

# FIS

17 Mar 2025

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,768	-89	-3.12%	2,416	1,371
<b>C2</b> (160lt Tubarao - Rotterdam)	9,721	-0.036	-0.37%	9,049	8,035
<b>C3</b> (160mt Tubarao - Qingdao)	24,371	0.016	0.07%	22,438	18,625
<b>C5</b> (160mt W Australia - Qingdao)	10,042	-0.623	-5.84%	10,395	7,321
<b>C7</b> (150mt Bolivar - Rotterdam)	11,886	-0.007	-0.06%	10,955	9,931
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	19,814	171	0.87%	15,449	10,334
<b>C9_14</b> (180mt Continent/Med trip Far East)	43,219	94	0.22%	37,952	30,545
<b>C10_14</b> (180mt Nopac round V)	25,532	-3,073	-10.74%	25,833	10,373
<b>C14</b> (180mt China - Brazil RV)	24,350	-135	-0.55%	20,454	11,624
<b>C16</b> (180mt Revised backhaul)	1,019	38	3.87%	-1,127	-4,277
<b>C17</b> (170mt Saldanha Bay to Qingdao)	17,69	0.344	1.98%	16,25	13,28
<b>BCI 5TC</b>	22,954	-743	-3.14%	20,037	11,366

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	954	24	2.58%	885	785
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	11,504	87	0.76%	11,553	11,943
<b>S1C_63</b> (US Gulf trip to China-South Japan)	16,336	461	2.90%	15,368	16,192
<b>S2_63</b> (North China one Australian or Pacific round v)	13,325	462	3.59%	11,918	9,267
<b>S3_63</b> (North China trip to West Africa)	11,517	175	1.54%	11,043	9,319
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	16,532	911	5.83%	14,707	15,476
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	7,657	111	1.47%	7,408	6,715
<b>S5_63</b> (West Africa trip via East Coast South America)	13,053	35	0.27%	12,856	12,945
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	12,968	426	3.40%	11,517	8,790
<b>S9_63</b> (West Africa trip via East Coast South America)	10,184	45	0.44%	9,934	9,661
<b>S10_63</b> (South China trip via Indonesia to South China)	11,106	406	3.79%	10,039	7,597
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	11,067	113	1.03%	10,134	8,792
<b>BSI 11TC</b>	12,054	302	2.57%	11,191	9,917

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,658	-11	-0.66%	1,441	1,022

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	31,517	133	0.54%	26,700	20,439
Cape Pacific (C10, C14)	24,941	-1,604	-5.65%	23,143	10,999
<b>Cape Atlantic vs. Pacific</b>	<b>6,576</b>	<b>1,737</b>	<b>6.19%</b>	<b>3,557</b>	<b>9,441</b>
Panamax Atlantic (1a, 2a)	14,372	431	3.28%	11,076	11,152
Panamax Pacific (3a, 4)	10,587	395	4.13%	8,866	6,752
<b>Panamax Atlantic vs. Pacific</b>	<b>3,785</b>	<b>36</b>	<b>-0.84%</b>	<b>2,211</b>	<b>4,400</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,458	356	2.58%	10,683	10,617
Supramax Pacific 3TC (S2,S8,S10)	12,466	431	3.59%	11,158	8,551
<b>Supramax Atlantic vs. Pacific</b>	<b>-1,009</b>	<b>-76</b>	<b>-1.01%</b>	<b>-475</b>	<b>2,066</b>
Handysize Atlantic 4TC (HS1-HS4)	9,763	-9	0.08%	9,737	9,033
Handysize Pacific 3TC (HS5,HS6,HS7)	10,869	40	0.37%	10,425	8,376
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,106</b>	<b>-48</b>	<b>-0.29%</b>	<b>-688</b>	<b>657</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	21,890	-743	-3.28%	18,973	10,302
<b>BPI 4TC</b>	11,287	336	3.07%	8,777	7,642
<b>BSI 10TC</b>	10,020	302	3.11%	9,157	7,883

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,403	38	2.78%	1,124	998
<b>P1A_82</b> (82500mt Transatlantic RV)	11,105	437	4.10%	7,403	7,851
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	17,638	425	2.47%	14,749	14,453
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	13,758	441	3.31%	11,575	8,687
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7415	349	4.94%	6156	4817
<b>P5_82</b> (82500mt S China/HK range Indo RV)	10,553	315	3.08%	9,078	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13005	128	0.99%	10925	9720
<b>P8</b> (66000mt Santos to China)	36,507	0,097	0.27%	34,108	32,569
<b>BPI82 5TC</b>	12,623	336	2.73%	10,113	8,978

	Avg 2025	Avg 2024	Max 2025	Min 2025	30D Vol 2024
<b>Cape 5TC</b>	11,366	22,593	23,992	5,899	85.72%
<b>Panamax 5TC</b>	8,978	14,099	12,623	6,736	31.09%
<b>Supramax 11TC</b>	9,917	15,714	12,054	7,609	14.91%
<b>Handysize 7TC</b>	8,733	12,660	10,315	6,679	13.59%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	573	1	0.17%	560	485
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,464	64	1.00%	6,189	5,449
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	8,014	50	0.63%	7,706	6,702
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	13,667	-27	-0.20%	14,006	13,268
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	10,907	-122	-1.11%	11,046	10,715
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	10,450	44	0.42%	10,052	8,477
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	11,281	50	0.45%	10,811	8,561
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,875	25	0.23%	10,411	8,090
<b>BHSI 7TC</b>	10,315	17	0.17%	10,082	8,733

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	10,331	11,410	9,925	2,389	8,494
<b>Pmx5TC / Smx11TC Spread</b>	569	535	-1,078	-939	-1,615
<b>Cape5TC / Smx11TC Spread</b>	10,900	11,945	8,846	1,450	6,879
<b>Pmx 2A / Pmx 5TC Spread</b>	5,015	4,926	4,637	5,475	7,607
<b>Cape Atlantic vs Cape Pacific</b>	6,576	4,839	3,557	9,441	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	3,785	3,749	2,211	4,400	6,747
<b>Supra Atlantic vs Supra Pacific</b>	-1,009	-933	-475	2,066	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.818	1.326	1.981	1.266	1.602
<b>Pmx5TC / Smx10TC Ratio</b>	1.047	1.198	0.904	0.905	0.897
<b>Smx10TC / Handy7TC Ratio</b>	1.169	0.900	1.110	1.135	1.241
<b>Cape5TC / Smx10TC Ratio</b>	1.904	1.589	1.790	1.146	1.438

Source - The Baltic Exchange

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