

# FIS

15 Aug 2025

## Cape 5TC

|                                                     | Today  | Change | Change | MTD    | YTD    |
|-----------------------------------------------------|--------|--------|--------|--------|--------|
| <b>BCI Index</b>                                    | 3,295  | -9     | -0.27% | 3,241  | 2,107  |
| <b>C2</b> (160t Tubarao - Rotterdam)                | 12,171 | -0.036 | -0.29% | 11,840 | 9,110  |
| <b>C3</b> (160mt Tubarao - Qingdao)                 | 24,872 | -0.228 | -0.91% | 24,546 | 20,651 |
| <b>C5</b> (160mt W Australia - Qingdao)             | 9,897  | -0.248 | -2.44% | 10,163 | 8,274  |
| <b>C7</b> (150mt Bolivar - Rotterdam)               | 15,029 | 0.279  | 1.89%  | 14,882 | 11,807 |
| <b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV) | 30,357 | 1,571  | 5.46%  | 29,448 | 18,222 |
| <b>C9_14</b> (180mt Continent/Med trip Far East)    | 50,281 | -532   | -1.05% | 49,730 | 38,362 |
| <b>C10_14</b> (180mt Nopac round V)                 | 25,535 | -1,183 | -4.43% | 26,080 | 16,029 |
| <b>C14</b> (180mt China - Brazil RV)                | 25,550 | -435   | -1.67% | 24,855 | 16,753 |
| <b>C16</b> (180mt Revised backhaul)                 | 5,419  | -19    | -0.35% | 4,528  | -612   |
| <b>C17</b> (170mt Saldanha Bay to Qingdao)          | 18,81  | -0.138 | -0.73% | 18,43  | 15,24  |
| <b>BCI 5TC</b>                                      | 27,323 | -81    | -0.30% | 26,878 | 17,470 |

## Supramax 11TC

|                                                               | Today  | Change | Change | MTD    | YTD    |
|---------------------------------------------------------------|--------|--------|--------|--------|--------|
| <b>BSI Index</b>                                              | 1,353  | 8      | 0.59%  | 1,313  | 968    |
| <b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)  | 16,700 | 217    | 1.32%  | 16,350 | 12,780 |
| <b>S1C_63</b> (US Gulf trip to China-South Japan)             | 27,582 | 18     | 0.07%  | 26,686 | 18,446 |
| <b>S2_63</b> (North China one Australian or Pacific round v)  | 15,000 | 164    | 1.11%  | 14,628 | 11,327 |
| <b>S3_63</b> (North China trip to West Africa)                | 15,300 | 50     | 0.33%  | 14,996 | 11,228 |
| <b>S4A_63</b> (US Gulf trip to Skaw-Passero)                  | 27,971 | -8     | -0.03% | 26,639 | 18,437 |
| <b>S4B_63</b> (Skaw-Passero trip to US Gulf)                  | 12,925 | 75     | 0.58%  | 12,273 | 8,620  |
| <b>S5_63</b> (West Africa trip via East Coast South America)  | 18,546 | -4     | -0.02% | 18,752 | 14,708 |
| <b>S8_63</b> (South China trip via Indonesia to East Coast In | 19,080 | 276    | 1.47%  | 18,208 | 12,593 |
| <b>S9_63</b> (West Africa trip via East Coast South America)  | 15,686 | 29     | 0.19%  | 15,789 | 12,033 |
| <b>S10_63</b> (South China trip via Indonesia to South China  | 15,275 | 96     | 0.63%  | 14,823 | 10,172 |
| <b>S15_63</b> (Indian Ocean trip via South Africa to Far East | 14,113 | 42     | 0.30%  | 13,509 | 11,292 |
| <b>BSI 11TC</b>                                               | 17,100 | 94     | 0.55%  | 16,596 | 12,233 |

## BDI Index

|                  | Today | Change | Change | MTD   | YTD   |
|------------------|-------|--------|--------|-------|-------|
| <b>BDI Index</b> | 2,044 | 5      | 0.25%  | 2,011 | 1,417 |

## Atlantic vs. Pacific (5TC)

|                                              | Today  | Change | Change | MTD    | YTD    |
|----------------------------------------------|--------|--------|--------|--------|--------|
| <b>Cape Atlantic (C8, C9)</b>                | 40,319 | 520    | 2.21%  | 39,589 | 28,292 |
| <b>Cape Pacific (C10, C14)</b>               | 25,543 | -809   | -3.05% | 25,468 | 16,391 |
| <b>Cape Atlantic vs. Pacific</b>             | 14,777 | 1,329  | 5.26%  | 14,122 | 11,901 |
| <b>Panamax Atlantic (1a, 2a)</b>             | 18,625 | 312    | 1.66%  | 19,258 | 14,617 |
| <b>Panamax Pacific (3a, 4)</b>               | 11,197 | 75     | 0.61%  | 10,701 | 9,065  |
| <b>Panamax Atlantic vs. Pacific</b>          | 7,428  | 238    | 1.05%  | 8,557  | 5,553  |
| <b>Supramax Atlantic 3TC (S4A, S4B, S9)</b>  | 18,861 | 32     | 0.25%  | 18,234 | 13,030 |
| <b>Supramax Pacific 3TC (S2, S8, S10)</b>    | 16,452 | 179    | 1.07%  | 15,886 | 11,364 |
| <b>Supramax Atlantic vs. Pacific</b>         | 2,409  | -147   | -0.82% | 2,348  | 1,666  |
| <b>Handysize Atlantic 4TC (HS1-HS4)</b>      | 12,152 | 91     | 0.67%  | 11,780 | 10,334 |
| <b>Handysize Pacific 3TC (HS5, HS6, HS7)</b> | 12,925 | 25     | 0.20%  | 12,809 | 10,190 |
| <b>Handysize Atlantic vs. Pacific</b>        | -773   | 66     | 0.48%  | -1,029 | 143    |

## Previous TC

|                 | Today  | Change | Change | MTD    | YTD    |
|-----------------|--------|--------|--------|--------|--------|
| <b>BCI 4TC</b>  | 26,259 | -81    | -0.31% | 25,814 | 16,406 |
| <b>BPI 4TC</b>  | 13,265 | 176    | 1.34%  | 13,275 | 10,382 |
| <b>BSI 10TC</b> | 15,066 | 94     | 0.63%  | 14,562 | 10,199 |

## Panamax 5TC

|                                                                             | Today  | Change | Change | MTD    | YTD    |
|-----------------------------------------------------------------------------|--------|--------|--------|--------|--------|
| <b>BPI Index</b>                                                            | 1,622  | 19     | 1.19%  | 1,623  | 1,302  |
| <b>P1A_82</b> (82500mt Transatlantic RV)                                    | 15,233 | 210    | 1.40%  | 16,148 | 11,337 |
| <b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)                                   | 22,017 | 414    | 1.92%  | 22,368 | 17,898 |
| <b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)                                   | 13,956 | 120    | 0.87%  | 13,080 | 10,986 |
| <b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)                               | 8438   | 29     | 0.34%  | 8323   | 7143   |
| <b>P5_82</b> (82500mt S China/HK range Indo RV)                             | 14,363 | -20    | -0.14% | 13,415 | #N/A   |
| <b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 14,194 | 165    | 1.18%  | 14,117 | 12,110 |
| <b>P8</b> (66000mt Santos to China)                                         | 37,893 | 0.122  | 0.32%  | 37,844 | 34,796 |
| <b>BPI82 5TC</b>                                                            | 14,601 | 176    | 1.22%  | 14,611 | 11,718 |

|                      | Avg 2025 | Avg 2024 | Max 2025 | Min 2025 | 30D Vol 2024 |
|----------------------|----------|----------|----------|----------|--------------|
| <b>Cape 5TC</b>      | 17,470   | 22,593   | 31,756   | 5,899    | 85.72%       |
| <b>Panamax 5TC</b>   | 11,718   | 14,099   | 17,914   | 6,736    | 31.09%       |
| <b>Supramax 11TC</b> | 12,233   | 15,714   | 17,100   | 7,609    | 14.91%       |
| <b>Handysize 7TC</b> | 10,285   | 12,660   | 12,570   | 6,679    | 13.59%       |

## Handysize 7TC

|                                                               | Today  | Change | Change | MTD    | YTD    |
|---------------------------------------------------------------|--------|--------|--------|--------|--------|
| <b>BHSI Index</b>                                             | 698    | 3      | 0.43%  | 684    | 571    |
| <b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)     | 7,064  | 35     | 0.50%  | 6,801  | 6,044  |
| <b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)            | 9,271  | 21     | 0.23%  | 9,027  | 8,052  |
| <b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)    | 16,367 | 45     | 0.28%  | 16,432 | 15,068 |
| <b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 15,907 | 264    | 1.69%  | 14,859 | 12,172 |
| <b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan) | 13,488 | 32     | 0.24%  | 13,268 | 10,367 |
| <b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)    | 12,675 | 12     | 0.09%  | 12,530 | 10,245 |
| <b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)            | 12,613 | 32     | 0.25%  | 12,630 | 9,959  |
| <b>BHSI 7TC</b>                                               | 12,570 | 58     | 0.46%  | 12,313 | 10,285 |

## Spreads and Ratio (5TC)

|                                        | Today  | Yesterday | MTD    | YTD    | 2022   |
|----------------------------------------|--------|-----------|--------|--------|--------|
| <b>Cape5TC / Pmx5TC Spread</b>         | 12,722 | 12,979    | 12,267 | 5,752  | 8,494  |
| <b>Pmx5TC / Smx11TC Spread</b>         | -2,499 | -2,581    | -1,985 | -515   | -1,615 |
| <b>Cape5TC / Smx11TC Spread</b>        | 10,223 | 10,398    | 10,282 | 5,237  | 6,879  |
| <b>Pmx 2A / Pmx 5TC Spread</b>         | 7,416  | 7,178     | 7,756  | 6,179  | 7,607  |
| <b>Cape Atlantic vs Cape Pacific</b>   | 14,777 | 13,448    | 14,122 | 11,901 | 6,947  |
| <b>Pmx Atlantic vs Pmx Pacific</b>     | 7,428  | 7,191     | 8,557  | 5,553  | 6,747  |
| <b>Supra Atlantic vs Supra Pacific</b> | 2,409  | 2,556     | 2,348  | 1,666  | 3,063  |
| <b>Cape5TC / Pmx5TC Ratio</b>          | 1.871  | 1.326     | 1.840  | 1.491  | 1.602  |
| <b>Pmx5TC / Smx10TC Ratio</b>          | 0.854  | 1.198     | 0.880  | 0.958  | 0.897  |
| <b>Smx10TC / Handy7TC Ratio</b>        | 1.360  | 0.900     | 1.348  | 1.189  | 1.241  |
| <b>Cape5TC / Smx10TC Ratio</b>         | 1.598  | 1.589     | 1.620  | 1.428  | 1.438  |

Source - The Baltic Exchange

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