

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,282	<b>386</b>	<b>20.36%</b>	1,819	1,615
<b>C2</b> (160lt Tubarao - Rotterdam)	16,083	<b>1,294</b>	<b>8.75%</b>	13,647	10,803
<b>C3</b> (160mt Tubarao - Qingdao)	30,500	<b>2,975</b>	<b>10.81%</b>	25,146	21,316
<b>C5</b> (160mt W Australia - Qingdao)	12,009	<b>0,445</b>	<b>3.85%</b>	10,629	8,437
<b>C7</b> (150mt Bolivar - Rotterdam)	14,905	<b>0,845</b>	<b>6.01%</b>	13,019	11,782
<b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV)	17,900	<b>2,305</b>	<b>14.78%</b>	15,482	16,443
<b>C9 14</b> (180mt Continent/Med trip Far East)	39,500	<b>3,350</b>	<b>9.27%</b>	36,603	34,058
<b>C10 14</b> (180mt Nopac round V)	18,741	<b>1,903</b>	<b>11.30%</b>	14,999	10,507
<b>C14</b> (180mt China - Brazil RV)	16,735	<b>4,958</b>	<b>42.10%</b>	11,021	10,744
<b>C16</b> (180mt Revised backhaul)	5,175	<b>3,980</b>	<b>333.05%</b>	1,066	-2,302
<b>C17</b> (170mt Saldanha Bay to Qingdao)	22,28	<b>2,158</b>	<b>10.72%</b>	18,58	15,69
<b>BCI 5TC</b>	18,928	<b>3,207</b>	<b>20.40%</b>	15,084	13,393

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,845	<b>112</b>	<b>4.10%</b>	2,605	2,065
<b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	18,979	<b>-254</b>	<b>-1.32%</b>	21,805	27,679
<b>S1C 58</b> (US Gulf trip to China-s outh Japan)	28,700	<b>-157</b>	<b>-0.54%</b>	29,955	33,223
<b>S2 58</b> (North China one Aus tralian or Pacific round voyage)	34,214	<b>1,464</b>	<b>4.47%</b>	30,898	22,498
<b>S3 58</b> (North China trip to Wes t Africa)	39,600	<b>2,200</b>	<b>5.88%</b>	33,543	20,828
<b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)	30,800	<b>1,472</b>	<b>5.02%</b>	27,102	24,490
<b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)	13,466	<b>228</b>	<b>1.72%</b>	14,826	17,323
<b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)	27,907	<b>131</b>	<b>0.47%</b>	27,860	28,716
<b>S8 58</b> (South China trip via Indones ia to eas t coas t India)	38,033	<b>1,866</b>	<b>5.16%</b>	33,800	22,465
<b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	20,852	<b>684</b>	<b>3.39%</b>	19,990	19,825
<b>S10 58</b> (South China trip via Indones ia to s outh China)	38,071	<b>1,592</b>	<b>4.36%</b>	33,836	21,871
<b>BSI 10TC</b>	31,295	<b>1,233</b>	<b>4.10%</b>	28,660	22,718

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,558	<b>206</b>	<b>8.76%</b>	2,229	1,862

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	28,700	<b>2,828</b>	<b>12.02%</b>	26,043	25,250
Cape Pacific (C10, C14)	17,738	<b>3,431</b>	<b>26.70%</b>	13,010	10,626
<b>Cape Atlantic vs. Pacific</b>	<b>10,962</b>	<b>-603</b>	<b>-14.68%</b>	<b>13,033</b>	<b>14,625</b>
Panamax Atlantic (1a, 2a)	29,690	<b>693</b>	<b>2.51%</b>	27,378	24,618
Panamax Pacific (3a, 4)	28,304	<b>2,680</b>	<b>10.96%</b>	22,701	18,089
<b>Panamax Atlantic vs. Pacific</b>	<b>1,386</b>	<b>-1,987</b>	<b>-8.45%</b>	<b>4,676</b>	<b>6,529</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	21,706	<b>795</b>	<b>3.38%</b>	20,639	20,546
Supramax Pacific 3TC (S2,S8,S10)	36,773	<b>1,641</b>	<b>4.66%</b>	32,844	22,278
<b>Supramax Atlantic vs. Pacific</b>	<b>-15,067</b>	<b>-846</b>	<b>-1.29%</b>	<b>-12,205</b>	<b>-1,732</b>
Handysize Atlantic 4TC (HS1-HS4)	18,285	<b>296</b>	<b>1.55%</b>	18,340	19,639
Handysize Pacific 3TC (HS5,HS6,HS7)	35,625	<b>417</b>	<b>1.18%</b>	33,749	24,214
<b>Handysize Atlantic vs. Pacific</b>	<b>-17,340</b>	<b>-121</b>	<b>0.37%</b>	<b>-15,408</b>	<b>-4,575</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	17,864	<b>3,207</b>	<b>21.88%</b>	14,020	12,329
<b>BPI 4TC</b>	27,408	<b>1,377</b>	<b>5.29%</b>	24,191	20,156
<b>BHSI 6TC</b>	25,130	<b>367</b>	<b>1.48%</b>	24,199	20,035

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,194	<b>153</b>	<b>5.03%</b>	2,836	2,388
<b>P1A 82</b> (82500mt Transatlantic RV)	23,585	<b>705</b>	<b>3.08%</b>	21,312	18,852
<b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)	35,795	<b>681</b>	<b>1.94%</b>	33,443	30,384
<b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)	32,250	<b>2,367</b>	<b>7.92%</b>	27,619	21,477
<b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	24,358	<b>2,992</b>	<b>14.00%</b>	17,784	14,701
<b>P5 82</b> (82500mt S China/HK range Indo RV)	34,509	<b>2,634</b>	<b>8.26%</b>	28,376	#N/A
<b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	29,232	<b>805</b>	<b>2.83%</b>	27,239	23,005
<b>P8</b> (66000mt Santos to China)	69,607	<b>0,88</b>	<b>1.28%</b>	64,335	54,792
<b>BPI82 5TC</b>	28,744	<b>1,377</b>	<b>5.03%</b>	25,527	21,492

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	13,393	33,333	21,181	5,826	87.71%
<b>Panamax 5TC</b>	21,492	26,898	28,744	15,885	43.79%
<b>Supramax 10TC</b>	22,718	26,770	31,295	17,273	20.61%
<b>Handysize 7TC</b>	22,001	25,702	27,096	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,505	<b>20</b>	<b>1.35%</b>	1,454	1,222
<b>HS1 38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	13,214	<b>35</b>	<b>0.27%</b>	13,633	15,305
<b>HS2 38</b> (Skaw/Passero trip Boston/Galveston)	14,607	<b>36</b>	<b>0.25%</b>	15,235	16,415
<b>HS3 38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	26,506	<b>284</b>	<b>1.08%</b>	26,331	27,837
<b>HS4 38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	18,814	<b>828</b>	<b>4.60%</b>	18,162	18,998
<b>HS5 38</b> (SE Asia trip via Australia to Singapore/Japan)	37,094	<b>438</b>	<b>1.19%</b>	35,210	25,027
<b>HS6 38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	35,563	<b>500</b>	<b>1.43%</b>	33,487	24,141
<b>HS7 38</b> (S Korea/Japan via NOPAC to SE Asia)	34,219	<b>313</b>	<b>0.92%</b>	32,549	23,475
<b>BHSI 7TC</b>	27,096	<b>367</b>	<b>1.37%</b>	26,165	22,001

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-9,816</b>	<b>-11,646</b>	<b>-10,443</b>	<b>-8,099</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-2,551</b>	<b>-2,695</b>	<b>-3,133</b>	<b>-1,225</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-12,367</b>	<b>-14,341</b>	<b>-13,576</b>	<b>-9,325</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	7,051	7,747	7,916	8,892	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,962	11,565	13,033	14,625	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	1,386	3,373	4,676	6,529	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-15,067</b>	<b>-14,221</b>	<b>-12,205</b>	<b>-1,732</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.659	1.326	0.591	0.623	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.918	1.198	0.891	0.946	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.155	0.900	1.095	1.033	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.605	1.589	0.526	0.590	1.245

Source - The Baltic Exchange

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