

# FIS

21 May 2024

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,655	-53	-1.96%	2,855	2,808
<b>C2</b> (160It Tubarao - Rotterdam)	9,971	-0.322	-3.13%	10,754	11,510
<b>C3</b> (160mt Tubarao - Qingdao)	25,435	0.102	0.40%	26,006	25,686
<b>C5</b> (160mt W Australia - Qingdao)	10,265	-0.246	-2.34%	10,907	10,333
<b>C7</b> (150mt Bolivar - Rotterdam)	12,836	-0.078	-0.60%	12,767	13,260
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	21,864	-357	-1.61%	22,529	23,469
<b>C9_14</b> (180mt Continent/Med trip Far East)	43,594	-120	-0.27%	46,525	47,445
<b>C10_14</b> (180mt Nopac round V)	23,145	-1,240	-5.09%	25,843	22,948
<b>C14</b> (180mt China - Brazil RV)	22,075	192	0.88%	23,048	22,346
<b>C16</b> (180mt Revised backhaul)	-1,644	-631	62.29%	64	1,334
<b>C17</b> (170mt Saldanha Bay to Qingdao)	18,54	0.091	0.49%	19,63	18,91
<b>BCI 5TC</b>	22,015	-445	-1.98%	23,678	23,288

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,382	-10	-0.72%	1,452	1,254
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	23,074	-196	-0.84%	24,659	25,334
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	19,089	-315	-1.62%	20,949	23,173
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	14,475	-38	-0.26%	15,149	12,040
<b>S3_58</b> (North China trip to Wes t Africa)	12,833	23	0.18%	12,868	9,340
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	14,304	-429	-2.91%	15,557	16,768
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	10,282	-251	-2.38%	12,011	12,492
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	20,764	-199	-0.95%	21,329	20,493
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	17,011	61	0.36%	17,465	12,416
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	12,996	-212	-1.61%	13,487	12,648
<b>S10_58</b> (South China trip via Indones ia to s outh China)	16,113	7	0.04%	16,680	12,216
<b>BSI 10TC</b>	15,205	-103	-0.67%	15,974	13,799

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,829	-18	-0.97%	1,943	1,821

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	32,729	-239	-0.94%	34,527	35,457
Cape Pacific (C10, C14)	22,610	-524	-2.10%	24,445	22,647
<b>Cape Atlantic vs. Pacific</b>	<b>10,119</b>	<b>286</b>	<b>1.16%</b>	<b>10,081</b>	<b>12,810</b>
Panamax Atlantic (1a, 2a)	19,881	-226	-1.35%	21,770	20,272
Panamax Pacific (3a, 4)	12,143	298	2.17%	11,849	10,638
<b>Panamax Atlantic vs. Pacific</b>	<b>7,739</b>	<b>-523</b>	<b>-3.52%</b>	<b>9,922</b>	<b>9,635</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	12,527	-297	-2.30%	13,685	13,969
Supramax Pacific 3TC (S2,S8,S10)	15,866	10	0.05%	16,431	12,224
<b>Supramax Atlantic vs. Pacific</b>	<b>-3,339</b>	<b>-307</b>	<b>-2.35%</b>	<b>-2,746</b>	<b>1,745</b>
Handysize Atlantic 4TC (HS1-HS4)	11,174	-121	-1.06%	12,031	13,063
Handysize Pacific 3TC (HS5,HS6,HS7)	13,446	30	0.22%	13,280	11,577
<b>Handysize Atlantic vs. Pacific</b>	<b>-2,272</b>	<b>-151</b>	<b>-1.29%</b>	<b>-1,248</b>	<b>1,486</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	20,951	-445	-2.08%	22,614	22,224
<b>BPI 4TC</b>	15,065	101	0.67%	15,890	14,513
<b>BHSI 6TC</b>	10,424	-44	-0.42%	10,764	10,416

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,822	11	0.61%	1,914	1,761
<b>P1A_82</b> (82500mt Transatlantic RV)	13,580	-289	-2.08%	15,608	14,868
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	26,182	-162	-0.61%	27,932	25,676
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	16,942	502	3.05%	16,425	14,623
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7343	93	1.28%	7272	6653
<b>P5_82</b> (82500mt S China/HK range Indo RV)	17,183	272	1.61%	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18059	181	1.01%	18991	17478
<b>P8</b> (66000mt Santos to China)	46,671	0.371	0.80%	47,881	45,761
<b>BPI82 5TC</b>	16,401	101	0.62%	17,226	15,849

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,288	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,849	12,854	20,757	12,693	39.19%
<b>Supramax 10TC</b>	13,799	11,240	16,441	11,301	29.03%
<b>Handysize 7TC</b>	12,382	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	688	-3	-0.43%	707	688
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,929	-121	-1.50%	9,051	10,218
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,979	-107	-0.97%	11,893	12,245
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	15,906	-202	-1.25%	16,831	17,072
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,882	-53	-0.53%	10,351	12,719
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	14,325	41	0.29%	14,042	12,131
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,369	31	0.23%	13,264	11,636
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,644	19	0.15%	12,534	10,965
<b>BHSI 7TC</b>	12,390	-44	-0.35%	12,730	12,382

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	5,614	6,160	6,452	7,439	3,536
<b>Pmx5TC / Smx10TC Spread</b>	1,196	992	1,252	2,050	1,614
<b>Cape5TC / Smx10TC Spread</b>	6,810	7,152	7,705	9,490	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	9,781	10,044	10,706	9,827	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,119	9,834	10,081	12,810	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,739	8,262	9,922	9,635	6,747
<b>Supra Atlantic vs Supra Pacific</b>	-3,339	-3,032	-2,746	1,745	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.342	1.326	1.375	1.469	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.079	1.198	1.078	1.149	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.227	0.900	1.255	1.114	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.448	1.589	1.482	1.688	1.458

Source - The Baltic Exchange

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