

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,864	<b>104</b>	<b>5.91%</b>	1,864	1,779
<b>C2</b> (160It Tubarao - Rotterdam)	14,239	<b>0.228</b>	<b>1.63%</b>	14,239	12,174
<b>C3</b> (160mt Tubarao - Qingdao)	26,200	<b>0.635</b>	<b>2.48%</b>	26,200	22,947
<b>C5</b> (160mt W Australia - Qingdao)	10,641	<b>-0.168</b>	<b>-1.55%</b>	10,641	9,271
<b>C7</b> (150mt Bolivar - Rotterdam)	12,640	<b>0.280</b>	<b>2.27%</b>	12,640	12,351
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	12,200	<b>1,185</b>	<b>10.76%</b>	12,200	16,527
<b>C9_14</b> (180mt Continent/Med trip Far East)	33,600	<b>1,550</b>	<b>4.84%</b>	33,600	34,325
<b>C10_14</b> (180mt Nopac round V)	16,275	<b>-125</b>	<b>-0.76%</b>	16,275	12,960
<b>C14</b> (180mt China - Brazil RV)	13,241	<b>1,286</b>	<b>10.76%</b>	13,241	11,983
<b>C16</b> (180mt Revised backhaul)	6,650	<b>700</b>	<b>11.76%</b>	6,650	795
<b>C17</b> (170mt Saldanha Bay to Qingdao)	19,21	<b>0.265</b>	<b>1.40%</b>	19,21	16,92
<b>BCI 5TC</b>	15,460	<b>867</b>	<b>5.94%</b>	15,460	14,757

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,755	<b>-53</b>	<b>-1.89%</b>	2,755	2,294
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	25,125	<b>137</b>	<b>0.55%</b>	25,125	26,079
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	30,186	<b>-214</b>	<b>-0.70%</b>	30,186	32,323
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	28,786	<b>-778</b>	<b>-2.63%</b>	28,786	25,234
<b>S3_58</b> (North China trip to Wes t Africa)	39,800	<b>-650</b>	<b>-1.61%</b>	39,800	26,280
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	32,682	<b>-411</b>	<b>-1.24%</b>	32,682	27,264
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	20,600	<b>9</b>	<b>0.04%</b>	20,600	17,377
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	29,109	<b>-316</b>	<b>-1.07%</b>	29,109	28,695
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	30,333	<b>-875</b>	<b>-2.80%</b>	30,333	26,101
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	31,885	<b>-404</b>	<b>-1.25%</b>	31,885	21,914
<b>S10_58</b> (South China trip via Indones ia to s outh China)	29,000	<b>-1,179</b>	<b>-3.91%</b>	29,000	25,512
<b>BSI 10TC</b>	30,301	<b>-582</b>	<b>-1.88%</b>	30,301	25,236

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,357	<b>-1</b>	<b>-0.04%</b>	2,357	2,046

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	22,900	<b>1,368</b>	<b>7.80%</b>	22,900	25,426
Cape Pacific (C10, C14)	14,758	<b>581</b>	<b>5.00%</b>	14,758	12,471
<b>Cape Atlantic vs. Pacific</b>	<b>8,142</b>	<b>787</b>	<b>2.80%</b>	<b>8,142</b>	<b>12,954</b>
Panamax Atlantic (1a, 2a)	31,290	<b>-620</b>	<b>-2.01%</b>	31,290	26,185
Panamax Pacific (3a, 4)	25,631	<b>-679</b>	<b>-2.58%</b>	25,631	20,576
<b>Panamax Atlantic vs. Pacific</b>	<b>5,659</b>	<b>59</b>	<b>0.57%</b>	<b>5,659</b>	<b>5,609</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	28,389	<b>-269</b>	<b>-0.82%</b>	28,389	22,185
Supramax Pacific 3TC (S2,S8,S10)	29,373	<b>-944</b>	<b>-3.11%</b>	29,373	25,616
<b>Supramax Atlantic vs. Pacific</b>	<b>-984</b>	<b>675</b>	<b>2.30%</b>	<b>-984</b>	<b>-3,431</b>
Handysize Atlantic 4TC (HS1-HS4)	29,591	<b>-349</b>	<b>-0.72%</b>	29,591	21,069
Handysize Pacific 3TC (HS5,HS6,HS7)	31,302	<b>-1,094</b>	<b>-3.38%</b>	31,302	27,136
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,711</b>	<b>745</b>	<b>2.66%</b>	<b>-1,711</b>	<b>-6,067</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	14,396	<b>867</b>	<b>6.41%</b>	14,396	13,693
<b>BPI 4TC</b>	26,324	<b>-613</b>	<b>-2.28%</b>	26,324	21,951
<b>BHSI 6TC</b>	28,545	<b>-725</b>	<b>-2.48%</b>	28,545	22,219

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,073	<b>-68</b>	<b>-2.16%</b>	3,073	2,587
<b>P1A_82</b> (82500mt Transatlantic RV)	27,485	<b>-740</b>	<b>-2.62%</b>	27,485	20,908
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	35,095	<b>-500</b>	<b>-1.40%</b>	35,095	31,461
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	25,946	<b>-692</b>	<b>-2.60%</b>	25,946	23,446
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	25,316	<b>-665</b>	<b>-2.56%</b>	25,316	17,706
<b>P5_82</b> (82500mt S China/HK range Indo RV)	24,922	<b>-578</b>	<b>-2.27%</b>	24,922	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	27,536	<b>-464</b>	<b>-1.66%</b>	27,536	24,272
<b>P8</b> (66000mt Santos to China)	67,514	<b>-0,422</b>	<b>-0.62%</b>	67,514	58,088
<b>BPI82 5TC</b>	27,660	<b>-613</b>	<b>-2.17%</b>	27,660	23,287

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	14,757	33,333	23,413	5,826	87.71%
<b>Panamax 5TC</b>	23,287	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	25,236	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	24,185	25,702	32,166	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,695	<b>-40</b>	<b>-2.31%</b>	1,695	1,344
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	19,536	<b>100</b>	<b>0.51%</b>	19,536	15,575
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	21,264	<b>64</b>	<b>0.30%</b>	21,264	16,783
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	48,278	<b>-1,166</b>	<b>-2.36%</b>	48,278	31,272
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	29,286	<b>-393</b>	<b>-1.32%</b>	29,286	20,646
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	32,188	<b>-1,062</b>	<b>-3.19%</b>	32,188	28,077
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	31,063	<b>-1,156</b>	<b>-3.59%</b>	31,063	27,016
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	30,656	<b>-1,063</b>	<b>-3.35%</b>	30,656	26,314
<b>BHSI 7TC</b>	30,511	<b>-725</b>	<b>-2.32%</b>	30,511	24,185

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-12,200</b>	<b>-13,680</b>	<b>-12,200</b>	<b>-8,530</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-2,641</b>	<b>-2,610</b>	<b>-2,641</b>	<b>-1,949</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-14,841</b>	<b>-16,290</b>	<b>-14,841</b>	<b>-10,479</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	7,435	7,322	7,435	8,174	7,607
<b>Cape Atlantic vs Cape Pacific</b>	8,142	7,355	8,142	12,954	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,659	5,601	5,659	5,609	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-984</b>	<b>-1,659</b>	<b>-984</b>	<b>-3,431</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.559	1.326	0.559	0.634	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.913	1.198	0.913	0.923	1.005
<b>Smx10TC / Handy7TC Ratio</b>	0.993	0.900	0.993	1.043	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.510	1.589	0.510	0.585	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