

# FIS

18 Jan 2023

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,107	-133	-10.73%	1,423	1,423
<b>C2</b> (160t Tubarao - Rotterdam)	8,606	-0.2	-2.27%	9,663	9,663
<b>C3</b> (160mt Tubarao - Qingdao)	17,767	-0.161	-0.90%	18,237	18,237
<b>C5</b> (160mt W Australia - Qingdao)	6,895	-0.295	-4.10%	7,191	7,191
<b>C7</b> (150mt Bolivar - Rotterdam)	10,350	-0.283	-2.66%	11,186	11,186
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	12,833	-1,250	-8.88%	16,570	16,570
<b>C9_14</b> (180mt Continent/Med trip Far East)	28,838	-1,006	-3.37%	30,854	30,854
<b>C10_14</b> (180mt Nopac round V)	5,709	-1,564	-21.50%	7,605	7,605
<b>C14</b> (180mt China - Brazil RV)	6,865	-825	-10.73%	9,013	9,013
<b>C16</b> (180mt Revised backhaul)	-6,194	-555	9.84%	-2,815	-2,815
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,57	-0.039	-0.31%	13,32	13,32
<b>BCI 5TC</b>	9,182	-1,105	-10.74%	11,802	11,802

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	657	-4	-0.61%	781	781
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	14,050	-196	-1.38%	15,749	15,749
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	14,943	-382	-2.49%	19,276	19,276
<b>S2_58</b> (North China one Australian or Pacific round voyage)	5,069	44	0.88%	5,577	5,577
<b>S3_58</b> (North China trip to Wes t Africa)	5,233	83	1.61%	5,949	5,949
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	10,500	-607	-5.47%	14,871	14,871
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	8,021	-83	-1.02%	9,129	9,129
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	11,665	-433	-3.58%	13,961	13,961
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	5,211	240	4.83%	5,683	5,683
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	7,996	-432	-5.13%	10,706	10,706
<b>S10_58</b> (South China trip via Indones ia to s outh China)	4,191	278	7.10%	4,517	4,517
<b>BSI 10TC</b>	7,222	-51	-0.70%	8,592	8,592

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	874	-47	-5.10%	1,054	1,054

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	20,836	-1,128	-6.12%	23,712	23,712
Cape Pacific (C10, C14)	6,287	-1,195	-16.12%	8,309	8,309
<b>Cape Atlantic vs. Pacific</b>	<b>14,549</b>	<b>67</b>	<b>9.99%</b>	<b>15,403</b>	<b>15,403</b>
Panamax Atlantic (1a, 2a)	13,305	-153	-2.01%	15,662	15,662
Panamax Pacific (3a, 4)	5,550	86	1.29%	6,568	6,568
<b>Panamax Atlantic vs. Pacific</b>	<b>7,756</b>	<b>-239</b>	<b>-3.30%</b>	<b>9,094</b>	<b>9,094</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	8,839	-374	-3.87%	11,569	11,569
Supramax Pacific 3TC (S2,S8,S10)	4,824	187	4.27%	5,259	5,259
<b>Supramax Atlantic vs. Pacific</b>	<b>4,015</b>	<b>-561</b>	<b>-8.14%</b>	<b>6,310</b>	<b>6,310</b>
Handysize Atlantic 4TC (HS1-HS4)	9,078	-166	-1.77%	10,199	10,199
Handysize Pacific 3TC (HS5,HS6,HS7)	7,275	-223	-3.03%	8,748	8,748
<b>Handysize Atlantic vs. Pacific</b>	<b>1,802</b>	<b>57</b>	<b>1.25%</b>	<b>1,451</b>	<b>1,451</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	8,118	-1,105	-11.98%	10,738	10,738
<b>BPI 4TC</b>	8,336	-27	-0.32%	9,456	9,456
<b>BHSI 6TC</b>	6,276	-190	-2.94%	7,553	7,553

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,075	-3	-0.28%	1,199	1,199
<b>P1A_82</b> (82500mt Transatlantic RV)	8,410	-400	-4.54%	11,499	11,499
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	18,200	95	0.52%	19,824	19,824
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	7,094	163	2.35%	7,789	7,789
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4,005	9	0.23%	5,347	5,347
<b>P5_82</b> (82500mt S China/HK range Indo RV)	5,042	278	5.84%	6,532	6,532
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	1,1918	73	0.62%	11,509	11,509
<b>P8</b> (66000mt Santos to China)	36,800	0.193	0.53%	36,751	36,751
<b>BPI82 5TC</b>	9,672	-27	-0.28%	10,792	10,792

## Handysize 7TC

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	11,802	16,177	13,561	9,182	147.69%
<b>Panamax 5TC</b>	10,792	20,736	12,944	9,618	46.97%
<b>Supramax 10TC</b>	8,592	22,152	10,646	7,222	23.12%
<b>Handysize 7TC</b>	9,519	21,337	11,051	8,242	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	458	-10	-2.14%	529	529
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,121	-129	-2.06%	6,974	6,974
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,336	-100	-1.34%	8,383	8,383
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	11,833	-284	-2.34%	13,601	13,601
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,021	-150	-1.34%	11,837	11,837
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	7,863	-68	-0.86%	9,084	9,084
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,344	-331	-4.31%	8,863	8,863
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,619	-269	-3.91%	8,296	8,296
<b>BHSI 7TC</b>	8,242	-190	-2.25%	9,519	9,519

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	-490	588	1,010	1,010	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	2,450	2,426	2,199	2,199	-1,416
<b>Cape5TC / Smx10TC Spread</b>	1,960	3,014	3,209	3,209	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	8,528	8,406	9,033	9,033	7,607
<b>Cape Atlantic vs Cape Pacific</b>	14,549	14,482	15,403	15,403	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,756	7,994	9,094	9,094	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,015	4,577	6,310	6,310	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.949	1.326	1.094	1.094	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.339	1.198	1.256	1.256	0.936
<b>Smx10TC / Handy7TC Ratio</b>	0.876	0.900	0.903	0.903	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.271	1.589	1.374	1.374	0.730

Source - The Baltic Exchange

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