

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|---------|--------|--------|
| BCI Index | 1,624 | -172 | -9.58% | 1,761 | 1,777 |
| C2 (160It Tubarao - Rotterdam) | 13,750 | -0.25 | -1.79% | 13,996 | 12,225 |
| C3 (160mt Tubarao - Qingdao) | 25,660 | -0.4 | -1.53% | 25,973 | 23,035 |
| C5 (160mt W Australia - Qingdao) | 8,927 | -1,009 | -10.15% | 9,835 | 9,276 |
| C7 (150mt Bolivar - Rotterdam) | 12,255 | -0.335 | -2.66% | 12,495 | 12,353 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 11,350 | -1,025 | -8.28% | 11,975 | 16,385 |
| C9_14 (180mt Continent/Med trip Far East) | 32,875 | -1,000 | -2.95% | 33,450 | 34,296 |
| C10_14 (180mt Nopac round V) | 9,958 | -3,542 | -26.24% | 13,244 | 12,923 |
| C14 (180mt China - Brazil RV) | 13,241 | -418 | -3.06% | 13,380 | 12,027 |
| C16 (180mt Revised backhaul) | 5,775 | -450 | -7.23% | 6,217 | 953 |
| C17 (170mt Saldanha Bay to Qingdao) | 18,92 | -0.245 | -1.28% | 19,10 | 16,99 |
| BCI 5TC | 13,469 | -1,427 | -9.58% | 14,608 | 14,740 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 2,660 | -57 | -2.10% | 2,711 | 2,306 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 25,392 | 134 | 0.53% | 25,258 | 26,056 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 30,139 | 46 | 0.15% | 30,139 | 32,256 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 27,500 | -743 | -2.63% | 28,176 | 25,314 |
| S3_58 (North China trip to Wes t Africa) | 38,200 | -800 | -2.05% | 39,000 | 26,654 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 32,346 | -161 | -0.50% | 32,512 | 27,421 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 20,494 | -69 | -0.34% | 20,552 | 17,473 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 28,604 | -362 | -1.25% | 28,893 | 28,698 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 28,646 | -1,229 | -4.11% | 29,618 | 26,197 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 30,953 | -551 | -1.75% | 31,447 | 22,196 |
| S10_58 (South China trip via Indones ia to s outh China) | 27,293 | -1,057 | -3.73% | 28,214 | 25,582 |
| BSI 10TC | 29,260 | -628 | -2.10% | 29,816 | 25,368 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 2,213 | -94 | -4.07% | 2,292 | 2,053 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|--------------|--------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 22,113 | -1,013 | -5.62% | 22,713 | 25,341 |
| Cape Pacific (C10, C14) | 11,600 | -1,980 | -14.65% | 13,312 | 12,475 |
| Cape Atlantic vs. Pacific | 10,513 | 968 | 9.03% | 9,400 | 12,866 |
| Panamax Atlantic (1a, 2a) | 31,266 | 158 | 0.44% | 31,221 | 26,336 |
| Panamax Pacific (3a, 4) | 23,306 | -1,430 | -5.78% | 24,557 | 20,680 |
| Panamax Atlantic vs. Pacific | 7,961 | 1,588 | 6.22% | 6,664 | 5,656 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 27,931 | -260 | -0.86% | 28,170 | 22,363 |
| Supramax Pacific 3TC (S2,S8,S10) | 27,813 | -1,010 | -3.49% | 28,670 | 25,698 |
| Supramax Atlantic vs. Pacific | 118 | 749 | 2.63% | -499 | -3,334 |
| Handysize Atlantic 4TC (HS1-HS4) | 28,665 | -613 | -1.28% | 29,178 | 21,308 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 30,250 | -552 | -1.79% | 30,785 | 27,239 |
| Handysize Atlantic vs. Pacific | -1,586 | -61 | 0.51% | -1,607 | -5,930 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|---------|--------|--------|
| BCI 4TC | 12,405 | -1,427 | -10.32% | 13,544 | 13,676 |
| BCI 4TC | 25,226 | -573 | -2.22% | 25,783 | 22,059 |
| BHSI 6TC | 27,544 | -582 | -2.07% | 28,072 | 22,389 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 2,951 | -64 | -2.12% | 3,013 | 2,599 |
| P1A_82 (82500mt Transatlantic RV) | 27,200 | -25 | -0.09% | 27,303 | 21,099 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 35,332 | 341 | 0.97% | 35,139 | 31,573 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 23,245 | -1,593 | -6.41% | 24,676 | 23,464 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 23,366 | -1267 | -5.14% | 24,438 | 17,896 |
| P5_82 (82500mt S China/HK range Indo RV) | 22,294 | -1,906 | -7.88% | 23,805 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 26,936 | -255 | -0.94% | 27,221 | 24,357 |
| P8 (66000mt Santos to China) | 66,679 | -0,377 | -0.56% | 67,083 | 58,354 |
| BPI82 5TC | 26,562 | -573 | -2.11% | 27,119 | 23,395 |

| | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 14,740 | 33,333 | 23,413 | 5,826 | 87.71% |
| Panamax 5TC | 23,395 | 26,898 | 30,746 | 15,885 | 43.79% |
| Supramax 10TC | 25,368 | 26,770 | 33,366 | 17,273 | 20.61% |
| Handysize 7TC | 24,355 | 25,702 | 32,166 | 17,776 | 15.09% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 1,639 | -33 | -1.97% | 1,669 | 1,353 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 19,950 | 243 | 1.23% | 19,731 | 15,703 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 21,307 | 14 | 0.07% | 21,288 | 16,920 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 44,972 | -2,195 | -4.65% | 46,806 | 31,721 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 28,429 | -514 | -1.78% | 28,886 | 20,889 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 31,000 | -500 | -1.59% | 31,563 | 28,174 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 30,031 | -594 | -1.94% | 30,573 | 27,117 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 29,719 | -562 | -1.86% | 30,219 | 26,425 |
| BHSI 7TC | 29,510 | -582 | -1.93% | 30,038 | 24,355 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2019 |
|--|---------|-----------|---------|---------|-------|
| Cape5TC / Pmx5TC Spread | -13,093 | -12,239 | -12,511 | -8,655 | 6,435 |
| Pmx5TC / Smx10TC Spread | -2,698 | -2,753 | -2,697 | -1,973 | 128 |
| Cape5TC / Smx10TC Spread | -15,791 | -14,992 | -15,208 | -10,628 | 6,563 |
| Pmx 2A / Pmx 5TC Spread | 8,770 | 7,856 | 8,020 | 8,178 | 7,607 |
| Cape Atlantic vs Cape Pacific | 10,513 | 9,546 | 9,400 | 12,866 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 7,961 | 6,373 | 6,664 | 5,656 | 6,747 |
| Supra Atlantic vs Supra Pacific | 118 | -631 | -499 | -3,334 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 0.507 | 1.326 | 0.539 | 0.630 | 1.239 |
| Pmx5TC / Smx10TC Ratio | 0.908 | 1.198 | 0.910 | 0.922 | 1.005 |
| Smx10TC / Handy7TC Ratio | 0.992 | 0.900 | 0.993 | 1.042 | 1.042 |
| Cape5TC / Smx10TC Ratio | 0.460 | 1.589 | 0.490 | 0.581 | 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