

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,169	<b>166</b>	<b>8.29%</b>	1,601	1,742
<b>C2</b> (160It Tubarao - Rotterdam)	13,750	<b>0.178</b>	<b>1.31%</b>	13,087	12,333
<b>C3</b> (160mt Tubarao - Qingdao)	26,435	<b>0.005</b>	<b>0.02%</b>	25,278	23,378
<b>C5</b> (160mt W Australia - Qingdao)	11,886	<b>0.641</b>	<b>5.70%</b>	9,706	9,342
<b>C7</b> (150mt Bolivar - Rotterdam)	12,715	<b>0.085</b>	<b>0.67%</b>	12,064	12,289
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	12,935	<b>630</b>	<b>5.12%</b>	10,457	15,352
<b>C9_14</b> (180mt Continent/Med trip Far East)	34,280	<b>405</b>	<b>1.20%</b>	31,326	33,727
<b>C10_14</b> (180mt Nopac round V)	22,813	<b>3,655</b>	<b>19.08%</b>	12,663	12,858
<b>C14</b> (180mt China - Brazil RV)	15,527	<b>768</b>	<b>5.20%</b>	12,425	12,057
<b>C16</b> (180mt Revised backhaul)	7,100	<b>550</b>	<b>8.40%</b>	3,776	1,325
<b>C17</b> (170mt Saldanha Bay to Qingdao)	19,67	<b>0.22</b>	<b>1.13%</b>	18,66	17,25
<b>BCI 5TC</b>	17,991	<b>1,382</b>	<b>8.32%</b>	13,274	14,448

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,714	<b>15</b>	<b>0.56%</b>	2,596	2,349
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	23,613	<b>13</b>	<b>0.06%</b>	24,247	25,720
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	40,629	<b>1,047</b>	<b>2.65%</b>	33,060	32,500
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	27,964	<b>135</b>	<b>0.49%</b>	26,805	25,507
<b>S3_58</b> (North China trip to Wes t Africa)	34,900	<b>0</b>	<b>0.00%</b>	35,868	28,051
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	45,164	<b>853</b>	<b>1.93%</b>	35,670	28,898
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	18,925	<b>-38</b>	<b>-0.20%</b>	19,738	17,815
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	29,739	<b>193</b>	<b>0.65%</b>	28,582	28,667
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	28,083	<b>-17</b>	<b>-0.06%</b>	27,347	26,300
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	29,924	<b>190</b>	<b>0.64%</b>	29,884	23,402
<b>S10_58</b> (South China trip via Indones ia to s outh China)	25,943	<b>114</b>	<b>0.44%</b>	25,303	25,426
<b>BSI 10TC</b>	29,858	<b>173</b>	<b>0.58%</b>	28,558	25,845

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,404	<b>48</b>	<b>2.04%</b>	2,185	2,070

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	23,608	<b>518</b>	<b>3.16%</b>	20,891	24,539
Cape Pacific (C10, C14)	19,170	<b>2,212</b>	<b>12.14%</b>	12,544	12,457
<b>Cape Atlantic vs. Pacific</b>	<b>4,438</b>	<b>-1,694</b>	<b>-8.98%</b>	<b>8,347</b>	<b>12,082</b>
Panamax Atlantic (1a, 2a)	31,725	<b>-306</b>	<b>-1.02%</b>	31,775	27,252
Panamax Pacific (3a, 4)	21,767	<b>-352</b>	<b>-1.59%</b>	21,995	20,799
<b>Panamax Atlantic vs. Pacific</b>	<b>9,958</b>	<b>47</b>	<b>0.57%</b>	<b>9,780</b>	<b>6,453</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	31,338	<b>335</b>	<b>0.79%</b>	28,430	23,372
Supramax Pacific 3TC (S2,S8,S10)	27,330	<b>77</b>	<b>0.29%</b>	26,485	25,744
<b>Supramax Atlantic vs. Pacific</b>	<b>4,008</b>	<b>258</b>	<b>0.50%</b>	<b>1,945</b>	<b>-2,373</b>
Handysize Atlantic 4TC (HS1-HS4)	28,537	<b>486</b>	<b>1.47%</b>	27,478	22,259
Handysize Pacific 3TC (HS5,HS6,HS7)	27,710	<b>421</b>	<b>1.54%</b>	27,971	27,252
<b>Handysize Atlantic vs. Pacific</b>	<b>827</b>	<b>65</b>	<b>-0.08%</b>	<b>-492</b>	<b>-4,993</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	16,927	<b>1,382</b>	<b>8.89%</b>	12,210	13,384
<b>B4I 4TC</b>	24,937	<b>-430</b>	<b>-1.70%</b>	25,227	22,559
<b>BHSI 6TC</b>	26,181	<b>464</b>	<b>1.80%</b>	25,770	22,858

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,919	<b>-48</b>	<b>-1.62%</b>	2,951	2,655
<b>P1A_82</b> (82500mt Transatlantic RV)	26,680	<b>-395</b>	<b>-1.46%</b>	27,182	22,096
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	36,769	<b>-216</b>	<b>-0.58%</b>	36,369	32,409
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	23,738	<b>-379</b>	<b>-1.57%</b>	22,995	23,323
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	19,796	<b>-325</b>	<b>-1.62%</b>	20,994	18,275
<b>P5_82</b> (82500mt S China/HK range Indo RV)	21,335	<b>-753</b>	<b>-3.41%</b>	21,512	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	26,705	<b>-610</b>	<b>-2.23%</b>	27,608	24,907
<b>P8</b> (66000mt Santos to China)	67,036	<b>-0,571</b>	<b>-0.84%</b>	67,449	59,864
<b>BPI82 5TC</b>	26,273	<b>-430</b>	<b>-1.61%</b>	26,563	23,895

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	14,448	33,333	23,413	5,826	87.71%
<b>Panamax 5TC</b>	23,895	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	25,845	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	24,824	25,702	32,166	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,564	<b>26</b>	<b>1.69%</b>	1,541	1,379
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	19,586	<b>-200</b>	<b>-1.01%</b>	19,997	16,420
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	21,357	<b>250</b>	<b>1.18%</b>	21,238	17,629
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	38,706	<b>178</b>	<b>0.46%</b>	40,080	32,841
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	34,500	<b>1,714</b>	<b>5.23%</b>	28,597	22,147
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	27,875	<b>575</b>	<b>2.11%</b>	28,130	28,036
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	27,781	<b>375</b>	<b>1.37%</b>	27,929	27,150
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	27,475	<b>312</b>	<b>1.15%</b>	27,854	26,570
<b>BHSI 7TC</b>	28,147	<b>464</b>	<b>1.68%</b>	27,736	24,824

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-8,282</b>	<b>-10,094</b>	<b>-13,289</b>	<b>-9,447</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-3,585</b>	<b>-2,982</b>	<b>-1,995</b>	<b>-1,950</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-11,867</b>	<b>-13,076</b>	<b>-15,284</b>	<b>-11,397</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	10,496	10,282	9,806	8,514	7,607
<b>Cape Atlantic vs Cape Pacific</b>	4,438	6,132	8,347	12,082	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	9,958	9,911	9,780	6,453	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,008	3,750	1,945	<b>-2,373</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.685	1.326	0.500	0.605	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.880	1.198	0.930	0.925	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.061	0.900	1.030	1.041	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.603	1.589	0.465	0.559	1.245

Source - The Baltic Exchange

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