

# FIS

07 Feb 2023

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	443	24	5.73%	447	969
<b>C2</b> (160t Tubarao - Rotterdam)	6,788	-0.025	-0.37%	7,007	8,578
<b>C3</b> (160mt Tubarao - Qingdao)	16,417	0.417	2.61%	16,258	17,379
<b>C5</b> (160mt W Australia - Qingdao)	6,260	-0.055	-0.87%	6,334	6,783
<b>C7</b> (150mt Bolivar - Rotterdam)	8,200	0.000	0.00%	8,292	9,890
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	4,742	-8	-0.17%	5,074	11,198
<b>C9_14</b> (180mt Continent/Med trip Far East)	18,569	6	0.03%	19,039	25,310
<b>C10_14</b> (180mt Nopac round V)	2,609	14	0.54%	2,588	5,192
<b>C14</b> (180mt China - Brazil RV)	3,765	720	23.65%	3,213	6,208
<b>C16</b> (180mt Revised backhaul)	-11,389	155	-1.34%	-11,129	-6,227
<b>C17</b> (170mt Saldanha Bay to Qingdao)	11,662	0.106	0.92%	11,611	12,555
<b>BCI 5TC</b>	3,677	202	5.81%	3,708	8,035

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	667	-13	-1.91%	679	717
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	13,583	-50	-0.37%	13,713	14,776
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	12,218	-132	-1.07%	12,578	16,120
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	6,775	-188	-2.70%	6,864	5,839
<b>S3_58</b> (North China trip to Wes t Africa)	6,450	-150	-2.27%	6,380	5,843
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	7,539	-129	-1.68%	7,827	11,491
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	6,968	-25	-0.36%	7,058	8,198
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	9,812	-47	-0.48%	9,972	12,013
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	6,529	-228	-3.37%	6,722	5,940
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	5,689	-25	-0.44%	5,798	8,388
<b>S10_58</b> (South China trip via Indones ia to s outh China)	5,691	-197	-3.35%	5,875	4,945
<b>BSI 10TC</b>	7,341	-139	-1.86%	7,466	7,886

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	601	-7	-1.15%	628	855

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	11,656	-1	-0.07%	12,056	18,254
Cape Pacific (C10, C14)	3,187	367	12.09%	2,901	5,700
<b>Cape Atlantic vs. Pacific</b>	<b>8,469</b>	<b>-368</b>	<b>-12.16%</b>	<b>9,156</b>	<b>12,554</b>
Panamax Atlantic (1a, 2a)	10,379	-493	-5.24%	11,378	13,898
Panamax Pacific (3a, 4)	6,034	-193	-3.10%	6,315	6,285
<b>Panamax Atlantic vs. Pacific</b>	<b>4,346</b>	<b>-301</b>	<b>-2.15%</b>	<b>5,062</b>	<b>7,613</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	6,732	-60	-0.83%	6,894	9,359
Supramax Pacific 3TC (S2,S8,S10)	6,332	-204	-3.14%	6,487	5,575
<b>Supramax Atlantic vs. Pacific</b>	<b>400</b>	<b>145</b>	<b>2.31%</b>	<b>407</b>	<b>3,784</b>
Handysize Atlantic 4TC (HS1-HS4)	8,110	-27	-0.35%	8,223	9,235
Handysize Pacific 3TC (HS5,HS6,HS7)	7,438	48	0.64%	7,304	7,868
<b>Handysize Atlantic vs. Pacific</b>	<b>672</b>	<b>-75</b>	<b>-0.98%</b>	<b>919</b>	<b>1,367</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	2,613	202	8.38%	2,644	6,971
<b>BPI 4TC</b>	6,470	-353	-5.17%	7,179	8,557
<b>BHSI 6TC</b>	5,900	14	0.24%	5,885	6,650

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	867	-40	-4.41%	946	1,099
<b>P1A_82</b> (82500mt Transatlantic RV)	5,440	-395	-6.77%	6,248	9,218
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	15,318	-591	-3.71%	16,507	18,579
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	8,227	-262	-3.09%	8,552	7,895
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	3840	-123	-3.10%	4079	4676
<b>P5_82</b> (82500mt S China/HK range Indo RV)	6,161	-189	-2.98%	6,588	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	8245	-391	-4.53%	9190	10965
<b>P8</b> (66000mt Santos to China)	33,054	-0.803	-2.37%	34,697	36,410
<b>BPI82 5TC</b>	7,806	-353	-4.33%	8,515	9,893

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	8,035	16,177	13,561	3,475	147.69%
<b>Panamax 5TC</b>	9,893	20,736	12,944	7,806	46.97%
<b>Supramax 10TC</b>	7,886	22,152	10,646	7,097	23.12%
<b>Handysize 7TC</b>	8,616	21,337	11,051	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	437	1	0.23%	436	479
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	5,714	-65	-1.12%	5,867	6,417
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,157	36	0.51%	7,214	7,767
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	10,083	-56	-0.55%	10,207	11,952
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,486	-21	-0.22%	9,603	10,806
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	8,075	37	0.46%	8,005	8,393
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,719	88	1.15%	7,480	7,983
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,519	19	0.29%	6,425	7,229
<b>BHSI 7TC</b>	7,866	14	0.18%	7,851	8,616

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	<b>-4,129</b>	<b>-4,684</b>	<b>-4,808</b>	<b>-1,858</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	465	679	1,049	2,007	-1,416
<b>Cape5TC / Smx10TC Spread</b>	<b>-3,664</b>	<b>-4,005</b>	<b>-3,759</b>	149	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	7,512	7,750	7,992	8,686	7,607
<b>Cape Atlantic vs Cape Pacific</b>	8,469	8,837	9,156	12,554	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	4,346	4,646	5,062	7,613	6,747
<b>Supra Atlantic vs Supra Pacific</b>	400	256	407	3,784	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.471	1.326	0.435	0.812	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.063	1.198	1.140	1.255	0.936
<b>Smx10TC / Handy7TC Ratio</b>	0.933	0.900	0.951	0.915	1.038
<b>Cape5TC / Smx10TC Ratio</b>	0.501	1.589	0.497	1.019	0.730

Source - The Baltic Exchange

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