

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,872	<b>2</b>	<b>0.05%</b>	3,612	4,052
<b>C2</b> (160lt Tubarao - Rotterdam)	15,856	<b>0.089</b>	<b>0.56%</b>	16,217	14,012
<b>C3</b> (160mt Tubarao - Qingdao)	26,515	<b>0.365</b>	<b>1.40%</b>	25,785	26,840
<b>C5</b> (160mt W Australia - Qingdao)	13,014	<b>0.473</b>	<b>3.77%</b>	11,635	12,083
<b>C7</b> (150mt Bolivar - Rotterdam)	16,385	<b>-0.300</b>	<b>-1.80%</b>	16,050	15,129
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	37,625	<b>-2,300</b>	<b>-5.76%</b>	35,432	36,302
<b>C9_14</b> (180mt Continent/Med trip Far East)	50,025	<b>-515</b>	<b>-1.02%</b>	51,436	54,838
<b>C10_14</b> (180mt Nopac round V)	33,771	<b>1,838</b>	<b>5.76%</b>	27,924	34,027
<b>C14</b> (180mt China - Brazil RV)	25,273	<b>649</b>	<b>2.64%</b>	23,649	29,298
<b>C16</b> (180mt Revised backhaul)	13,505	<b>220</b>	<b>1.66%</b>	14,198	14,749
<b>C17</b> (170mt Saldanha Bay to Qingdao)	20,06	<b>0.155</b>	<b>0.78%</b>	19,91	20,40
<b>BCI 5TC</b>	32,109	<b>10</b>	<b>0.03%</b>	29,956	33,605

Supramax 10TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,251	<b>-8</b>	<b>-0.35%</b>	2,533	2,442
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	42,221	<b>-912</b>	<b>-2.11%</b>	46,563	39,876
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	42,583	<b>311</b>	<b>0.74%</b>	46,973	37,317
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	18,071	0	0.00%	21,291	25,620
<b>S3_58</b> (North China trip to Wes t Africa)	17,640	<b>-160</b>	<b>-0.90%</b>	20,738	22,097
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	32,171	<b>403</b>	<b>1.27%</b>	35,751	29,795
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	33,338	<b>-303</b>	<b>-0.90%</b>	35,915	26,082
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	39,939	<b>-343</b>	<b>-0.85%</b>	41,800	32,353
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	17,360	<b>10</b>	<b>0.06%</b>	20,998	25,406
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	29,389	<b>-65</b>	<b>-0.22%</b>	30,206	23,321
<b>S10_58</b> (South China trip via Indones ia to s outh China)	17,121	<b>-58</b>	<b>-0.34%</b>	20,374	25,683
<b>BSI 10TC</b>	24,764	<b>-81</b>	<b>-0.33%</b>	27,861	26,860

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,844	<b>-17</b>	<b>-0.59%</b>	2,913	2,968

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	43,825	<b>-1,408</b>	<b>-3.39%</b>	43,434	45,570
Cape Pacific (C10, C14)	29,522	<b>1,244</b>	<b>4.20%</b>	25,786	31,663
<b>Cape Atlantic vs. Pacific</b>	<b>14,303</b>	<b>-2,651</b>	<b>-7.59%</b>	<b>17,648</b>	<b>13,908</b>
Panamax Atlantic (1a, 2a)	35,240	<b>-284</b>	<b>-0.72%</b>	37,038	33,023
Panamax Pacific (3a, 4)	20,418	<b>-340</b>	<b>-1.57%</b>	22,215	20,775
<b>Panamax Atlantic vs. Pacific</b>	<b>14,823</b>	<b>56</b>	<b>0.85%</b>	<b>14,822</b>	<b>12,249</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	31,633	<b>12</b>	<b>0.05%</b>	33,957	26,399
Supramax Pacific 3TC (S2,S8,S10)	17,517	<b>-16</b>	<b>-0.09%</b>	20,888	25,570
<b>Supramax Atlantic vs. Pacific</b>	<b>14,115</b>	<b>28</b>	<b>0.14%</b>	<b>13,070</b>	<b>830</b>
Handysize Atlantic 4TC (HS1-HS4)	35,954	<b>-184</b>	<b>-0.57%</b>	36,867	25,350
Handysize Pacific 2TC (HS5,HS6)	33,516	<b>-860</b>	<b>-3.75%</b>	38,937	37,879
<b>Handysize Atlantic vs. Pacific</b>	<b>2,438</b>	<b>676</b>	<b>3.17%</b>	<b>-2,070</b>	<b>-12,528</b>

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	31,045	<b>10</b>	<b>0.03%</b>	28,892	32,541
<b>BPI 4TC</b>	25,901	<b>-471</b>	<b>-1.79%</b>	27,967	25,918
<b>BHSI 6TC</b>	27,298	<b>-380</b>	<b>-1.37%</b>	29,583	23,419

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,026	<b>-53</b>	<b>-1.72%</b>	3,256	3,028
<b>P1A_82</b> (82500mt Transatlantic RV)	30,535	<b>-40</b>	<b>-0.13%</b>	31,485	26,554
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	39,945	<b>-528</b>	<b>-1.30%</b>	42,590	39,493
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	22,937	<b>-498</b>	<b>-2.13%</b>	25,091	26,897
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	17,898	<b>-182</b>	<b>-1.01%</b>	19,340	14,652
<b>P5_82</b> (82500mt S China/HK range Indo RV)	20,806	<b>-138</b>	<b>-0.66%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	26,950	<b>-885</b>	<b>-3.18%</b>	29,887	28,256
<b>P8</b> (66000mt Santos to China)	59,193	<b>-1,371</b>	<b>-2.26%</b>	63,873	57,102
<b>BPI82 5TC</b>	27,237	<b>-471</b>	<b>-1.70%</b>	29,303	27,254

	Avg 2021	Avg 2020	Max 2021	Min 2021	30D Vol 2020
<b>Cape 5TC</b>	33,605	13,070	86,953	10,304	112.70%
<b>Panamax 5TC</b>	27,254	9,923	38,952	12,272	49.99%
<b>Supramax 10TC</b>	26,860	8,189	39,860	11,242	23.08%
<b>Handysize 7TC</b>	25,385	8,003	37,109	11,695	15.47%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,626	<b>-21</b>	<b>-1.28%</b>	1,753	1,410
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	35,893	<b>-86</b>	<b>-0.24%</b>	36,866	23,919
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	37,021	<b>-86</b>	<b>-0.23%</b>	38,042	24,704
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	38,400	<b>400</b>	<b>1.05%</b>	37,218	29,844
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	32,500	<b>-964</b>	<b>-2.88%</b>	35,341	22,934
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	23,406	<b>-657</b>	<b>-2.73%</b>	27,431	26,363
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	22,438	<b>-500</b>	<b>-2.18%</b>	25,850	24,973
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	21,188	<b>-562</b>	<b>-2.58%</b>	24,594	24,422
<b>BHSI 7TC</b>	29,264	<b>-380</b>	<b>-1.28%</b>	31,549	25,385

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	4,872	4,391	653	6,351	3,147
<b>Pmx5TC / Smx10TC Spread</b>	2,473	2,863	1,442	394	1,734
<b>Cape5TC / Smx10TC Spread</b>	7,345	7,254	2,094	6,745	4,881
<b>Pmx 2A / Pmx 5TC Spread</b>	12,708	12,765	13,287	12,239	7,607
<b>Cape Atlantic vs Cape Pacific</b>	14,303	16,954	17,648	13,908	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	14,823	14,767	14,822	12,249	6,747
<b>Supra Atlantic vs Supra Pacific</b>	14,115	14,088	13,070	830	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.179	1.326	1.022	1.233	1.317
<b>Pmx5TC / Smx10TC Ratio</b>	1.100	1.198	1.052	1.015	1.212
<b>Smx10TC / Handy7TC Ratio</b>	0.846	0.900	0.883	1.058	1.023
<b>Cape5TC / Smx10TC Ratio</b>	1.297	1.589	1.075	1.251	1.596

Source - The Baltic Exchange

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