

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,003	<b>158</b>	<b>8.56%</b>	1,563	1,737
<b>C2</b> (160It Tubarao - Rotterdam)	13,572	<b>0.244</b>	<b>1.83%</b>	13,043	12,315
<b>C3</b> (160mt Tubarao - Qingdao)	26,430	<b>0.39</b>	<b>1.50%</b>	25,201	23,339
<b>C5</b> (160mt W Australia - Qingdao)	11,245	<b>0.504</b>	<b>4.69%</b>	9,561	9,310
<b>C7</b> (150mt Bolivar - Rotterdam)	12,630	<b>0.180</b>	<b>1.45%</b>	12,021	12,284
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	12,305	<b>680</b>	<b>5.85%</b>	10,291	15,383
<b>C9_14</b> (180mt Continent/Med trip Far East)	33,875	<b>700</b>	<b>2.11%</b>	31,129	33,720
<b>C10_14</b> (180mt Nopac round V)	19,158	<b>2,366</b>	<b>14.09%</b>	11,987	12,730
<b>C14</b> (180mt China - Brazil RV)	14,759	<b>1,191</b>	<b>8.78%</b>	12,218	12,012
<b>C16</b> (180mt Revised backhaul)	6,550	<b>1,300</b>	<b>24.76%</b>	3,554	1,250
<b>C17</b> (170mt Saldanha Bay to Qingdao)	19,45	<b>0.285</b>	<b>1.49%</b>	18,60	17,22
<b>BCI 5TC</b>	16,609	<b>1,310</b>	<b>8.56%</b>	12,959	14,403

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,699	<b>21</b>	<b>0.78%</b>	2,588	2,345
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	23,600	<b>58</b>	<b>0.25%</b>	24,289	25,747
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	39,582	<b>1,868</b>	<b>4.95%</b>	32,555	32,395
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	27,829	<b>72</b>	<b>0.26%</b>	26,728	25,476
<b>S3_58</b> (North China trip to Wes t Africa)	34,900	<b>10</b>	<b>0.03%</b>	35,932	27,963
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	44,311	<b>1,418</b>	<b>3.31%</b>	35,037	28,689
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	18,963	<b>-25</b>	<b>-0.13%</b>	19,792	17,800
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	29,546	<b>361</b>	<b>1.24%</b>	28,504	28,653
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	28,100	<b>-50</b>	<b>-0.18%</b>	27,298	26,277
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	29,734	<b>100</b>	<b>0.34%</b>	29,881	23,318
<b>S10_58</b> (South China trip via Indones ia to s outh China)	25,829	<b>-21</b>	<b>-0.08%</b>	25,260	25,419
<b>BSI 10TC</b>	29,685	<b>232</b>	<b>0.79%</b>	28,472	25,794

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,356	<b>49</b>	<b>2.12%</b>	2,170	2,066

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	23,090	<b>690</b>	<b>3.98%</b>	20,710	24,551
Cape Pacific (C10, C14)	16,959	<b>1,779</b>	<b>11.43%</b>	12,102	12,371
<b>Cape Atlantic vs. Pacific</b>	<b>6,132</b>	<b>-1,089</b>	<b>-7.45%</b>	<b>8,608</b>	<b>12,180</b>
Panamax Atlantic (1a, 2a)	32,030	<b>-278</b>	<b>-0.93%</b>	31,779	27,195
Panamax Pacific (3a, 4)	22,119	<b>-137</b>	<b>-0.62%</b>	22,010	20,787
<b>Panamax Atlantic vs. Pacific</b>	<b>9,911</b>	<b>-141</b>	<b>-0.30%</b>	<b>9,769</b>	<b>6,408</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	31,003	<b>498</b>	<b>1.17%</b>	28,237	23,269
Supramax Pacific 3TC (S2,S8,S10)	27,253	<b>0</b>	<b>0.00%</b>	26,429	25,724
<b>Supramax Atlantic vs. Pacific</b>	<b>3,750</b>	<b>497</b>	<b>1.17%</b>	<b>1,808</b>	<b>-2,455</b>
Handysize Atlantic 4TC (HS1-HS4)	28,052	<b>779</b>	<b>2.47%</b>	27,408	22,179
Handysize Pacific 3TC (HS5,HS6,HS7)	27,290	<b>377</b>	<b>1.40%</b>	27,988	27,246
<b>Handysize Atlantic vs. Pacific</b>	<b>762</b>	<b>402</b>	<b>1.06%</b>	<b>-580</b>	<b>-5,068</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	15,545	<b>1,310</b>	<b>9.20%</b>	11,895	13,339
<b>BPI 4TC</b>	25,367	<b>-336</b>	<b>-1.31%</b>	25,246	22,529
<b>BHSI 6TC</b>	25,717	<b>606</b>	<b>2.41%</b>	25,743	22,815

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,967	<b>-37</b>	<b>-1.23%</b>	2,954	2,652
<b>P1A_82</b> (82500mt Transatlantic RV)	27,075	<b>-375</b>	<b>-1.37%</b>	27,215	22,037
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	36,985	<b>-180</b>	<b>-0.48%</b>	36,342	32,353
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	24,117	<b>-124</b>	<b>-0.51%</b>	22,946	23,318
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	20,121	<b>-149</b>	<b>-0.74%</b>	21,074	18,256
<b>P5_82</b> (82500mt S China/HK range Indo RV)	22,088	<b>-240</b>	<b>-1.07%</b>	21,524	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	27,315	<b>-595</b>	<b>-2.13%</b>	27,669	24,884
<b>P8</b> (66000mt Santos to China)	67,607	<b>-0.972</b>	<b>-1.42%</b>	67,477	59,772
<b>BPI82 5TC</b>	26,703	<b>-336</b>	<b>-1.24%</b>	26,582	23,865

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	14,403	33,333	23,413	5,826	87.71%
<b>Panamax 5TC</b>	23,865	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	25,794	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	24,781	25,702	32,166	17,776	15.09%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,538	<b>34</b>	<b>2.26%</b>	1,539	1,377
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	19,786	<b>-114</b>	<b>-0.57%</b>	20,025	16,380
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	21,107	<b>-43</b>	<b>-0.20%</b>	21,230	17,581
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	38,528	<b>417</b>	<b>1.09%</b>	40,172	32,766
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	32,786	<b>2,857</b>	<b>9.55%</b>	28,204	21,988
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	27,300	<b>544</b>	<b>2.03%</b>	28,147	28,038
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	27,406	<b>493</b>	<b>1.83%</b>	27,938	27,142
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	27,163	<b>94</b>	<b>0.35%</b>	27,879	26,559
<b>BHSI 7TC</b>	27,683	<b>606</b>	<b>2.24%</b>	27,709	24,781

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-10,094</b>	<b>-11,740</b>	<b>-13,623</b>	<b>-9,462</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-2,982</b>	<b>-2,414</b>	<b>-1,889</b>	<b>-1,929</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-13,076</b>	<b>-14,154</b>	<b>-15,512</b>	<b>-11,391</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	10,282	10,126	9,760	8,488	7,607
<b>Cape Atlantic vs Cape Pacific</b>	6,132	7,220	8,608	12,180	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	9,911	10,052	9,769	6,408	6,747
<b>Supra Atlantic vs Supra Pacific</b>	3,750	3,253	1,808	<b>-2,455</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.622	1.326	0.488	0.604	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.900	1.198	0.934	0.925	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.072	0.900	1.028	1.041	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.560	1.589	0.455	0.558	1.245

Source - The Baltic Exchange

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