

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,297	<b>89</b>	<b>7.37%</b>	1,297	1,537
<b>C2</b> (160lt Tubarao - Rotterdam)	9,178	<b>0.272</b>	<b>3.05%</b>	9,178	9,542
<b>C3</b> (160mt Tubarao - Qingdao)	20,517	<b>0.378</b>	<b>1.88%</b>	20,517	19,557
<b>C5</b> (160mt W Australia - Qingdao)	7,877	<b>0.041</b>	<b>0.52%</b>	7,877	7,776
<b>C7</b> (150mt Bolivar - Rotterdam)	10,600	<b>0.210</b>	<b>2.02%</b>	10,600	11,372
<b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV)	12,550	<b>675</b>	<b>5.68%</b>	12,550	17,118
<b>C9 14</b> (180mt Continent/Med trip Far East)	28,500	<b>1,056</b>	<b>3.85%</b>	28,500	33,075
<b>C10 14</b> (180mt Nopac round V)	9,041	<b>377</b>	<b>4.35%</b>	9,041	9,406
<b>C14</b> (180mt China - Brazil RV)	10,300	<b>1,035</b>	<b>11.17%</b>	10,300	9,824
<b>C16</b> (180mt Revised backhaul)	-6,255	<b>675</b>	<b>-9.74%</b>	-6,255	-3,817
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14,45	<b>0.256</b>	<b>1.80%</b>	14,45	14,40
<b>BCI 5TC</b>	10,753	<b>738</b>	<b>7.37%</b>	10,753	12,744

Supramax 10TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,578	<b>-9</b>	<b>-0.57%</b>	1,578	1,846
<b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	24,892	<b>-229</b>	<b>-0.91%</b>	24,892	29,376
<b>S1C 58</b> (US Gulf trip to China-s outh Japan)	28,525	<b>-639</b>	<b>-2.19%</b>	28,525	36,191
<b>S2 58</b> (North China one Aus tralian or Pacific round voyage)	17,443	<b>36</b>	<b>0.21%</b>	17,443	18,149
<b>S3 58</b> (North China trip to Wes t Africa)	15,600	<b>0</b>	<b>0.00%</b>	15,600	16,117
<b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)	17,450	<b>-479</b>	<b>-2.67%</b>	17,450	26,910
<b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)	13,722	<b>-87</b>	<b>-0.63%</b>	13,722	18,125
<b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)	25,632	<b>-147</b>	<b>-0.57%</b>	25,632	30,412
<b>S8 58</b> (South China trip via Indones ia to eas t coas t India)	14,929	<b>112</b>	<b>0.76%</b>	14,929	16,108
<b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	15,254	<b>-575</b>	<b>-3.63%</b>	15,254	21,559
<b>S10 58</b> (South China trip via Indones ia to s outh China)	15,086	<b>72</b>	<b>0.48%</b>	15,086	15,975
<b>BSI 10TC</b>	17,354	<b>-107</b>	<b>-0.61%</b>	17,354	20,308

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,440	<b>22</b>	<b>1.55%</b>	1,440	1,746

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	20,525	<b>866</b>	<b>4.77%</b>	20,525	25,097
Cape Pacific (C10, C14)	9,671	<b>706</b>	<b>7.76%</b>	9,671	9,615
<b>Cape Atlantic vs. Pacific</b>	<b>10,855</b>	<b>160</b>	<b>-3.00%</b>	<b>10,855</b>	<b>15,482</b>
Panamax Atlantic (1a, 2a)	17,226	<b>-407</b>	<b>-2.88%</b>	17,226	25,484
Panamax Pacific (3a, 4)	14,729	<b>-115</b>	<b>-0.96%</b>	14,729	16,898
<b>Panamax Atlantic vs. Pacific</b>	<b>2,497</b>	<b>-292</b>	<b>-1.92%</b>	<b>2,497</b>	<b>8,586</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	15,475	<b>-380</b>	<b>-2.31%</b>	15,475	22,198
Supramax Pacific 3TC (S2,S8,S10)	15,819	<b>73</b>	<b>0.48%</b>	15,819	16,744
<b>Supramax Atlantic vs. Pacific</b>	<b>-344</b>	<b>-454</b>	<b>-2.79%</b>	<b>-344</b>	<b>5,454</b>
Handysize Atlantic 4TC (HS1-HS4)	16,597	<b>-268</b>	<b>-1.93%</b>	16,597	21,339
Handysize Pacific 2TC (HS5,HS6)	28,744	<b>13</b>	<b>0.07%</b>	28,744	30,812
<b>Handysize Atlantic vs. Pacific</b>	<b>-12,147</b>	<b>-280</b>	<b>-2.00%</b>	<b>-12,147</b>	<b>-9,472</b>

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	9,689	<b>738</b>	<b>8.24%</b>	9,689	11,680
<b>BPI 4TC</b>	14,960	<b>-158</b>	<b>-1.05%</b>	14,960	19,544
<b>BHSI 6TC</b>	15,948	<b>-131</b>	<b>-0.81%</b>	15,948	19,035

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,811	<b>-17</b>	<b>-0.93%</b>	1,811	2,320
<b>P1A 82</b> (82500mt Transatlantic RV)	11,770	<b>-595</b>	<b>-4.81%</b>	11,770	20,209
<b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)	22,682	<b>-218</b>	<b>-0.95%</b>	22,682	30,760
<b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)	17,165	<b>41</b>	<b>0.24%</b>	17,165	19,011
<b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	12,293	<b>-271</b>	<b>-2.16%</b>	12,293	14,785
<b>P5 82</b> (82500mt S China/HK range Indo RV)	#N/A	#N/A	#N/A	#N/A	#N/A
<b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18,548	<b>96</b>	<b>0.52%</b>	18,548	21,736
<b>P8</b> (66000mt Santos to China)	47,804	<b>0.367</b>	<b>0.77%</b>	47,804	52,753
<b>BPI82 5TC</b>	16,296	<b>-158</b>	<b>-0.96%</b>	16,296	20,880

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	12,744	33,333	21,181	5,826	87.71%
<b>Panamax 5TC</b>	20,880	26,898	27,117	16,296	43.79%
<b>Supramax 10TC</b>	20,308	26,770	24,303	17,354	20.61%
<b>Handysize 7TC</b>	21,001	25,702	25,322	17,914	15.09%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	995	<b>-8</b>	<b>-0.80%</b>	995	1,167
<b>HS1 38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	12,914	<b>-293</b>	<b>-2.22%</b>	12,914	16,839
<b>HS2 38</b> (Skaw/Passero trip Boston/Galveston)	13,814	<b>-279</b>	<b>-1.98%</b>	13,814	17,599
<b>HS3 38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	23,767	<b>323</b>	<b>1.38%</b>	23,767	29,517
<b>HS4 38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	15,893	<b>-821</b>	<b>-4.91%</b>	15,893	21,402
<b>HS5 38</b> (SE Asia trip via Australia to Singapore/Japan)	19,381	<b>-13</b>	<b>-0.07%</b>	19,381	21,196
<b>HS6 38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	19,288	<b>13</b>	<b>0.07%</b>	19,288	20,496
<b>HS7 38</b> (S Korea/Japan via NOPAC to SE Asia)	18,819	<b>25</b>	<b>0.13%</b>	18,819	19,931
<b>BHSI 7TC</b>	17,914	<b>-131</b>	<b>-0.73%</b>	17,914	21,001

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-5,543</b>	<b>-6,439</b>	<b>-5,543</b>	<b>-8,136</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-1,058</b>	<b>-1,007</b>	<b>-1,058</b>	572	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-6,601</b>	<b>-7,446</b>	<b>-6,601</b>	<b>-7,563</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	6,386	6,446	6,386	9,880	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,855	10,695	10,855	15,482	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	2,497	2,789	2,497	8,586	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-344</b>	110	<b>-344</b>	5,454	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.660	1.326	0.660	0.610	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.939	1.198	0.939	1.028	1.005
<b>Smx10TC / Handy7TC Ratio</b>	0.969	0.900	0.969	0.967	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.620	1.589	0.620	0.628	1.245

Source - The Baltic Exchange

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