

FIS

30 Sep 2024

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BCI Index | 3,649 | -40 | -1.08% | 3,305 | 2,890 |
| C2 (160It Tubarao - Rotterdam) | 12,229 | -0.071 | -0.58% | 10,746 | 10,797 |
| C3 (160mt Tubarao - Qingdao) | 28,170 | -0.17 | -0.60% | 27,737 | 26,074 |
| C5 (160mt W Australia - Qingdao) | 11,655 | 0.175 | 1.52% | 11,635 | 10,506 |
| C7 (150mt Bolivar - Rotterdam) | 14,236 | -0.250 | -1.73% | 12,431 | 12,882 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 30,071 | -1,715 | -5.40% | 22,814 | 22,620 |
| C9_14 (180mt Continent/Med trip Far East) | 58,063 | -62 | -0.11% | 55,252 | 49,839 |
| C10_14 (180mt Nopac round V) | 30,588 | 583 | 1.94% | 30,357 | 24,316 |
| C14 (180mt China - Brazil RV) | 28,620 | -265 | -0.92% | 27,546 | 23,596 |
| C16 (180mt Revised backhaul) | 5,444 | 138 | 2.60% | 2,593 | 857 |
| C17 (170mt Saldanha Bay to Qingdao) | 20,98 | -0.05 | -0.24% | 20,70 | 19,25 |
| BCI 5TC | 30,258 | -340 | -1.11% | 27,410 | 23,970 |

Supramax 11TC

| | Today | Change | Change | MTD | YTD |
|--|--------|--------|--------|--------|--------|
| BSI Index | 1,296 | -10 | -0.77% | 1,280 | 1,287 |
| S1B_63 (Canakkale trip via Med or BI Sea to China-SO) | 20,758 | -96 | -0.46% | 20,866 | 25,070 |
| S1C_63 (US Gulf trip to China-South Japan) | 24,596 | -218 | -0.88% | 25,690 | 26,103 |
| S2_63 (North China one Australian or Pacific round v) | 16,388 | -100 | -0.61% | 15,403 | 14,770 |
| S3_63 (North China trip to West Africa) | 15,092 | 0 | 0.00% | 14,537 | 12,485 |
| S4A_63 (US Gulf trip to Skaw-Passero) | 22,679 | -400 | -1.73% | 22,022 | 20,399 |
| S4B_63 (Skaw-Passero trip to US Gulf) | 10,643 | -21 | -0.20% | 10,754 | 12,732 |
| S5_63 (West Africa trip via East Coast South America) | 18,557 | -154 | -0.82% | 20,314 | 22,937 |
| S8_63 (South China trip via Indonesia to East Coast In) | 17,821 | -165 | -0.92% | 16,381 | 15,105 |
| S9_63 (West Africa trip via East Coast South America) | 11,425 | -146 | -1.26% | 12,646 | 14,102 |
| S10_63 (South China trip via Indonesia to South China) | 16,306 | -169 | -1.03% | 15,300 | 14,580 |
| S15_63 (South China trip via Indonesia to South China) | 14,263 | -195 | -1.35% | 15,019 | 16,924 |
| BSI 11TC | 16,379 | -134 | -0.81% | 16,180 | 16,307 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 2,084 | -26 | -1.23% | 1,965 | 1,848 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 44,067 | -889 | -2.75% | 39,033 | 36,229 |
| Cape Pacific (C10, C14) | 29,604 | 159 | 0.51% | 28,951 | 23,956 |
| Cape Atlantic vs. Pacific | 14,463 | -1,048 | -3.26% | 10,082 | 12,273 |
| Panamax Atlantic (1a, 2a) | 16,106 | -441 | -3.16% | 16,073 | 19,541 |
| Panamax Pacific (3a, 4) | 9,594 | -169 | -1.49% | 9,686 | 10,439 |
| Panamax Atlantic vs. Pacific | 6,512 | -272 | -1.68% | 6,387 | 9,102 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 14,916 | -189 | -1.06% | 15,141 | 15,744 |
| Supramax Pacific 3TC (S2,S8,S10) | 16,838 | -145 | -0.85% | 15,695 | 14,819 |
| Supramax Atlantic vs. Pacific | -1,923 | -44 | -0.21% | -554 | 926 |
| Handysize Atlantic 4TC (HS1-HS4) | 11,947 | -29 | -0.05% | 12,246 | 12,742 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 13,590 | 73 | 0.54% | 13,422 | 12,725 |
| Handysize Atlantic vs. Pacific | -1,642 | -102 | -0.59% | -1,175 | 17 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|--------|
| BCI 4TC | 29,194 | -340 | -1.15% | 26,346 | 22,906 |
| BFI 4TC | 11,391 | -286 | -2.45% | 11,430 | 13,900 |
| BHSI 6TC | 10,826 | 19 | 0.18% | 10,907 | 10,828 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,414 | -32 | -2.21% | 1,418 | 1,693 |
| P1A_82 (82500mt Transatlantic RV) | 10,270 | -495 | -4.60% | 9,933 | 13,627 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 21,941 | -386 | -1.73% | 22,213 | 25,456 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 13,292 | -285 | -2.10% | 13,572 | 14,409 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 5896 | -52 | -0.87% | 5800 | 6470 |
| P5_82 (82500mt S China/HK range Indo RV) | 13,328 | -189 | -1.40% | 12,683 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 13509 | -159 | -1.16% | 13628 | 16781 |
| P8 (66000mt Santos to China) | 38,786 | -0.271 | -0.69% | 39,034 | 44,474 |
| BPI82 5TC | 12,727 | -286 | -2.20% | 12,766 | 15,236 |

| | Avg 2024 | Avg 2023 | Max 2024 | Min 2024 | 30D Vol 2023 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 23,970 | 16,389 | 35,780 | 14,375 | 120.00% |
| Panamax 5TC | 15,236 | 12,854 | 20,757 | 11,645 | 39.19% |
| Supramax 11TC | 16,307 | 11,240 | 18,476 | 13,483 | 29.03% |
| Handysize 7TC | 12,794 | 10,420 | 14,537 | 10,197 | 17.67% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 711 | 1 | 0.14% | 715 | 711 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 7,564 | 35 | 0.46% | 7,252 | 8,800 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 10,057 | 93 | 0.93% | 9,868 | 11,342 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 13,811 | -95 | -0.68% | 15,022 | 16,878 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 16,357 | -150 | -0.91% | 16,844 | 13,949 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 13,844 | 56 | 0.41% | 13,826 | 13,322 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 13,575 | 69 | 0.51% | 13,406 | 12,731 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 13,350 | 94 | 0.71% | 13,033 | 12,122 |
| BHSI 7TC | 12,792 | 19 | 0.15% | 12,873 | 12,794 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|--------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | 17,531 | 17,585 | 14,644 | 8,734 | 3,536 |
| Pmx5TC / Smx10TC Spread | -3,652 | -3,500 | -3,414 | -1,071 | 1,614 |
| Cape5TC / Smx10TC Spread | 13,879 | 14,085 | 11,229 | 7,663 | 5,150 |
| Pmx 2A / Pmx 5TC Spread | 9,214 | 9,314 | 9,447 | 10,221 | 7,607 |
| Cape Atlantic vs Cape Pacific | 14,463 | 15,511 | 10,082 | 12,273 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 6,512 | 6,784 | 6,387 | 9,102 | 6,747 |
| Supra Atlantic vs Supra Pacific | -1,923 | -1,878 | -554 | 926 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 2.377 | 1.326 | 2.147 | 1.573 | 1.275 |
| Pmx5TC / Smx10TC Ratio | 0.777 | 1.198 | 0.789 | 0.934 | 1.144 |
| Smx10TC / Handy7TC Ratio | 1.280 | 0.900 | 1.257 | 1.275 | 1.079 |
| Cape5TC / Smx10TC Ratio | 1.847 | 1.589 | 1.694 | 1.470 | 1.458 |

Source - The Baltic Exchange

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