

# FIS

01 Sep 2022

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	469	<b>167</b>	<b>55.30%</b>	469	2,064
<b>C2</b> (160t Tubarao - Rotterdam)	8,294	<b>0.169</b>	<b>2.08%</b>	8,294	13,397
<b>C3</b> (160mt Tubarao - Qingdao)	18,556	<b>0.795</b>	<b>4.48%</b>	18,556	26,122
<b>C5</b> (160mt W Australia - Qingdao)	8,300	<b>0.515</b>	<b>6.62%</b>	8,300	10,330
<b>C7</b> (150mt Bolivar - Rotterdam)	8,717	<b>-0.022</b>	<b>-0.25%</b>	8,717	13,455
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	1,200	<b>256</b>	<b>27.12%</b>	1,200	18,367
<b>C9_14</b> (180mt Continent/Med trip Far East)	17,000	<b>531</b>	<b>3.22%</b>	17,000	37,656
<b>C10_14</b> (180mt Nopac round V)	7,091	<b>2,249</b>	<b>46.45%</b>	7,091	15,095
<b>C14</b> (180mt China - Brazil RV)	4,980	<b>2,340</b>	<b>88.64%</b>	4,980	14,107
<b>C16</b> (180mt Revised backhaul)	-12,444	<b>834</b>	<b>-6.28%</b>	-12,444	4,114
<b>C17</b> (170mt Saldanha Bay to Qingdao)	13,54	<b>0.478</b>	<b>3.66%</b>	13,54	19,16
<b>BCI 5TC</b>	3,887	<b>1,382</b>	<b>55.17%</b>	3,887	17,113

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,559	<b>-67</b>	<b>-4.12%</b>	1,559	2,307
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,617	<b>-287</b>	<b>-1.44%</b>	19,617	23,725
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	18,550	<b>-664</b>	<b>-3.46%</b>	18,550	31,036
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	16,114	<b>-1,136</b>	<b>-6.59%</b>	16,114	24,706
<b>S3_58</b> (North China trip to Wes t Africa)	18,050	<b>-350</b>	<b>-1.90%</b>	18,050	29,124
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	17,554	<b>-767</b>	<b>-4.19%</b>	17,554	29,600
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	15,793	<b>-264</b>	<b>-1.64%</b>	15,793	17,327
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	19,012	<b>-371</b>	<b>-1.91%</b>	19,012	26,881
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	17,917	<b>-1,208</b>	<b>-6.32%</b>	17,917	25,953
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	18,154	<b>-398</b>	<b>-2.15%</b>	18,154	23,838
<b>S10_58</b> (South China trip via Indones ia to s outh China)	14,125	<b>-932</b>	<b>-6.19%</b>	14,125	23,471
<b>BSI 10TC</b>	17,147	<b>-734</b>	<b>-4.10%</b>	17,147	25,372

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,002	<b>37</b>	<b>3.83%</b>	1,002	2,132

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	9,100	<b>394</b>	<b>15.17%</b>	9,100	28,011
Cape Pacific (C10, C14)	6,036	<b>2,295</b>	<b>67.54%</b>	6,036	14,601
<b>Cape Atlantic vs. Pacific</b>	<b>3,065</b>	<b>-1,901</b>	<b>-52.37%</b>	<b>3,065</b>	<b>13,410</b>
Panamax Atlantic (1a, 2a)	12,670	<b>-14</b>	<b>0.20%</b>	12,670	26,846
Panamax Pacific (3a, 4)	10,545	<b>98</b>	<b>0.96%</b>	10,545	19,429
<b>Panamax Atlantic vs. Pacific</b>	<b>2,125</b>	<b>-111</b>	<b>-0.76%</b>	<b>2,125</b>	<b>7,416</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	17,167	<b>-476</b>	<b>-2.66%</b>	17,167	23,589
Supramax Pacific 3TC (S2,S8,S10)	16,052	<b>-1,092</b>	<b>-6.36%</b>	16,052	24,710
<b>Supramax Atlantic vs. Pacific</b>	<b>1,115</b>	<b>616</b>	<b>3.71%</b>	<b>1,115</b>	<b>-1,121</b>
Handysize Atlantic 4TC (HS1-HS4)	14,019	<b>-390</b>	<b>-2.89%</b>	14,019	21,972
Handysize Pacific 3TC (HS5,HS6,HS7)	17,498	<b>-402</b>	<b>-2.27%</b>	17,498	26,260
<b>Handysize Atlantic vs. Pacific</b>	<b>-3,479</b>	<b>12</b>	<b>-0.62%</b>	<b>-3,479</b>	<b>-4,287</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	2,823	<b>1,382</b>	<b>95.91%</b>	2,823	16,049
<b>BPI 4TC</b>	9,733	<b>113</b>	<b>1.17%</b>	9,733	21,539
<b>BHSI 6TC</b>	13,880	<b>-394</b>	<b>-2.76%</b>	13,880	22,213

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,230	<b>13</b>	<b>1.07%</b>	1,230	2,542
<b>P1A_82</b> (82500mt Transatlantic RV)	8,675	<b>100</b>	<b>1.17%</b>	8,675	21,903
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	16,664	<b>-127</b>	<b>-0.76%</b>	16,664	31,788
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	12,218	<b>95</b>	<b>0.78%</b>	12,218	21,620
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8871	<b>100</b>	<b>1.14%</b>	8871	17,239
<b>P5_82</b> (82500mt S China/HK range Indo RV)	12,859	<b>-460</b>	<b>-3.45%</b>	12,859	21,241
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	10974	<b>224</b>	<b>2.08%</b>	10974	23,639
<b>P8</b> (66000mt Santos to China)	39,627	<b>-0.802</b>	<b>-1.98%</b>	39,627	60,535
<b>BPI82 5TC</b>	11,069	<b>113</b>	<b>1.03%</b>	11,069	22,875

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	17,113	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	22,875	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	25,372	26,770	33,366	17,147	20.61%
<b>Handysize 7TC</b>	24,179	25,702	32,166	15,846	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	880	<b>-22</b>	<b>-2.44%</b>	880	1,343
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	11,050	<b>-536</b>	<b>-4.63%</b>	11,050	16,084
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	13,271	<b>-315</b>	<b>-2.32%</b>	13,271	17,828
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	17,361	<b>-139</b>	<b>-0.79%</b>	17,361	31,758
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	14,393	<b>-571</b>	<b>-3.82%</b>	14,393	22,218
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	19,156	<b>-338</b>	<b>-1.73%</b>	19,156	26,836
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	16,719	<b>-437</b>	<b>-2.55%</b>	16,719	26,309
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	16,619	<b>-431</b>	<b>-2.53%</b>	16,619	25,634
<b>BHSI 7TC</b>	15,846	<b>-394</b>	<b>-2.43%</b>	15,846	24,179

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-7,182</b>	<b>-8,451</b>	<b>-7,182</b>	<b>-5,762</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-6,078</b>	<b>-6,925</b>	<b>-6,078</b>	<b>-2,497</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-13,260</b>	<b>-15,376</b>	<b>-13,260</b>	<b>-8,259</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	5,595	5,835	5,595	8,913	7,607
<b>Cape Atlantic vs Cape Pacific</b>	3,065	4,966	3,065	13,410	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	2,125	2,236	2,125	7,416	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,115	499	1,115	<b>-1,121</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.351	1.326	0.351	0.748	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.646	1.198	0.646	0.902	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.082	0.900	1.082	1.049	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.227	1.589	0.227	0.674	1.245

Source - The Baltic Exchange

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