

FIS

16 Nov 2022

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BCI Index | 1,333 | -38 | -2.77% | 1,427 | 1,980 |
| C2 (160t Tubarao - Rotterdam) | 10,525 | -0.031 | -0.29% | 10,748 | 12,846 |
| C3 (160mt Tubarao - Qingdao) | 18,933 | -0.417 | -2.16% | 19,674 | 25,009 |
| C5 (160mt W Australia - Qingdao) | 8,375 | -0.145 | -1.70% | 8,444 | 9,986 |
| C7 (150mt Bolivar - Rotterdam) | 11,600 | -0.128 | -1.09% | 12,084 | 13,167 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 15,250 | -461 | -2.93% | 16,823 | 18,183 |
| C9_14 (180mt Continent/Med trip Far East) | 25,938 | 638 | 2.52% | 27,005 | 36,294 |
| C10_14 (180mt Nopac round V) | 10,150 | -527 | -4.94% | 10,376 | 14,418 |
| C14 (180mt China - Brazil RV) | 7,625 | -570 | -6.96% | 8,491 | 13,529 |
| C16 (180mt Revised backhaul) | -3,556 | -56 | 1.60% | -3,717 | 2,799 |
| C17 (170mt Saldanha Bay to Qingdao) | 14,19 | -0.15 | -1.05% | 14,49 | 18,37 |
| BCI 5TC | 11,054 | -317 | -2.79% | 11,834 | 16,419 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 1,180 | -6 | -0.51% | 1,250 | 2,119 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 22,917 | -12 | -0.05% | 23,546 | 23,254 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 25,900 | 518 | 2.04% | 24,318 | 29,198 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 7,750 | -88 | -1.12% | 8,856 | 22,071 |
| S3_58 (North China trip to Wes t Africa) | 10,042 | -83 | -0.82% | 10,989 | 25,972 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 21,743 | 172 | 0.80% | 20,862 | 27,382 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 16,571 | -222 | -1.32% | 17,528 | 17,393 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 20,507 | -207 | -1.00% | 21,509 | 25,374 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 7,686 | -75 | -0.97% | 8,837 | 23,443 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 17,953 | -293 | -1.61% | 19,524 | 22,701 |
| S10_58 (South China trip via Indones ia to s outh China) | 6,731 | -94 | -1.38% | 7,582 | 20,999 |
| BSI 10TC | 12,983 | -67 | -0.51% | 13,754 | 23,313 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 1,288 | -12 | -0.92% | 1,338 | 2,002 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|-------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 20,594 | 89 | -0.21% | 21,914 | 27,239 |
| Cape Pacific (C10, C14) | 8,888 | -549 | -5.95% | 9,434 | 13,974 |
| Cape Atlantic vs. Pacific | 11,707 | 637 | 5.74% | 12,480 | 13,265 |
| Panamax Atlantic (1a, 2a) | 18,331 | 386 | 2.20% | 17,797 | 25,277 |
| Panamax Pacific (3a, 4) | 12,849 | -347 | -2.62% | 13,809 | 18,432 |
| Panamax Atlantic vs. Pacific | 5,482 | 732 | 4.83% | 3,988 | 6,845 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 18,756 | -114 | -0.71% | 19,305 | 22,492 |
| Supramax Pacific 3TC (S2,S8,S10) | 7,389 | -86 | -1.16% | 8,425 | 22,171 |
| Supramax Atlantic vs. Pacific | 11,367 | -29 | 0.45% | 10,880 | 321 |
| Handysize Atlantic 4TC (HS1-HS4) | 17,155 | -165 | -1.00% | 18,431 | 20,953 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 10,429 | 21 | 0.19% | 10,771 | 23,608 |
| Handysize Atlantic vs. Pacific | 6,725 | -186 | -1.20% | 7,660 | -2,654 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|--------|
| BCI 4TC | 9,990 | -317 | -3.08% | 10,770 | 15,355 |
| BPI 4TC | 13,860 | 65 | 0.47% | 13,723 | 20,187 |
| BHSI 6TC | 11,859 | -67 | -0.56% | 12,658 | 20,381 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,688 | 7 | 0.42% | 1,673 | 2,391 |
| P1A_82 (82500mt Transatlantic RV) | 13,970 | 330 | 2.42% | 13,490 | 20,439 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 22,691 | 441 | 1.98% | 22,105 | 30,115 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 14,095 | -382 | -2.64% | 15,108 | 20,567 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 11603 | -311 | -2.61% | 12511 | 16297 |
| P5_82 (82500mt S China/HK range Indo RV) | 13,367 | -327 | -2.39% | 14,281 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 15834 | 216 | 1.38% | 14826 | 22101 |
| P8 (66000mt Santos to China) | 45,050 | -0.04 | -0.09% | 44,143 | 57,409 |
| BPI82 5TC | 15,196 | 65 | 0.43% | 15,059 | 21,523 |

| | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 16,419 | 33,333 | 38,169 | 2,505 | 87.71% |
| Panamax 5TC | 21,523 | 26,898 | 30,746 | 10,956 | 43.79% |
| Supramax 10TC | 23,313 | 26,770 | 33,366 | 12,983 | 20.61% |
| Handysize 7TC | 22,347 | 25,702 | 32,166 | 13,825 | 15.09% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 768 | -4 | -0.52% | 813 | 1,241 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 13,321 | -179 | -1.33% | 14,571 | 15,452 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 15,400 | -243 | -1.55% | 16,756 | 17,291 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 24,611 | -167 | -0.67% | 26,479 | 30,258 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 15,286 | -71 | -0.46% | 15,918 | 20,812 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 10,775 | 87 | 0.81% | 11,118 | 24,394 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 10,413 | 7 | 0.07% | 10,653 | 23,483 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 10,100 | -31 | -0.31% | 10,542 | 22,947 |
| BHSI 7TC | 13,825 | -67 | -0.48% | 14,624 | 22,347 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2019 |
|--|--------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | -1,142 | -3,760 | -3,225 | -5,104 | 6,435 |
| Pmx5TC / Smx10TC Spread | 2,213 | 2,081 | 1,305 | -1,790 | 128 |
| Cape5TC / Smx10TC Spread | -1,929 | -1,679 | -1,920 | -6,894 | 6,563 |
| Pmx 2A / Pmx 5TC Spread | 7,495 | 7,119 | 7,046 | 8,592 | 7,607 |
| Cape Atlantic vs Cape Pacific | 11,707 | 11,070 | 12,480 | 13,265 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 5,482 | 4,750 | 3,988 | 6,845 | 6,747 |
| Supra Atlantic vs Supra Pacific | 11,367 | 11,395 | 10,880 | 321 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 0.727 | 1.326 | 0.786 | 0.763 | 1.239 |
| Pmx5TC / Smx10TC Ratio | 1.170 | 1.198 | 1.095 | 0.923 | 1.005 |
| Smx10TC / Handy7TC Ratio | 0.939 | 0.900 | 0.940 | 1.043 | 1.042 |
| Cape5TC / Smx10TC Ratio | 0.851 | 1.589 | 0.860 | 0.704 | 1.245 |

Source - The Baltic Exchange

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