubarao - Qingdao)	17,761	0.017	0.10%	20,674	26,168
<b>C5</b> (160mt W Australia - Qingdao)	7,785	0.005	0.06%	8,150	10,343
<b>C7</b> (150mt Bolivar - Rotterdam)	8,739	-0.144	-1.62%	11,762	13,483
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	944	-384	-28.92%	12,750	18,470
<b>C9_14</b> (180mt Continent/Med trip Far East)	16,469	-1,250	-7.05%	29,113	37,780
<b>C10_14</b> (180mt Nopac round V)	4,842	90	1.89%	6,939	15,143
<b>C14</b> (180mt China - Brazil RV)	2,640	-160	-5.71%	7,476	14,162
<b>C16</b> (180mt Revised backhaul)	-13,278	-139	1.06%	-8,736	4,213
<b>C17</b> (170mt Saldanha Bay to Qingdao)	13,076	0	0.00%	14,600	19,200
<b>BCI 5TC</b>	2,505	-288	-10.31%	9,339	17,193

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,626	-65	-3.84%	1,709	2,311
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,904	-209	-1.04%	19,621	23,750
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	19,214	-879	-4.37%	22,687	31,111
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	17,250	-829	-4.59%	17,767	24,757
<b>S3_58</b> (North China trip to Wes t Africa)	18,400	-600	-3.16%	20,795	29,191
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	18,321	-500	-2.66%	20,915	29,672
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	16,057	-257	-1.58%	15,563	17,337
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	19,383	-158	-0.81%	20,200	26,928
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	19,125	-1,417	-6.90%	18,956	26,002
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	18,552	-233	-1.24%	19,778	23,873
<b>S10_58</b> (South China trip via Indones ia to s outh China)	15,057	-1,122	-6.93%	15,447	23,527
<b>BSI 10TC</b>	17,881	-723	-3.89%	18,795	25,422

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	965	-52	-5.11%	1,412	2,139

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	8,707	-817	-17.99%	20,931	28,125
Cape Pacific (C10, C14)	3,741	-35	-1.91%	7,207	14,653
<b>Cape Atlantic vs. Pacific</b>	<b>4,966</b>	<b>-782</b>	<b>-16.07%</b>	<b>13,724</b>	<b>13,472</b>
Panamax Atlantic (1a, 2a)	12,683	-717	-5.44%	20,104	26,931
Panamax Pacific (3a, 4)	10,447	-292	-2.70%	12,785	19,483
<b>Panamax Atlantic vs. Pacific</b>	<b>2,236</b>	<b>-425</b>	<b>-2.74%</b>	<b>7,319</b>	<b>7,448</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	17,643	-330	-1.82%	18,752	23,627
Supramax Pacific 3TC (S2,S8,S10)	17,144	-1,123	-6.14%	17,390	24,762
<b>Supramax Atlantic vs. Pacific</b>	<b>499</b>	<b>793</b>	<b>4.32%</b>	<b>1,362</b>	<b>-1,135</b>
Handysize Atlantic 4TC (HS1-HS4)	14,409	-425	-2.74%	17,051	22,020
Handysize Pacific 3TC (HS5,HS6,HS7)	17,900	-198	-1.10%	18,857	26,312
<b>Handysize Atlantic vs. Pacific</b>	<b>-3,491</b>	<b>-227</b>	<b>-1.65%</b>	<b>-1,806</b>	<b>-4,292</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	1,441	-288	-16.66%	8,275	16,129
<b>BPI 4TC</b>	9,620	-600	-5.87%	14,483	21,610
<b>BHSI 6TC</b>	14,274	-308	-2.11%	16,026	22,263

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,217	-67	-5.22%	1,758	2,550
<b>P1A_82</b> (82500mt Transatlantic RV)	8,575	-520	-5.72%	15,753	21,983
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	16,791	-914	-5.16%	24,455	31,879
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	12,123	-352	-2.82%	14,519	21,677
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8771	-232	-2.58%	11,050	17,289
<b>P5_82</b> (82500mt S China/HK range Indo RV)	13,319	-709	-5.05%	15,251	21,294
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	10750	-891	-7.65%	15667	23715
<b>P8</b> (66000mt Santos to China)	40,429	-1,378	-3.30%	48,641	60,661
<b>BPI82 5TC</b>	10,956	-600	-5.19%	15,819	22,946

## Handysize 7TC

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	17,193	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	22,946	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	25,422	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	24,229	25,702	32,166	16,240	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	902	-17	-1.85%	1,000	1,346
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	11,586	-293	-2.47%	12,813	16,115
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	13,586	-250	-1.81%	14,992	17,856
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	17,500	-806	-4.40%	24,172	31,845
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	14,964	-350	-2.29%	16,226	22,266
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	19,494	-212	-1.08%	19,535	26,882
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	17,156	-157	-0.91%	18,558	26,367
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	17,050	-225	-1.30%	18,478	25,688
<b>BHSI 7TC</b>	16,240	-308	-1.86%	17,992	24,229

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	-8,451	-8,763	-6,480	-5,753	6,435
<b>Pmx5TC / Smx10TC Spread</b>	-6,925	-7,048	-2,976	-2,476	128
<b>Cape5TC / Smx10TC Spread</b>	-15,376	-15,811	-9,456	-8,229	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	5,835	6,149	8,636	8,933	7,607
<b>Cape Atlantic vs Cape Pacific</b>	4,966	5,748	13,724	13,472	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	2,236	2,661	7,319	7,448	6,747
<b>Supra Atlantic vs Supra Pacific</b>	499	-293	1,362	-1,135	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.229	1.326	0.590	0.749	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.613	1.198	0.842	0.903	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.101	0.900	1.045	1.049	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.140	1.589	0.497	0.676	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