

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,904	<b>401</b>	<b>26.68%</b>	1,358	1,494
<b>C2</b> (160lt Tubarao - Rotterdam)	11,383	<b>0.844</b>	<b>8.01%</b>	9,766	9,619
<b>C3</b> (160mt Tubarao - Qingdao)	23,775	<b>1.49</b>	<b>6.69%</b>	21,113	19,967
<b>C5</b> (160mt W Australia - Qingdao)	8,955	<b>0.941</b>	<b>11.74%</b>	7,683	7,746
<b>C7</b> (150mt Bolivar - Rotterdam)	12,400	<b>0.720</b>	<b>6.16%</b>	11,070	11,313
<b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV)	19,000	<b>3,765</b>	<b>24.71%</b>	13,823	16,340
<b>C9 14</b> (180mt Continent/Med trip Far East)	34,500	<b>3,075</b>	<b>9.79%</b>	30,039	32,371
<b>C10 14</b> (180mt Nopac round V)	12,246	<b>4,021</b>	<b>48.89%</b>	7,851	8,975
<b>C14</b> (180mt China - Brazil RV)	15,318	<b>2,870</b>	<b>23.06%</b>	10,920	10,120
<b>C16</b> (180mt Revised backhaul)	-1,320	<b>2,180</b>	<b>-62.29%</b>	-5,099	-4,096
<b>C17</b> (170mt Saldanha Bay to Qingdao)	16.27	<b>0.825</b>	<b>5.34%</b>	14.85	14.53
<b>BCI 5TC</b>	15,789	<b>3,321</b>	<b>26.64%</b>	11,266	12,393

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,057	<b>146</b>	<b>7.64%</b>	1,707	1,816
<b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	27,083	<b>1,095</b>	<b>4.21%</b>	25,200	28,343
<b>S1C 58</b> (US Gulf trip to China-s outh Japan)	30,500	<b>1,071</b>	<b>3.64%</b>	28,342	34,222
<b>S2 58</b> (North China one Aus tralian or Pacific round voyage)	23,893	<b>2,036</b>	<b>9.32%</b>	19,214	18,478
<b>S3 58</b> (North China trip to Wes t Africa)	19,100	<b>1,400</b>	<b>7.91%</b>	16,400	16,216
<b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)	20,643	<b>904</b>	<b>4.58%</b>	17,838	24,656
<b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)	16,325	<b>966</b>	<b>6.29%</b>	14,411	17,221
<b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)	27,079	<b>411</b>	<b>1.54%</b>	26,073	29,343
<b>S8 58</b> (South China trip via Indones ia to eas t coas t India)	25,167	<b>2,667</b>	<b>11.85%</b>	18,084	16,715
<b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	17,421	<b>478</b>	<b>2.82%</b>	15,973	20,188
<b>S10 58</b> (South China trip via Indones ia to s outh China)	24,894	<b>2,644</b>	<b>11.88%</b>	17,991	16,583
<b>BSI 10TC</b>	22,628	<b>1,610</b>	<b>7.66%</b>	18,772	19,974

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,940	<b>229</b>	<b>13.38%</b>	1,535	1,696

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	26,750	<b>3,420</b>	<b>17.25%</b>	21,931	24,356
Cape Pacific (C10, C14)	13,782	<b>3,446</b>	<b>35.97%</b>	9,385	9,547
<b>Cape Atlantic vs. Pacific</b>	<b>12,968</b>	<b>-26</b>	<b>-18.72%</b>	<b>12,546</b>	<b>14,808</b>
Panamax Atlantic (1a, 2a)	23,632	<b>1,952</b>	<b>10.60%</b>	18,424	23,762
Panamax Pacific (3a, 4)	17,400	<b>1,257</b>	<b>7.36%</b>	15,411	16,551
<b>Panamax Atlantic vs. Pacific</b>	<b>6,232</b>	<b>696</b>	<b>3.25%</b>	<b>3,012</b>	<b>7,211</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	18,130	<b>783</b>	<b>4.56%</b>	16,074	20,688
Supramax Pacific 3TC (S2,S8,S10)	24,651	<b>2,449</b>	<b>11.02%</b>	18,430	17,259
<b>Supramax Atlantic vs. Pacific</b>	<b>-6,522</b>	<b>-1,666</b>	<b>-6.45%</b>	<b>-2,356</b>	<b>3,430</b>
Handysize Atlantic 4TC (HS1-HS4)	17,915	<b>644</b>	<b>4.01%</b>	16,757	20,199
Handysize Pacific 2TC (HS5,HS6)	34,407	<b>1,847</b>	<b>8.50%</b>	30,166	30,701
<b>Handysize Atlantic vs. Pacific</b>	<b>-16,491</b>	<b>-1,203</b>	<b>-4.49%</b>	<b>-13,409</b>	<b>-10,501</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	14,725	<b>3,321</b>	<b>29.12%</b>	10,202	11,329
<b>BPI 4TC</b>	19,662	<b>1,621</b>	<b>8.99%</b>	16,051	18,710
<b>BHSI 6TC</b>	18,529	<b>949</b>	<b>5.40%</b>	16,512	18,424

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,333	<b>180</b>	<b>8.36%</b>	1,932	2,227
<b>P1A 82</b> (82500mt Transatlantic RV)	16,990	<b>2,290</b>	<b>15.58%</b>	12,123	18,200
<b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)	30,273	<b>1,614</b>	<b>5.63%</b>	24,725	29,324
<b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)	21,216	<b>1,838</b>	<b>9.48%</b>	18,295	18,873
<b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	13,583	<b>675</b>	<b>5.23%</b>	12,528	14,229
<b>P5 82</b> (82500mt S China/HK range Indo RV)	18,781	<b>893</b>	<b>4.99%</b>	#N/A	#N/A
<b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	23,536	<b>1,200</b>	<b>5.37%</b>	20,190	21,408
<b>P8</b> (66000mt Santos to China)	54,093	<b>1,314</b>	<b>2.49%</b>	49,835	52,096
<b>BPI82 5TC</b>	20,998	<b>1,621</b>	<b>8.37%</b>	17,387	20,046

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	12,393	33,333	21,181	5,826	87.71%
<b>Panamax 5TC</b>	20,046	26,898	27,117	15,885	43.79%
<b>Supramax 10TC</b>	19,974	26,770	24,303	17,273	20.61%
<b>Handysize 7TC</b>	20,390	25,702	25,322	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,139	<b>53</b>	<b>4.88%</b>	1,027	1,133
<b>HS1 38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	13,821	<b>557</b>	<b>4.20%</b>	12,997	15,882
<b>HS2 38</b> (Skaw/Passero trip Boston/Galveston)	14,964	<b>728</b>	<b>5.11%</b>	14,006	16,708
<b>HS3 38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	26,733	<b>611</b>	<b>2.34%</b>	25,166	28,479
<b>HS4 38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	16,143	<b>679</b>	<b>4.39%</b>	14,859	19,729
<b>HS5 38</b> (SE Asia trip via Australia to Singapore/Japan)	23,563	<b>1,344</b>	<b>6.05%</b>	20,451	21,048
<b>HS6 38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	23,000	<b>1,231</b>	<b>5.65%</b>	20,207	20,457
<b>HS7 38</b> (S Korea/Japan via NOPAC to SE Asia)	22,250	<b>1,119</b>	<b>5.30%</b>	19,673	19,897
<b>BHSI 7TC</b>	20,495	<b>949</b>	<b>4.86%</b>	18,478	20,390

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-5,209</b>	<b>-6,909</b>	<b>-6,121</b>	<b>-7,653</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-1,630</b>	<b>-1,641</b>	<b>-1,385</b>	71	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-6,839</b>	<b>-8,550</b>	<b>-7,506</b>	<b>-7,581</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	9,275	9,282	7,338	9,278	7,607
<b>Cape Atlantic vs Cape Pacific</b>	12,968	12,994	12,546	14,808	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,232	5,537	3,012	7,211	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-6,522</b>	<b>-4,855</b>	<b>-2,356</b>	3,430	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.752	1.326	0.648	0.618	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.928	1.198	0.926	1.004	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.104	0.900	1.016	0.980	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.698	1.589	0.600	0.620	1.245

Source - The Baltic Exchange

Freight Investor Services  
Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998