

# FIS

15 Sep 2022

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,637	72	4.60%	890	2,000
<b>C2</b> (160t Tubarao - Rotterdam)	10,525	0,525	5.25%	8,822	13,141
<b>C3</b> (160mt Tubarao - Qingdao)	22,306	0,167	0.75%	19,833	25,774
<b>C5</b> (160mt W Australia - Qingdao)	9,787	-0,093	-0.94%	8,553	10,231
<b>C7</b> (150mt Bolivar - Rotterdam)	10,906	0,267	2.51%	9,264	13,221
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	12,194	1,000	8.93%	4,800	17,620
<b>C9_14</b> (180mt Continent/Med trip Far East)	29,313	1,188	4.22%	22,090	36,805
<b>C10_14</b> (180mt Nopac round V)	15,886	-250	-1.55%	9,964	14,821
<b>C14</b> (180mt China - Brazil RV)	13,430	555	4.31%	8,485	13,809
<b>C16</b> (180mt Revised backhaul)	-3,694	1,028	-21.77%	-9,531	3,359
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,660	0,45	2.79%	14,48	18,90
<b>BCI 5TC</b>	13,580	603	4.65%	7,382	16,583

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,529	24	1.59%	1,498	2,261
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	18,383	291	1.61%	18,418	23,419
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	19,643	972	5.21%	17,729	30,279
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	15,686	215	1.39%	15,327	24,171
<b>S3_58</b> (North China trip to Wes t Africa)	17,550	0	0.00%	17,705	28,477
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	17,218	604	3.64%	16,292	28,841
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	15,075	125	0.84%	15,176	17,202
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	18,541	168	0.91%	18,341	26,394
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	17,667	234	1.34%	17,376	25,466
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	17,425	161	0.93%	17,257	23,462
<b>S10_58</b> (South China trip via Indones ia to s outh China)	14,657	407	2.86%	13,975	22,933
<b>BSI 10TC</b>	16,820	261	1.58%	16,483	24,867

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,612	17	1.07%	1,248	2,083

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	20,754	1,094	6.58%	13,445	27,213
Cape Pacific (C10, C14)	14,658	153	1.38%	9,224	14,315
<b>Cape Atlantic vs. Pacific</b>	<b>6,096</b>	<b>942</b>	<b>5.20%</b>	<b>4,221</b>	<b>12,897</b>
Panamax Atlantic (1a, 2a)	20,002	-563	-2.67%	16,834	26,304
Panamax Pacific (3a, 4)	17,641	-95	-0.42%	14,029	19,144
<b>Panamax Atlantic vs. Pacific</b>	<b>2,361</b>	<b>-468</b>	<b>-2.25%</b>	<b>2,805</b>	<b>7,160</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	16,573	297	1.80%	16,242	23,168
Supramax Pacific 3TC (S2,S8,S10)	16,003	285	1.86%	15,559	24,190
<b>Supramax Atlantic vs. Pacific</b>	<b>569</b>	<b>11</b>	<b>-0.06%</b>	<b>682</b>	<b>-1,022</b>
Handysize Atlantic 4TC (HS1-HS4)	14,685	177	1.09%	13,939	21,518
Handysize Pacific 3TC (HS5,HS6,HS7)	17,513	85	0.49%	17,357	25,756
<b>Handysize Atlantic vs. Pacific</b>	<b>-2,827</b>	<b>91</b>	<b>0.60%</b>	<b>-3,418</b>	<b>-4,238</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	12,516	603	5.06%	6,318	15,519
<b>BPI 4TC</b>	17,477	-496	-2.76%	13,942	21,134
<b>BHSI 6TC</b>	14,229	129	0.91%	13,780	21,736

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,090	-55	-2.56%	1,697	2,497
<b>P1A_82</b> (82500mt Transatlantic RV)	15,235	-375	-2.40%	12,547	21,397
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,768	-750	-2.94%	21,120	31,210
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	20,986	-217	-1.02%	16,651	21,364
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	14,296	27	0.19%	11,406	16,924
<b>P5_82</b> (82500mt S China/HK range Indo RV)	18,388	357	1.98%	15,433	20,917
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	19,505	-918	-4.49%	15,751	23,220
<b>P8</b> (66000mt Santos to China)	49,700	-0,064	-0.13%	44,646	59,666
<b>BPI82 5TC</b>	18,813	-496	-2.57%	15,278	22,470

## Avg 2022 Avg 2021 Max 2021 Min 2021 30D Vol 2021

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,583	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	22,470	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	24,867	26,770	33,366	16,199	20.61%
<b>Handysize 7TC</b>	23,702	25,702	32,166	15,463	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	900	7	0.78%	875	1,317
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	10,129	43	0.43%	10,253	15,751
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	12,136	15	0.12%	12,464	17,521
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	21,083	277	1.33%	18,496	31,016
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	15,393	372	2.48%	14,543	21,786
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	19,363	94	0.49%	19,119	26,399
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	16,625	62	0.37%	16,569	25,758
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	16,550	100	0.61%	16,382	25,110
<b>BHSI 7TC</b>	16,195	129	0.80%	15,746	23,702

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	-5,233	-6,332	-7,896	-5,886	6,435
<b>Pmx5TC / Smx10TC Spread</b>	1,993	2,750	-1,206	-2,397	128
<b>Cape5TC / Smx10TC Spread</b>	-3,240	-3,582	-9,101	-8,283	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	5,955	6,209	5,842	8,741	7,607
<b>Cape Atlantic vs Cape Pacific</b>	6,096	5,154	4,221	12,897	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	2,361	2,828	2,805	7,160	6,747
<b>Supra Atlantic vs Supra Pacific</b>	569	558	682	-1,022	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.722	1.326	0.483	0.738	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.118	1.198	0.927	0.904	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.039	0.900	1.047	1.049	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.807	1.589	0.448	0.667	1.245

Source - The Baltic Exchange

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