

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,756	<b>295</b>	<b>8.52%</b>	2,926	1,850
<b>C2</b> (160It Tubarao - Rotterdam)	17,656	<b>0.45</b>	<b>2.62%</b>	15,979	12,668
<b>C3</b> (160mt Tubarao - Qingdao)	34,450	<b>0.725</b>	<b>2.15%</b>	30,500	24,022
<b>C5</b> (160mt W Australia - Qingdao)	14,518	<b>0.468</b>	<b>3.33%</b>	13,144	9,733
<b>C7</b> (150mt Bolivar - Rotterdam)	15,040	<b>0.170</b>	<b>1.14%</b>	13,963	12,436
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	22,600	<b>1,050</b>	<b>4.87%</b>	17,553	15,448
<b>C9_14</b> (180mt Continent/Med trip Far East)	46,975	<b>2,575</b>	<b>5.80%</b>	40,100	34,253
<b>C10_14</b> (180mt Nopac round V)	35,417	<b>3,146</b>	<b>9.75%</b>	28,039	14,401
<b>C14</b> (180mt China - Brazil RV)	30,336	<b>1,981</b>	<b>6.99%</b>	22,378	12,946
<b>C16</b> (180mt Revised backhaul)	25,525	<b>4,650</b>	<b>22.28%</b>	18,106	2,877
<b>C17</b> (170mt Saldanha Bay to Qingdao)	25,41	<b>1.48</b>	<b>6.19%</b>	22,04	17,70
<b>BCI 5TC</b>	31,151	<b>2,448</b>	<b>8.53%</b>	24,268	15,340

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,759	<b>13</b>	<b>0.47%</b>	2,738	2,393
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	24,658	<b>433</b>	<b>1.79%</b>	23,926	25,510
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	42,029	<b>315</b>	<b>0.76%</b>	41,611	33,516
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	27,957	<b>214</b>	<b>0.77%</b>	27,526	25,739
<b>S3_58</b> (North China trip to Wes t Africa)	36,250	<b>300</b>	<b>0.83%</b>	35,971	28,938
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	47,421	<b>-843</b>	<b>-1.75%</b>	48,595	31,068
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	19,619	<b>163</b>	<b>0.84%</b>	19,297	17,966
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	29,782	<b>98</b>	<b>0.33%</b>	29,848	28,806
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	28,467	<b>242</b>	<b>0.86%</b>	27,757	26,463
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	28,944	<b>-61</b>	<b>-0.21%</b>	29,391	24,099
<b>S10_58</b> (South China trip via Indones ia to s outh China)	25,336	<b>207</b>	<b>0.82%</b>	25,022	25,402
<b>BSI 10TC</b>	30,345	<b>135</b>	<b>0.45%</b>	30,114	26,324

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	3,052	<b>113</b>	<b>3.84%</b>	2,726	2,133

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	34,788	<b>1,813</b>	<b>5.34%</b>	28,827	24,850
Cape Pacific (C10, C14)	32,877	<b>2,564</b>	<b>8.37%</b>	25,208	13,674
<b>Cape Atlantic vs. Pacific</b>	<b>1,911</b>	<b>-751</b>	<b>-3.03%</b>	<b>3,618</b>	<b>11,177</b>
Panamax Atlantic (1a, 2a)	35,743	<b>324</b>	<b>0.87%</b>	34,412	27,978
Panamax Pacific (3a, 4)	24,201	<b>700</b>	<b>2.87%</b>	22,409	20,943
<b>Panamax Atlantic vs. Pacific</b>	<b>11,542</b>	<b>-377</b>	<b>-2.01%</b>	<b>12,002</b>	<b>7,035</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	31,995	<b>-247</b>	<b>-0.37%</b>	32,428	24,378
Supramax Pacific 3TC (S2,S8,S10)	27,253	<b>221</b>	<b>0.82%</b>	26,768	25,868
<b>Supramax Atlantic vs. Pacific</b>	<b>4,741</b>	<b>-468</b>	<b>-1.19%</b>	<b>5,659</b>	<b>-1,490</b>
Handysize Atlantic 4TC (HS1-HS4)	30,586	<b>-91</b>	<b>-0.16%</b>	30,337	23,124
Handysize Pacific 3TC (HS5,HS6,HS7)	29,142	<b>229</b>	<b>0.79%</b>	28,541	27,374
<b>Handysize Atlantic vs. Pacific</b>	<b>1,444</b>	<b>-321</b>	<b>-0.94%</b>	<b>1,796</b>	<b>-4,251</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	30,087	<b>2,448</b>	<b>8.86%</b>	23,204	14,276
<b>BPI 4TC</b>	28,512	<b>357</b>	<b>1.27%</b>	27,049	22,992
<b>BHSI 6TC</b>	28,003	<b>77</b>	<b>0.28%</b>	27,548	23,350

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,316	<b>39</b>	<b>1.19%</b>	3,154	2,703
<b>P1A_82</b> (82500mt Transatlantic RV)	30,930	<b>160</b>	<b>0.52%</b>	29,681	22,857
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	40,555	<b>487</b>	<b>1.22%</b>	39,143	33,098
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	26,872	<b>1,014</b>	<b>3.92%</b>	24,404	23,400
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	21530	<b>386</b>	<b>1.83%</b>	20415	18486
<b>P5_82</b> (82500mt S China/HK range Indo RV)	27,531	<b>1,500</b>	<b>5.76%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	30629	<b>-80</b>	<b>-0.26%</b>	29694	25352
<b>P8</b> (66000mt Santos to China)	70,657	<b>-0.072</b>	<b>-0.10%</b>	69,463	60,855
<b>BPI82 5TC</b>	29,848	<b>357</b>	<b>1.21%</b>	28,385	24,328

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	15,340	33,333	31,151	5,826	87.71%
<b>Panamax 5TC</b>	24,328	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	26,324	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	25,316	25,702	32,166	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,665	<b>4</b>	<b>0.24%</b>	1,640	1,406
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	20,393	<b>129</b>	<b>0.64%</b>	20,008	16,810
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	22,721	<b>0</b>	<b>0.00%</b>	22,341	18,119
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	41,750	<b>-194</b>	<b>-0.46%</b>	41,450	33,731
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	37,479	<b>-300</b>	<b>-0.79%</b>	37,551	23,835
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	29,769	<b>300</b>	<b>1.02%</b>	28,782	28,087
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	29,563	<b>238</b>	<b>0.81%</b>	29,041	27,335
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	28,094	<b>150</b>	<b>0.54%</b>	27,800	26,701
<b>BHSI 7TC</b>	29,969	<b>77</b>	<b>0.26%</b>	29,514	25,316

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	1,303	<b>-788</b>	<b>-4,117</b>	<b>-8,988</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-497</b>	<b>-719</b>	<b>-1,729</b>	<b>-1,995</b>	128
<b>Cape5TC / Smx10TC Spread</b>	806	<b>-1,507</b>	<b>-5,846</b>	<b>-10,984</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	10,707	10,577	10,758	8,770	7,607
<b>Cape Atlantic vs Cape Pacific</b>	1,911	2,662	3,618	11,177	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	11,542	11,918	12,002	7,035	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,741	5,209	5,659	<b>-1,490</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.044	1.326	0.855	0.631	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.984	1.198	0.943	0.924	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.013	0.900	1.020	1.040	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.027	1.589	0.806	0.583	1.245

Source - The Baltic Exchange

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