

# FIS

03 Jan 2025

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,375	114	9.04%	1,318	1,318
<b>C2</b> (160t Tubarao - Rotterdam)	8,621	0.097	1.14%	8,573	8,573
<b>C3</b> (160mt Tubarao - Qingdao)	18,285	0.25	1.39%	18,160	18,160
<b>C5</b> (160mt W Australia - Qingdao)	7,275	0.545	8.10%	7,003	7,003
<b>C7</b> (150mt Bolivar - Rotterdam)	10,021	0.300	3.09%	9,871	9,871
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	11,500	686	6.34%	11,157	11,157
<b>C9_14</b> (180mt Continent/Med trip Far East)	30,281	850	2.89%	29,856	29,856
<b>C10_14</b> (180mt Nopac round V)	9,055	2,073	29.69%	8,019	8,019
<b>C14</b> (180mt China - Brazil RV)	11,025	480	4.55%	10,785	10,785
<b>C16</b> (180mt Revised backhaul)	-2,188	256	-10.47%	-2,316	-2,316
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,84	0.277	2.20%	12,71	12,71
<b>BCI 5TC</b>	11,407	948	9.06%	10,933	10,933

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	884	-15	-1.67%	892	892
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-So)	14,167	-125	-0.87%	14,230	14,230
<b>S1C_63</b> (US Gulf trip to China-South Japan)	19,479	-117	-0.60%	19,538	19,538
<b>S2_63</b> (North China one Australian or Pacific round v)	8,714	-250	-2.79%	8,839	8,839
<b>S3_63</b> (North China trip to West Africa)	9,867	-133	-1.33%	9,934	9,934
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	20,768	-321	-1.52%	20,929	20,929
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	7,175	4	0.06%	7,173	7,173
<b>S5_63</b> (West Africa trip via East Coast South America)	15,257	57	0.37%	15,229	15,229
<b>S8_63</b> (South China trip via Indonesia to East Coast In	9,404	-375	-3.83%	9,592	9,592
<b>S9_63</b> (West Africa trip via East Coast South America)	10,743	36	0.34%	10,725	10,725
<b>S10_63</b> (South China trip via Indonesia to South China)	8,143	-336	-3.96%	8,311	8,311
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East	11,046	-279	-2.46%	11,186	11,186
<b>BSI 11TC</b>	11,172	-187	-1.65%	11,266	11,266

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,072	43	4.18%	1,051	1,051

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	20,891	768	4.62%	20,507	20,507
Cape Pacific (C10, C14)	10,040	1,277	17.12%	9,402	9,402
<b>Cape Atlantic vs. Pacific</b>	<b>10,851</b>	<b>-509</b>	<b>-12.51%</b>	<b>11,105</b>	<b>11,105</b>
Panamax Atlantic (1a, 2a)	13,424	665	5.01%	13,092	13,092
Panamax Pacific (3a, 4)	5,528	194	3.32%	5,431	5,431
<b>Panamax Atlantic vs. Pacific</b>	<b>7,897</b>	<b>472</b>	<b>1.69%</b>	<b>7,661</b>	<b>7,661</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	12,895	-94	-0.38%	12,942	12,942
Supramax Pacific 3TC (S2,S8,S10)	8,754	-320	-3.53%	8,914	8,914
<b>Supramax Atlantic vs. Pacific</b>	<b>4,142</b>	<b>227</b>	<b>3.15%</b>	<b>4,028</b>	<b>4,028</b>
Handysize Atlantic 4TC (HS1-HS4)	10,126	-90	-0.87%	10,171	10,171
Handysize Pacific 3TC (HS5,HS6,HS7)	9,590	-82	-0.85%	9,632	9,632
<b>Handysize Atlantic vs. Pacific</b>	<b>535</b>	<b>-8</b>	<b>-0.02%</b>	<b>539</b>	<b>539</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	10,343	948	10.09%	9,869	9,869
<b>BPI 4TC</b>	8,022	353	4.60%	7,846	7,846
<b>BSI 10TC</b>	9,138	-187	-2.01%	9,232	9,232

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,040	40	4.00%	1,020	1,020
<b>P1A_82</b> (82500mt Transatlantic RV)	10,903	408	3.89%	10,699	10,699
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	15,945	922	6.14%	15,484	15,484
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	6,500	325	5.26%	6,338	6,338
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4,555	62	1.38%	4,524	4,524
<b>P5_82</b> (82500mt S China/HK range Indo RV)	4,672	-128	-2.67%	4,736	4,736
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	9857	239	2.48%	9738	9738
<b>P8</b> (66000mt Santos to China)	31,958	0.083	0.26%	31,917	31,917
<b>BPI82 5TC</b>	9,358	353	3.92%	9,182	9,182

## Avg 2024 Avg 2023 Max 2024 Min 2024 30D Vol 2023

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	10,933	16,389	11,407	10,459	120.00%
<b>Panamax 5TC</b>	9,182	12,854	9,358	9,005	39.19%
<b>Supramax 11TC</b>	11,266	11,240	11,359	11,172	29.03%
<b>Handysize 7TC</b>	9,929	10,420	9,973	9,884	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	549	-5	-0.90%	552	552
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,343	-50	-0.78%	6,368	6,368
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,950	-79	-0.98%	7,990	7,990
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	14,467	-161	-1.10%	14,548	14,548
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,743	-71	-0.60%	11,779	11,779
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	9,771	-115	-1.16%	9,829	9,829
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,671	-72	-0.74%	9,707	9,707
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	9,329	-60	-0.64%	9,359	9,359
<b>BHSI 7TC</b>	9,884	-89	-0.89%	9,929	9,929

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	2,049	1,454	1,752	1,752	3,536
<b>Pmx5TC / Smx10TC Spread</b>	-1,814	-2,354	-2,084	-2,084	1,614
<b>Cape5TC / Smx10TC Spread</b>	235	-900	-333	-333	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	6,587	6,018	6,303	6,303	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,851	11,359	11,105	11,105	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,897	7,425	7,661	7,661	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,142	3,915	4,028	4,028	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.219	1.326	1.191	1.191	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	0.838	1.198	0.815	0.815	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.130	0.900	1.135	1.135	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.021	1.589	0.970	0.970	1.458

Source - The Baltic Exchange

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