

FIS Dry Freight Weekly Report

info@freightinvestor.com | freightinvestorservices.com | (+44) 207 090 1120

11/03/2025

Market Review:

The Capesize market found solid support from iron ore shipments across both basins, driving the C5TC index up 33% week-over-week to \$20,084 on 7th March. Futures also strengthened despite broader macroeconomic concerns observed earlier the week. Panamax sentiment remained soft, with the 4TC spot edging lower due to weak Atlantic demand and an increasing tonnage list. Despite that, rising grains volume from East Coast South America are expected to tighten vessel availability. In the Pacific, weaker Indonesian coal shipments added in more pressure, though strengthening East Coast Australian coal exports provided some support.

Freight Rate \$/day	07-Mar	28-Feb	Changes %	Short Term
Capesize 5TC	20,084	15,074	33.2%	Neutral to Bullish
Panamax 4TC	7,615	8,233	-7.5%	Bearish
Supramax 10TC	8,889	9,275	-4.2%	Neutral to Bearish
Handy 7TC	10,003	9,844	1.6%	

Capesize

The Capesize market remained well-supported by robust iron ore shipments in both the Atlantic and Pacific basins. C5 fixture levels hovered around the \$10 mark, while C3 saw rates fixed as high as \$21.50 for late-March loading dates. According to Kpler data, Australian weekly iron ore shipments eased from previous highs to 18.1 million tonnes but remained well above the four-week moving average (15.9 million tonnes). Port congestion levels declined for a second consecutive week. Australian exports to China have improved for two weeks in a row; however, early indications suggest a potential pullback as more vessels ballast toward Brazil.

On the C3 route, Brazil–China shipments dipped to 4.9 million tonnes last week, in line with the four-week moving average. However, a pickup in fixture activity late last week suggests a potential rebound before the end of March. Additionally, bauxite exports have approached seasonal highs above 3.5 million tonnes for the past three weeks, with further increases expected. Overall, ballast levels have declined significantly as demand strengthened, falling from 710 Capesize vessels in mid-February to 630 as of March 10. By the end of the week, the C5TC index rose by 33% week-over-week to \$20,084, with prompt futures edging higher despite broader bearish sentiment in financial markets.

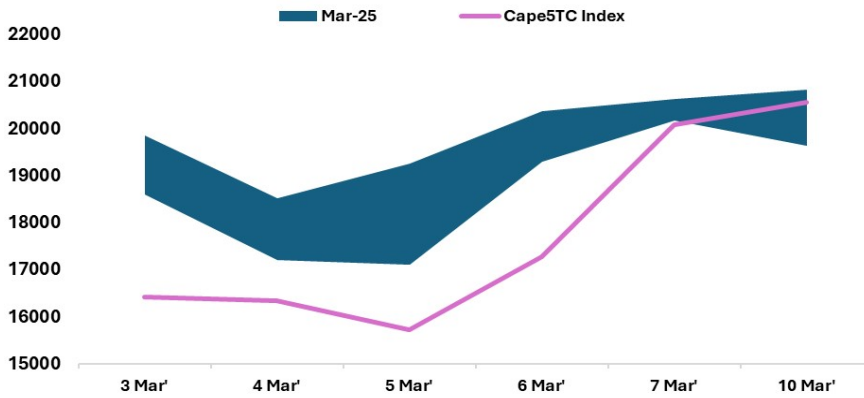
Meanwhile, U.S. regulatory pressures added uncertainty, as an executive order under consideration may impose fees on Chinese-built vessels calling at U.S. ports. The potential for allied nations to adopt similar measures could introduce further volatility. Additionally, escalating trade tensions may lead to a shift in Chinese steel exports toward smaller vessel classes, impacting Capesize demand.

FFA: Market activity remained concentrated on March and Q2 contracts, with increased interest extending into April. At the start of the week, March contracts softened from \$19,300 to a weekly low of \$17,200 on Tuesday, as bearish sentiment dominated and selling pressure persisted. However, as signs of support emerged in the physical market, March rebounded by \$2,000 on Wednesday, closing at \$19,250 amid significant trading volumes. Strength in C3 and C5 fixture levels provided further momentum, pushing March contracts to a range of \$20,000–\$23,000 by week’s end. A similar pattern was observed in Q2 contracts, which initially dropped by approximately \$1,000, falling below \$20,000 last Tuesday, before recovering to \$22,000–\$23,000 by Friday. The new trading week opened with increased offers and aggressive selling pressure. March was initially sold at \$19,500 and Q2 at \$21,500 before renewed buying interest lifted prompt contracts by \$1,000.

Neutral to Bullish

Chart source: FIS Live

Cape 5TC Rolling Front Month Trading Range



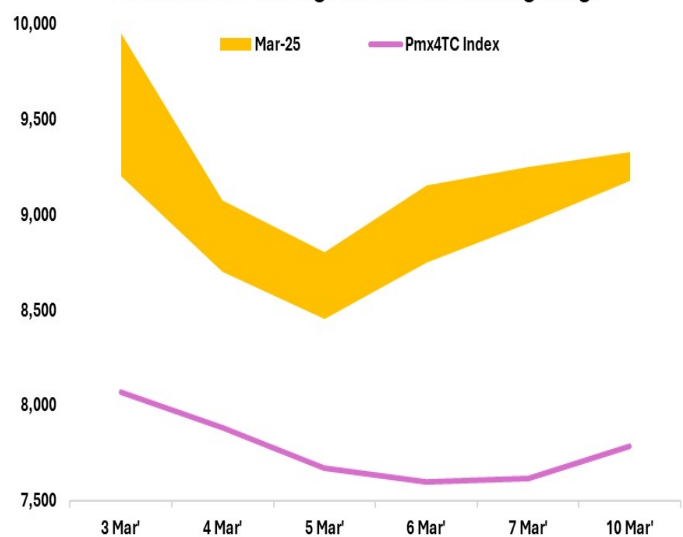
Panamax

Both the Pmx4TC index and prompt futures trended lower last week, reflecting subdued activity in the Atlantic and an increasing tonnage list. Limited cargo availability weighed on both Transatlantic and Front Haul rates, with charterers lowering offers. In contrast, P6 activity provided a much-needed boost on Friday, leading to improved sentiment and potential momentum carrying into this week. In South Atlantic, grain shipments from ECSA dipped below the four-week moving average to 4.7 million tonnes. However, with Brazil approaching its peak soybean harvest season, export volumes are expected to increase significantly, reaching 6–10 million tonnes per week in the coming weeks. Ballast capacity analysis suggests vessel availability could tighten, with the number of open ships expected to decline from 39 currently to just seven by mid-March. However, ballast numbers ticked up slightly again this week.

In the Pacific, coal shipments continued to decline, contributing to a softer market tone. However, Eastern Australian coal exports are expected to increase in the coming weeks to compensate for lower Indonesian exports. Last week, Australian coal shipments totaled approximately 5.2 million tonnes, with estimates suggesting a potential rise to 6.4–14.6 million tonnes weekly by late March. Meanwhile, Indonesian coal exports fell to their lowest levels this year, dipping below 8 million tonnes.

FFA: Prompt Panamax contracts began the week on a downward trajectory, declining over the first two trading sessions before stabilizing slightly below their starting levels by week's end. March and Q2 contracts remained the most actively traded. Unlike the further-dated contracts, March took longer to recover from early losses. Opening at \$9,620 on Monday, it steadily declined, reaching \$9,250 before dropping further to \$8,900 on Tuesday and \$8,600 on Wednesday amid sustained selling pressure. However, renewed optimism in the Capesize market lent support to Panamax, allowing March to recover to \$9,000 by Thursday and edge up another \$200 on Friday. The Q2 contract demonstrated a clearer upward trend, bottoming out at \$10,700 on Tuesday before rebounding to \$11,200 and closing the week at a daily high of \$11,625. A firmer P6 market provided additional support to Panamax futures this week, lifting prompt contracts by \$400 on March 10.

Panamax 4TC Rolling Front Month Trading Range



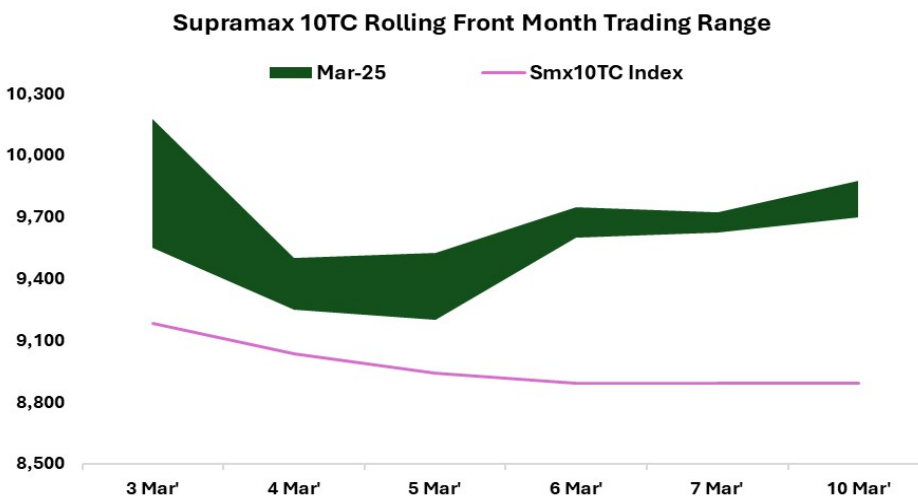
Short run bearish

Chart source: FIS Live

Supramax

FFA: The week started on a weak note, with bearish sentiment and negative physical news weighing on the curve. March fell from \$9,975 to \$9,550, while April dropped from \$11,375 to \$10,800, further pressured by a declining index (-\$90 to \$11,218). Tuesday remained lackluster, with continued selling and profit-taking pushing March down to \$9,300 and April to \$10,450. The index dropped sharply (-\$149 to \$11,069), leading to thin liquidity. Wednesday saw more stability, with underlying bid support keeping the curve flat. The Q2 spread found interest, supported by Panamax-Supramax spread trading at -\$200. A further index drop (-\$92 to \$10,977) caused a brief dip, but rates rebounded to end slightly higher. Thursday followed the larger sizes, with strong morning bid support as the main physical players did their hedge trading, lifting March to \$9,700 before settling lower, while April peaked at \$11,000 before slipping to \$10,900. The index dipped (-\$54 to \$10,923), leading to thinner liquidity in the afternoon. Friday was quiet, with physical sentiment still uncertain, though the curve finished higher than Thursday. Smaller sizes may be following Capesize momentum, but whether the trend continues remains to be seen. The Cal26 traded at \$10,900 in small size, while Q2 moved up to \$11,750.

Short run neutral to bearish



FFA Market Indexes

Freight Rate \$/day	07-Mar	28-Feb	Changes %	2025 YTD	2024	2023	2022	2021
Capesize5TC	20,084	15,074	33.2%	10,175	22,593	16,389	16,177	33,333
Panamax4TC	7,615	8,233	-7.5%	7,397	12,763	11,518	8,587	25,562
Supramax10TC	8,889	9,275	-4.2%	7,727	13,601	11,240	8,189	26,770
Handy7TC	10,003	9,844	1.6%	8,575	12,660	10,420	8,003	25,702

FFA Market Forward Values

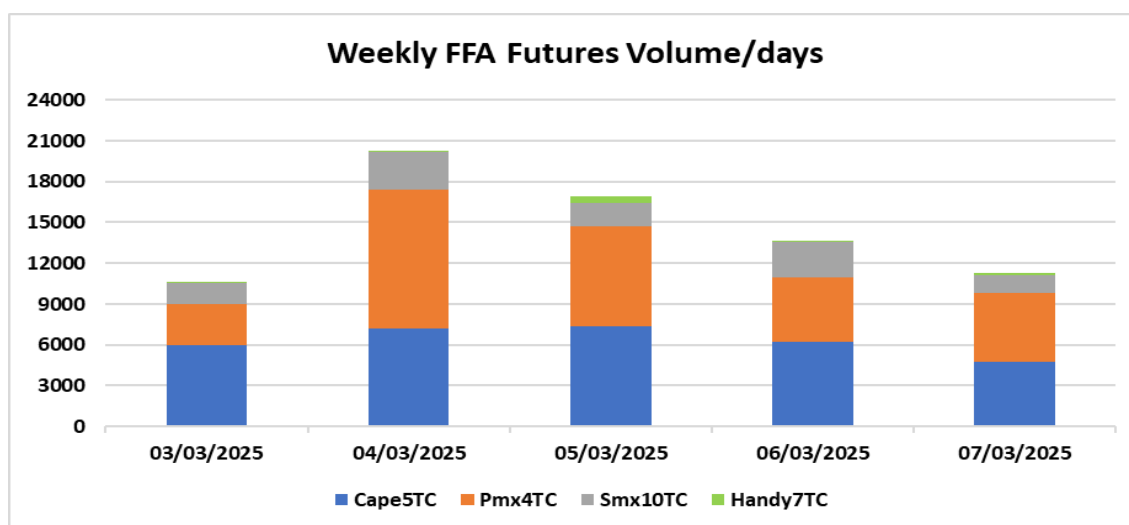
FFA \$/day	07-Mar FIS Closing	28-Feb FIS Closing	Changes %	Weekly Mkt High	Weekly Mkt Low	2025 Mkt High	2025 Mkt Low
Capesize5TC Mar 25	20,375	19,125	6.5%	20,825	17,200	20,825	11,400
Capesize5TC Q2 25	22,300	21,500	3.7%	22,375	19,725	22,375	16,075
Panamax4TC Mar 25	9,150	9,700	-5.7%	9,950	8,450	11,950	8,225
Panamax4TC Q2 25	11,625	11,763	-1.2%	12,100	10,725	12,925	10,250
Supramax10TC Mar 25	9,725	10,000	-2.8%	9,725	9,250	12,050	9,250
Supramax10TC Q2 25	11,700	11,775	-0.6%	12,225	11,050	13,125	9,875

Data Source: FIS Live, Baltic Exchange

FFA Market

It was one of the busiest weeks in the market, with total future volumes reaching 80,350 lots, driven mainly by Cape and Panamax. On average, daily cleared volumes stood at 6,300 lots for Cape and 6,100 lots for Panamax, while Supramax maintained a steady 1,950 lots, and Handysize cleared 200 lots. In the options market, 6,840 Cape lots were cleared, compared to 1,970 Panamax lots. On the voyage route, C5 saw strong interest, with 6.775 million tonnes traded, mostly in March-April contracts, along with May-December trading at 150kt per month. Additionally, 250kt on C3 was traded for March and September.

In terms of open interest, on 10th March Cape5TC OI stood at 168,290 lots (-8,460 w-o-w), Pmx4TC at 166,671 lots (-8,350 w-o-w), Smx10TC at 77,715 lots (-2,940 w-o-w).



Data Source: Kpler, Bloomberg

Written by **Emma Feng**, Head of Research

+44 (0) 207 090 1120