

# FIS

17 Jan 2025

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,393	-89	-6.01%	1,378	1,378
<b>C2</b> (160t Tubarao - Rotterdam)	8,514	-0,229	-2.62%	8,634	8,634
<b>C3</b> (160mt Tubarao - Qingdao)	18,005	0,035	0.19%	17,885	17,885
<b>C5</b> (160mt W Australia - Qingdao)	6,405	0,005	0.08%	6,530	6,530
<b>C7</b> (150mt Bolivar - Rotterdam)	11,236	-0,521	-4.43%	10,846	10,846
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	15,250	-1,929	-11.23%	14,191	14,191
<b>C9_14</b> (180mt Continent/Med trip Far East)	33,375	-938	-2.73%	32,054	32,054
<b>C10_14</b> (180mt Nopac round V)	5,827	-137	-2.30%	6,463	6,463
<b>C14</b> (180mt China - Brazil RV)	9,705	-185	-1.87%	10,072	10,072
<b>C16</b> (180mt Revised backhaul)	-2,500	-469	23.09%	-2,107	-2,107
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,810	0,111	0.87%	12,56	12,56
<b>BCI 5TC</b>	11,555	-739	-6.01%	11,425	11,425

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	747	-18	-2.35%	825	825
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	12,217	-66	-0.54%	13,311	13,311
<b>S1C_63</b> (US Gulf trip to China-South Japan)	17,800	-293	-1.62%	18,830	18,830
<b>S2_63</b> (North China one Australian or Pacific round v)	7,438	-218	-2.85%	8,126	8,126
<b>S3_63</b> (North China trip to West Africa)	8,667	-133	-1.51%	9,379	9,379
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	17,257	-672	-3.75%	19,096	19,096
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	6,500	-18	-0.28%	6,957	6,957
<b>S5_63</b> (West Africa trip via East Coast South America)	13,586	-153	-1.11%	14,599	14,599
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	6,793	-493	-6.77%	8,428	8,428
<b>S9_63</b> (West Africa trip via East Coast South America)	10,050	-52	-0.51%	10,546	10,546
<b>S10_63</b> (South China trip via Indonesia to South China)	5,628	-425	-7.02%	7,180	7,180
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	9,013	0	0.00%	9,887	9,887
<b>BSI 11TC</b>	9,437	-226	-2.34%	10,431	10,431

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	987	-36	-3.52%	1,032	1,032

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	24,313	-1,434	-6.98%	23,123	23,123
Cape Pacific (C10, C14)	7,766	-161	-2.08%	8,267	8,267
<b>Cape Atlantic vs. Pacific</b>	<b>16,547</b>	<b>-1,273</b>	<b>-4.90%</b>	<b>14,856</b>	<b>14,856</b>
Panamax Atlantic (1a, 2a)	11,035	-174	-1.53%	12,649	12,649
Panamax Pacific (3a, 4)	5,465	86	1.43%	5,384	5,384
<b>Panamax Atlantic vs. Pacific</b>	<b>5,570</b>	<b>-260</b>	<b>-2.97%</b>	<b>7,265</b>	<b>7,265</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,269	-247	-1.51%	12,200	12,200
Supramax Pacific 3TC (S2,S8,S10)	6,620	-379	-5.55%	7,911	7,911
<b>Supramax Atlantic vs. Pacific</b>	<b>4,649</b>	<b>131</b>	<b>4.03%</b>	<b>4,289</b>	<b>4,289</b>
Handysize Atlantic 4TC (HS1-HS4)	8,806	-83	-0.81%	9,490	9,490
Handysize Pacific 3TC (HS5,HS6,HS7)	7,433	-298	-3.87%	8,785	8,785
<b>Handysize Atlantic vs. Pacific</b>	<b>1,373</b>	<b>215</b>	<b>3.07%</b>	<b>705</b>	<b>705</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	10,491	-739	-6.58%	10,361	10,361
<b>BPI 4TC</b>	6,734	10	0.15%	7,411	7,411
<b>BSI 10TC</b>	7,403	-226	-2.96%	8,397	8,397

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	897	1	0.11%	972	972
<b>P1A_82</b> (82500mt Transatlantic RV)	8,020	-120	-1.47%	9,841	9,841
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	14,050	-227	-1.59%	15,458	15,458
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	6,829	141	2.11%	6,453	6,453
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4101	31	0.76%	4315	4315
<b>P5_82</b> (82500mt S China/HK range Indo RV)	3,256	3	0.09%	3,852	3,852
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	8477	82	0.98%	8987	8987
<b>P8</b> (66000mt Santos to China)	30,814	0,164	0.54%	31,248	31,248
<b>BPI82 5TC</b>	8,070	10	0.12%	8,747	8,747

## Avg 2025 Avg 2024 Max 2025 Min 2025 30D Vol 2024

	Avg 2025	Avg 2024	Max 2025	Min 2025	30D Vol 2024
<b>Cape 5TC</b>	11,425	22,593	13,391	9,123	85.72%
<b>Panamax 5TC</b>	8,747	14,099	9,548	8,050	31.09%
<b>Supramax 11TC</b>	10,431	15,714	11,359	9,437	14.91%
<b>Handysize 7TC</b>	9,168	12,660	9,973	8,161	13.59%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	453	-11	-2.37%	509	509
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	5,014	-7	-0.14%	5,720	5,720
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	6,107	-61	-0.99%	7,070	7,070
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	12,989	-200	-1.52%	13,751	13,751
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,114	-65	-0.58%	11,421	11,421
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	7,631	-275	-3.48%	8,934	8,934
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,644	-275	-3.47%	8,943	8,943
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	7,025	-344	-4.67%	8,477	8,477
<b>BHSI 7TC</b>	8,161	-186	-2.23%	9,168	9,168

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	3,485	4,234	2,678	2,678	8,494
<b>Pmx5TC / Smx11TC Spread</b>	-1,367	-1,603	-1,684	-1,684	-1,615
<b>Cape5TC / Smx11TC Spread</b>	2,118	2,631	994	994	6,879
<b>Pmx 2A / Pmx 5TC Spread</b>	5,980	6,217	6,711	6,711	7,607
<b>Cape Atlantic vs Cape Pacific</b>	16,547	17,819	14,856	14,856	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,570	5,830	7,265	7,265	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,649	4,518	4,289	4,289	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.432	1.326	1.306	1.306	1.602
<b>Pmx5TC / Smx10TC Ratio</b>	0.855	1.198	0.839	0.839	0.897
<b>Smx10TC / Handy7TC Ratio</b>	1.156	0.900	1.138	1.138	1.241
<b>Cape5TC / Smx10TC Ratio</b>	1.224	1.589	1.095	1.095	1.438

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