

# FIS

06 Mar 2025

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,082	<b>188</b>	<b>9.93%</b>	1,981	1,174
<b>C2</b> (160It Tubarao - Rotterdam)	8,500	<b>0.164</b>	<b>1.97%</b>	8,359	7,821
<b>C3</b> (160mt Tubarao - Qingdao)	20,955	<b>0.83</b>	<b>4.12%</b>	20,276	17,857
<b>C5</b> (160mt W Australia - Qingdao)	10,130	<b>0.52</b>	<b>5.41%</b>	10,183	6,834
<b>C7</b> (150mt Bolivar - Rotterdam)	9,979	<b>0.300</b>	<b>3.10%</b>	9,850	9,679
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	11,286	<b>1,150</b>	<b>11.35%</b>	10,409	9,117
<b>C9_14</b> (180mt Continent/Med trip Far East)	34,750	<b>937</b>	<b>2.77%</b>	33,907	29,066
<b>C10_14</b> (180mt Nopac round V)	24,259	<b>2,304</b>	<b>10.49%</b>	24,064	7,867
<b>C14</b> (180mt China - Brazil RV)	17,600	<b>2,115</b>	<b>13.66%</b>	15,889	9,884
<b>C16</b> (180mt Revised backhaul)	-2,906	<b>375</b>	<b>-11.43%</b>	-3,172	-4,934
<b>C17</b> (170mt Saldanha Bay to Qingdao)	15,39	<b>0.428</b>	<b>2.86%</b>	15,06	12,72
<b>BCI 5TC</b>	17,267	<b>1,556</b>	<b>9.90%</b>	16,433	9,734

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	864	<b>-4</b>	<b>-0.46%</b>	874	768
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	11,579	<b>-88</b>	<b>-0.75%</b>	11,685	12,014
<b>S1C_63</b> (US Gulf trip to China-South Japan)	15,157	<b>-4</b>	<b>-0.03%</b>	15,316	16,312
<b>S2_63</b> (North China one Australian or Pacific round v)	11,531	<b>-225</b>	<b>-1.91%</b>	11,877	8,860
<b>S3_63</b> (North China trip to West Africa)	10,817	<b>-150</b>	<b>-1.37%</b>	11,013	9,054
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	14,318	<b>82</b>	<b>0.58%</b>	14,257	15,554
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	7,268	<b>-61</b>	<b>-0.83%</b>	7,450	6,613
<b>S5_63</b> (West Africa trip via East Coast South America)	12,871	<b>171</b>	<b>1.35%</b>	12,694	12,944
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	11,043	<b>-286</b>	<b>-2.52%</b>	11,452	8,369
<b>S9_63</b> (West Africa trip via East Coast South America)	9,854	<b>97</b>	<b>0.99%</b>	9,761	9,604
<b>S10_63</b> (South China trip via Indonesia to South China)	9,731	<b>-275</b>	<b>-2.75%</b>	10,173	7,237
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	9,729	<b>471</b>	<b>5.09%</b>	9,196	8,506
<b>BSI 11TC</b>	10,923	<b>-54</b>	<b>-0.49%</b>	11,047	9,710

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,286	<b>58</b>	<b>4.72%</b>	1,263	942

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	23,018	<b>1,044</b>	<b>7.06%</b>	22,158	19,092
Cape Pacific (C10, C14)	20,930	<b>2,210</b>	<b>12.08%</b>	19,976	8,875
<b>Cape Atlantic vs. Pacific</b>	<b>2,089</b>	<b>-1,166</b>	<b>-5.02%</b>	<b>2,181</b>	<b>10,216</b>
Panamax Atlantic (1a, 2a)	9,756	<b>-82</b>	<b>-0.83%</b>	9,947	11,065
Panamax Pacific (3a, 4)	8,038	<b>-80</b>	<b>-0.81%</b>	8,224	6,374
<b>Panamax Atlantic vs. Pacific</b>	<b>1,718</b>	<b>-2</b>	<b>-0.02%</b>	<b>1,723</b>	<b>4,691</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	10,480	<b>39</b>	<b>0.25%</b>	10,489	10,591
Supramax Pacific 3TC (S2,S8,S10)	10,768	<b>-262</b>	<b>-2.40%</b>	11,167	8,155
<b>Supramax Atlantic vs. Pacific</b>	<b>-288</b>	<b>301</b>	<b>2.64%</b>	<b>-678</b>	<b>2,435</b>
Handysize Atlantic 4TC (HS1-HS4)	9,696	<b>10</b>	<b>0.19%</b>	9,716	8,925
Handysize Pacific 3TC (HS5,HS6,HS7)	10,215	<b>125</b>	<b>1.24%</b>	10,055	8,032
<b>Handysize Atlantic vs. Pacific</b>	<b>-519</b>	<b>-115</b>	<b>-1.05%</b>	<b>-339</b>	<b>892</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	16,203	<b>1,556</b>	<b>10.62%</b>	15,369	8,670
<b>BPI 4TC</b>	7,595	<b>-72</b>	<b>-0.94%</b>	7,803	7,384
<b>BSI 10TC</b>	8,889	<b>-54</b>	<b>-0.60%</b>	9,013	7,676

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	992	<b>-8</b>	<b>-0.80%</b>	1,015	969
<b>P1A_82</b> (82500mt Transatlantic RV)	5,832	<b>-50</b>	<b>-0.85%</b>	5,978	7,795
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	13,679	<b>-113</b>	<b>-0.82%</b>	13,917	14,335
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	10,516	<b>-145</b>	<b>-1.36%</b>	10,843	8,183
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	5560	<b>-15</b>	<b>-0.27%</b>	5606	4565
<b>P5_82</b> (82500mt S China/HK range Indo RV)	8,111	<b>-522</b>	<b>-6.05%</b>	8,801	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	9732	<b>-37</b>	<b>-0.38%</b>	9939	9451
<b>P8</b> (66000mt Santos to China)	32,836	<b>-0.164</b>	<b>-0.50%</b>	33,384	32,272
<b>BPI82 5TC</b>	8,931	<b>-72</b>	<b>-0.80%</b>	9,139	8,720

	Avg 2025	Avg 2024	Max 2025	Min 2025	30D Vol 2024
<b>Cape 5TC</b>	9,734	22,593	17,267	5,899	85.72%
<b>Panamax 5TC</b>	8,720	14,099	10,595	6,736	31.09%
<b>Supramax 11TC</b>	9,710	15,714	11,466	7,609	14.91%
<b>Handysize 7TC</b>	8,511	12,660	9,973	6,679	13.59%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	553	<b>4</b>	<b>0.73%</b>	549	473
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,071	<b>0</b>	<b>0.00%</b>	6,079	5,326
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,536	<b>0</b>	<b>0.00%</b>	7,556	6,536
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	14,133	<b>-173</b>	<b>-1.21%</b>	14,340	13,185
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,043	<b>214</b>	<b>1.98%</b>	10,890	10,651
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	9,894	<b>156</b>	<b>1.60%</b>	9,736	8,210
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,575	<b>125</b>	<b>1.20%</b>	10,402	8,183
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,175	<b>94</b>	<b>0.93%</b>	10,028	7,703
<b>BHSI 7TC</b>	9,959	<b>71</b>	<b>0.72%</b>	9,888	8,511

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	8,336	6,708	7,294	1,013	8,494
<b>Pmx5TC / Smx11TC Spread</b>	<b>-1,992</b>	<b>-1,974</b>	<b>-1,908</b>	<b>-990</b>	<b>-1,615</b>
<b>Cape5TC / Smx11TC Spread</b>	6,344	4,734	5,386	24	6,879
<b>Pmx 2A / Pmx 5TC Spread</b>	4,748	4,789	4,778	5,615	7,607
<b>Cape Atlantic vs Cape Pacific</b>	2,089	3,255	2,181	10,216	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	1,718	1,719	1,723	4,691	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-288</b>	<b>-590</b>	<b>-678</b>	<b>2,435</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.933	1.326	1.798	1.116	1.602
<b>Pmx5TC / Smx10TC Ratio</b>	0.818	1.198	0.827	0.898	0.897
<b>Smx10TC / Handy7TC Ratio</b>	1.097	0.900	1.117	1.141	1.241
<b>Cape5TC / Smx10TC Ratio</b>	1.581	1.589	1.488	1.002	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