

# FIS

31 Jan 2025

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	874	<b>33</b>	<b>3.92%</b>	1,224	1,224
<b>C2</b> (160t Tubarao - Rotterdam)	7,436	0	0.00%	8,310	8,310
<b>C3</b> (160mt Tubarao - Qingdao)	17,140	<b>0.051</b>	<b>0.30%</b>	17,644	17,644
<b>C5</b> (160mt W Australia - Qingdao)	6,220	<b>0.335</b>	<b>5.69%</b>	6,280	6,280
<b>C7</b> (150mt Bolivar - Rotterdam)	9,429	<b>-0.057</b>	<b>-0.60%</b>	10,505	10,505
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	7,429	<b>-71</b>	<b>-0.95%</b>	12,372	12,372
<b>C9_14</b> (180mt Continent/Med trip Far East)	25,375	<b>-250</b>	<b>-0.98%</b>	30,508	30,508
<b>C10_14</b> (180mt Nopac round V)	4,227	<b>1,182</b>	<b>38.82%</b>	5,285	5,285
<b>C14</b> (180mt China - Brazil RV)	8,070	<b>114</b>	<b>1.43%</b>	9,304	9,304
<b>C16</b> (180mt Revised backhaul)	-6,813	0	0.00%	-3,233	-3,233
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,27	<b>0.031</b>	<b>0.25%</b>	12,49	12,49
<b>BCI 5TC</b>	7,252	<b>275</b>	<b>3.94%</b>	10,150	10,150

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	603	<b>-2</b>	<b>-0.33%</b>	744	744
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	11,058	<b>8</b>	<b>0.07%</b>	12,471	12,471
<b>S1C_63</b> (US Gulf trip to China-South Japan)	14,307	<b>-22</b>	<b>-0.15%</b>	17,081	17,081
<b>S2_63</b> (North China one Australian or Pacific round v)	6,457	<b>-22</b>	<b>-0.34%</b>	7,458	7,458
<b>S3_63</b> (North China trip to West Africa)	7,320	<b>-30</b>	<b>-0.41%</b>	8,569	8,569
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	12,779	<b>-146</b>	<b>-1.13%</b>	16,814	16,814
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	5,568	<b>-114</b>	<b>-2.01%</b>	6,541	6,541
<b>S5_63</b> (West Africa trip via East Coast South America)	11,150	<b>25</b>	<b>0.22%</b>	13,443	13,443
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	5,579	<b>-4</b>	<b>-0.07%</b>	7,222	7,222
<b>S9_63</b> (West Africa trip via East Coast South America)	8,111	<b>-25</b>	<b>-0.31%</b>	9,823	9,823
<b>S10_63</b> (South China trip via Indonesia to South China)	4,493	0	0.00%	6,045	6,045
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	6,045	<b>135</b>	<b>2.28%</b>	8,709	8,709
<b>BSI 11TC</b>	7,628	<b>-18</b>	<b>-0.24%</b>	9,403	9,403

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	735	<b>20</b>	<b>2.80%</b>	930	930

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	16,402	<b>-161</b>	<b>-0.96%</b>	21,440	21,440
Cape Pacific (C10, C14)	6,149	<b>648</b>	<b>20.13%</b>	7,295	7,295
<b>Cape Atlantic vs. Pacific</b>	<b>10,254</b>	<b>-809</b>	<b>-21.09%</b>	<b>14,145</b>	<b>14,145</b>
Panamax Atlantic (1a, 2a)	9,668	<b>159</b>	<b>1.73%</b>	11,456	11,456
Panamax Pacific (3a, 4)	4,633	<b>185</b>	<b>3.85%</b>	5,101	5,101
<b>Panamax Atlantic vs. Pacific</b>	<b>5,035</b>	<b>-26</b>	<b>-2.12%</b>	<b>6,355</b>	<b>6,355</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	8,819	<b>-95</b>	<b>-1.15%</b>	11,059	11,059
Supramax Pacific 3TC (S2,S8,S10)	5,510	<b>-9</b>	<b>-0.14%</b>	6,909	6,909
<b>Supramax Atlantic vs. Pacific</b>	<b>3,310</b>	<b>-86</b>	<b>-1.01%</b>	<b>4,151</b>	<b>4,151</b>
Handysize Atlantic 4TC (HS1-HS4)	7,717	<b>-82</b>	<b>-1.32%</b>	8,905	8,905
Handysize Pacific 3TC (HS5,HS6,HS7)	5,708	<b>-75</b>	<b>-1.33%</b>	7,672	7,672
<b>Handysize Atlantic vs. Pacific</b>	<b>2,009</b>	<b>-7</b>	<b>0.01%</b>	<b>1,234</b>	<b>1,234</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	6,188	<b>275</b>	<b>4.65%</b>	9,086	9,086
<b>BPI 4TC</b>	5,863	<b>300</b>	<b>5.39%</b>	6,713	6,713
<b>BSI 10TC</b>	5,594	<b>-18</b>	<b>-0.32%</b>	7,369	7,369

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	800	<b>33</b>	<b>4.30%</b>	894	894
<b>P1A_82</b> (82500mt Transatlantic RV)	6,630	<b>125</b>	<b>1.92%</b>	8,568	8,568
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	12,705	<b>193</b>	<b>1.54%</b>	14,344	14,344
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	5,817	<b>281</b>	<b>5.08%</b>	6,208	6,208
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	3449	<b>88</b>	<b>2.62%</b>	3994	3994
<b>P5_82</b> (82500mt S China/HK range Indo RV)	2,808	#N/A	#N/A	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	8241	<b>571</b>	<b>7.44%</b>	8404	8404
<b>P8</b> (66000mt Santos to China)	30,643	<b>0.679</b>	<b>2.27%</b>	30,710	30,710
<b>BPI82 5TC</b>	7,199	<b>300</b>	<b>4.35%</b>	8,049	8,049

	Avg 2025	Avg 2024	Max 2025	Min 2025	30D Vol 2024
<b>Cape 5TC</b>	10,150	22,593	13,391	6,977	85.72%
<b>Panamax 5TC</b>	8,049	14,099	9,548	6,736	31.09%
<b>Supramax 11TC</b>	9,403	15,714	11,359	7,628	14.91%
<b>Handysize 7TC</b>	8,330	12,660	9,973	6,780	13.59%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	377	<b>-4</b>	<b>-1.05%</b>	463	463
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	4,436	<b>-125</b>	<b>-2.74%</b>	5,280	5,280
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	5,379	<b>-71</b>	<b>-1.30%</b>	6,447	6,447
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	11,167	<b>-66</b>	<b>-0.59%</b>	12,905	12,905
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,886	<b>-64</b>	<b>-0.64%</b>	10,990	10,990
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	6,088	<b>-37</b>	<b>-0.60%</b>	7,889	7,889
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	6,006	<b>-94</b>	<b>-1.54%</b>	7,867	7,867
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	5,031	<b>-94</b>	<b>-1.83%</b>	7,260	7,260
<b>BHSI 7TC</b>	6,780	<b>-77</b>	<b>-1.12%</b>	8,330	8,330

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	53	78	2,101	2,101	8,494
<b>Pmx5TC / Smx11TC Spread</b>	<b>-429</b>	<b>-747</b>	<b>-1,354</b>	<b>-1,354</b>	<b>-1,615</b>
<b>Cape5TC / Smx11TC Spread</b>	<b>-376</b>	<b>-669</b>	746	746	6,879
<b>Pmx 2A / Pmx 5TC Spread</b>	5,506	5,613	6,295	6,295	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,254	11,062	14,145	14,145	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,035	5,060	6,355	6,355	6,747
<b>Supra Atlantic vs Supra Pacific</b>	3,310	3,396	4,151	4,151	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.007	1.326	1.261	1.261	1.602
<b>Pmx5TC / Smx10TC Ratio</b>	0.944	1.198	0.856	0.856	0.897
<b>Smx10TC / Handy7TC Ratio</b>	1.125	0.900	1.129	1.129	1.241
<b>Cape5TC / Smx10TC Ratio</b>	0.951	1.589	1.079	1.079	1.438

Source - The Baltic Exchange

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