

# FIS

17 Jul 2023

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,614	-41	-2.48%	1,587	1,486
<b>C2</b> (160t Tubarao - Rotterdam)	8,413	-0.125	-1.46%	8,714	9,007
<b>C3</b> (160mt Tubarao - Qingdao)	19,689	-0.289	-1.45%	20,050	19,588
<b>C5</b> (160mt W Australia - Qingdao)	7,750	-0.065	-0.83%	8,042	7,857
<b>C7</b> (150mt Bolivar - Rotterdam)	10,175	-0.113	-1.10%	9,513	10,059
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	13,469	-369	-2.67%	11,388	12,707
<b>C9_14</b> (180mt Continent/Med trip Far East)	33,781	-344	-1.01%	31,643	28,994
<b>C10_14</b> (180mt Nopac round V)	11,859	-336	-2.76%	13,013	11,678
<b>C14</b> (180mt China - Brazil RV)	12,895	-435	-3.26%	13,518	11,967
<b>C16</b> (180mt Revised backhaul)	-3,139	-67	2.18%	-2,177	-3,111
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14,45	-0.061	-0.42%	14.88	14.34
<b>BCI 5TC</b>	13,386	-336	-2.45%	13,163	12,323

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	743	0	0.00%	736	933
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	10,458	25	0.24%	10,557	15,672
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	14,914	93	0.63%	13,958	17,805
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	6,907	-112	-1.60%	7,172	8,579
<b>S3_58</b> (North China trip to Wes t Africa)	7,217	67	0.94%	7,162	8,699
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	11,986	86	0.72%	10,011	13,134
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	7,039	-7	-0.10%	7,178	9,693
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	9,914	-136	-1.35%	10,980	14,100
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	7,704	25	0.33%	7,580	9,082
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	6,286	-93	-1.46%	6,838	9,537
<b>S10_58</b> (South China trip via Indones ia to s outh China)	7,100	6	0.08%	6,972	8,339
<b>BSI 10TC</b>	8,168	-10	-0.12%	8,099	10,265

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,073	-17	-1.56%	1,047	1,148

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	23,625	-357	-1.84%	21,515	20,850
Cape Pacific (C10, C14)	12,377	-386	-3.01%	13,265	11,822
<b>Cape Atlantic vs. Pacific</b>	<b>11,248</b>	<b>29</b>	<b>1.17%</b>	<b>8,250</b>	<b>9,028</b>
Panamax Atlantic (1a, 2a)	13,957	-4	0.04%	12,549	14,865
Panamax Pacific (3a, 4)	5,190	-84	-1.81%	5,536	8,171
<b>Panamax Atlantic vs. Pacific</b>	<b>8,767</b>	<b>80</b>	<b>1.85%</b>	<b>7,014</b>	<b>6,694</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	8,437	-5	-0.28%	8,009	10,788
Supramax Pacific 3TC (S2,S8,S10)	7,237	-27	-0.40%	7,241	8,667
<b>Supramax Atlantic vs. Pacific</b>	<b>1,200</b>	<b>22</b>	<b>0.12%</b>	<b>768</b>	<b>2,121</b>
Handysize Atlantic 4TC (HS1,HS4)	7,449	-62	-0.73%	7,713	10,320
Handysize Pacific 3TC (HS5,HS6,HS7)	7,076	-51	-0.69%	7,358	9,203
<b>Handysize Atlantic vs. Pacific</b>	<b>372</b>	<b>-11</b>	<b>-0.03%</b>	<b>354</b>	<b>1,117</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	12,322	-336	-2.65%	12,099	11,259
<b>BPI 4TC</b>	8,420	-97	-1.14%	7,921	10,231
<b>BHSI 6TC</b>	5,344	-59	-1.09%	5,628	7,881

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,084	-11	-1.00%	1,029	1,285
<b>P1A_82</b> (82500mt Transatlantic RV)	9,110	20	0.22%	7,610	9,853
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	18,803	-27	-0.14%	17,489	19,877
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	7,542	-100	-1.31%	8,082	10,696
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	2837	-67	-2.31%	2990	5646
<b>P5_82</b> (82500mt S China/HK range Indo RV)	7,556	-72	-0.94%	7,943	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	11430	-225	-1.93%	10955	12925
<b>P8</b> (66000mt Santos to China)	35,083	-0.467	-1.31%	34,617	38,190
<b>BPI82 5TC</b>	9,756	-97	-0.98%	9,257	11,567

## Handysize 7TC

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,323	16,177	21,814	2,246	147.69%
<b>Panamax 5TC</b>	11,567	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,265	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	9,847	21,337	12,703	7,310	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	406	-3	-0.73%	422	547
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	4,450	0	0.00%	4,682	7,294
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	6,779	-107	-1.55%	7,042	9,272
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	11,372	-111	-0.97%	11,990	14,055
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	7,193	-28	-0.39%	7,136	10,659
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	7,443	-88	-1.17%	7,764	9,865
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,186	-45	-0.62%	7,535	9,394
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,600	-19	-0.29%	6,776	8,350
<b>BHSI 7TC</b>	7,310	-59	-0.80%	7,594	9,847

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	3,630	3,869	3,906	756	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	1,588	1,675	1,158	1,302	-1,416
<b>Cape5TC / Smx10TC Spread</b>	5,218	5,544	5,064	2,058	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	9,047	8,977	8,232	8,310	7,607
<b>Cape Atlantic vs Cape Pacific</b>	11,248	11,219	8,250	9,028	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,767	8,687	7,014	6,694	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,200	1,178	768	2,121	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.372	1.326	1.422	1.065	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.194	1.198	1.143	1.127	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.117	0.900	1.067	1.042	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.639	1.589	1.625	1.200	0.730

Source - The Baltic Exchange

Freight Investor Services

Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998