

# FIS

23 Jan 2025

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,081	-155	-12.54%	1,341	1,341
<b>C2</b> (160lt Tubarao - Rotterdam)	8,150	-0.229	-2.73%	8,555	8,555
<b>C3</b> (160mt Tubarao - Qingdao)	17,480	-0.265	-1.49%	17,838	17,838
<b>C5</b> (160mt W Australia - Qingdao)	5,950	-0.255	-4.11%	6,436	6,436
<b>C7</b> (150mt Bolivar - Rotterdam)	10,121	-0.693	-6.41%	10,814	10,814
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	10,286	-2.821	-21.52%	13,868	13,868
<b>C9_14</b> (180mt Continent/Med trip Far East)	29,725	-1,025	-3.33%	31,858	31,858
<b>C10_14</b> (180mt Nopac round V)	4,059	-927	-18.59%	6,062	6,062
<b>C14</b> (180mt China - Brazil RV)	8,545	-430	-4.79%	9,810	9,810
<b>C16</b> (180mt Revised backhaul)	-3,769	-900	31.37%	-2,353	-2,353
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,47	-0.128	-1.02%	12,57	12,57
<b>BCI 5TC</b>	8,967	-1,285	-12.53%	11,123	11,123

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	654	-20	-2.97%	791	791
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	11,571	-154	-1.31%	12,930	12,930
<b>S1C_63</b> (US Gulf trip to China-South Japan)	15,011	-275	-1.80%	18,075	18,075
<b>S2_63</b> (North China one Australian or Pacific round v)	6,669	-119	-1.75%	7,817	7,817
<b>S3_63</b> (North China trip to West Africa)	7,617	-175	-2.25%	9,020	9,020
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	14,364	-372	-2.52%	18,171	18,171
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	6,143	-132	-2.10%	6,804	6,804
<b>S5_63</b> (West Africa trip via East Coast South America)	12,282	-425	-3.34%	14,188	14,188
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	5,629	-142	-2.46%	7,821	7,821
<b>S9_63</b> (West Africa trip via East Coast South America)	9,264	-290	-3.04%	10,334	10,334
<b>S10_63</b> (South China trip via Indonesia to South China)	4,563	-168	-3.55%	6,616	6,616
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	7,696	-721	-8.57%	9,538	9,538
<b>BSI 11TC</b>	8,261	-253	-2.97%	10,001	10,001

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	824	-69	-7.73%	999	999

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	20,006	-1,923	-12.43%	22,863	22,863
Cape Pacific (C10, C14)	6,302	-679	-11.69%	7,936	7,936
<b>Cape Atlantic vs. Pacific</b>	<b>13,704</b>	<b>-1,245</b>	<b>-0.74%</b>	<b>14,927</b>	<b>14,927</b>
Panamax Atlantic (1a, 2a)	10,141	-300	-3.12%	12,122	12,122
Panamax Pacific (3a, 4)	4,802	-281	-5.35%	5,331	5,331
<b>Panamax Atlantic vs. Pacific</b>	<b>5,339</b>	<b>-19</b>	<b>2.23%</b>	<b>6,791</b>	<b>6,791</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	9,924	-265	-2.55%	11,770	11,770
Supramax Pacific 3TC (S2,S8,S10)	5,620	-143	-2.59%	7,418	7,418
<b>Supramax Atlantic vs. Pacific</b>	<b>4,303</b>	<b>-122</b>	<b>0.03%</b>	<b>4,351</b>	<b>4,351</b>
Handysize Atlantic 4TC (HS1-HS4)	8,349	-141	-1.64%	9,257	9,257
Handysize Pacific 3TC (HS5,HS6,HS7)	6,619	-215	-3.18%	8,317	8,317
<b>Handysize Atlantic vs. Pacific</b>	<b>1,730</b>	<b>74</b>	<b>1.54%</b>	<b>939</b>	<b>939</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	7,903	-1,285	-13.99%	10,059	10,059
<b>BPI 4TC</b>	5,903	-346	-5.54%	7,144	7,144
<b>BSI 10TC</b>	6,227	-253	-3.90%	7,967	7,967

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	804	-39	-4.63%	942	942
<b>P1A_82</b> (82500mt Transatlantic RV)	7,155	-295	-3.96%	9,270	9,270
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	13,127	-305	-2.27%	14,974	14,974
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	5,958	-385	-6.07%	6,452	6,452
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	3646	-177	-4.63%	4210	4210
<b>P5_82</b> (82500mt S China/HK range Indo RV)	3,033	-117	-3.71%	3,685	3,685
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	7611	-425	-5.29%	8772	8772
<b>P8</b> (66000mt Santos to China)	29,879	-0,485	-1.60%	31,044	31,044
<b>BPI82 5TC</b>	7,239	-346	-4.56%	8,480	8,480

	Avg 2025	Avg 2024	Max 2025	Min 2025	30D Vol 2024
<b>Cape 5TC</b>	11,123	22,593	13,391	8,967	85.72%
<b>Panamax 5TC</b>	8,480	14,099	9,548	7,239	31.09%
<b>Supramax 11TC</b>	10,001	15,714	11,359	8,261	14.91%
<b>Handysize 7TC</b>	8,821	12,660	9,973	7,531	13.59%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	418	-10	-2.34%	490	490
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	4,850	-64	-1.30%	5,522	5,522
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	5,793	-121	-2.05%	6,787	6,787
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	12,067	-239	-1.94%	13,435	13,435
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	10,686	-139	-1.28%	11,284	11,284
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	6,894	-150	-2.13%	8,487	8,487
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	6,813	-200	-2.85%	8,484	8,484
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,150	-294	-4.56%	7,981	7,981
<b>BHSI 7TC</b>	7,531	-170	-2.21%	8,821	8,821

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	1,728	2,667	2,643	2,643	8,494
<b>Pmx5TC / Smx11TC Spread</b>	-1,022	-929	-1,521	-1,521	-1,615
<b>Cape5TC / Smx11TC Spread</b>	706	1,738	1,122	1,122	6,879
<b>Pmx 2A / Pmx 5TC Spread</b>	5,888	5,847	6,493	6,493	7,607
<b>Cape Atlantic vs Cape Pacific</b>	13,704	14,948	14,927	14,927	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,339	5,358	6,791	6,791	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,303	4,425	4,351	4,351	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.239	1.326	1.312	1.312	1.602
<b>Pmx5TC / Smx10TC Ratio</b>	0.876	1.198	0.848	0.848	0.897
<b>Smx10TC / Handy7TC Ratio</b>	1.097	0.900	1.134	1.134	1.241
<b>Cape5TC / Smx10TC Ratio</b>	1.085	1.589	1.112	1.112	1.438

Source - The Baltic Exchange

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