

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	4,164	<b>214</b>	<b>5.42%</b>	3,370	1,964
<b>C2</b> (160It Tubarao - Rotterdam)	18,494	<b>0.416</b>	<b>2.30%</b>	16,869	12,958
<b>C3</b> (160mt Tubarao - Qingdao)	36,750	<b>1.875</b>	<b>5.38%</b>	32,418	24,611
<b>C5</b> (160mt W Australia - Qingdao)	15,741	<b>0.577</b>	<b>3.81%</b>	14,022	10,027
<b>C7</b> (150mt Bolivar - Rotterdam)	15,480	<b>0.380</b>	<b>2.52%</b>	14,471	12,582
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	24,885	<b>1,375</b>	<b>5.85%</b>	20,090	15,883
<b>C9_14</b> (180mt Continent/Med trip Far East)	53,320	<b>3,145</b>	<b>6.27%</b>	44,321	35,103
<b>C10_14</b> (180mt Nopac round V)	39,479	<b>1,829</b>	<b>4.86%</b>	32,263	15,666
<b>C14</b> (180mt China - Brazil RV)	32,386	<b>1,841</b>	<b>6.03%</b>	26,057	13,918
<b>C16</b> (180mt Revised backhaul)	29,425	<b>975</b>	<b>3.43%</b>	22,435	4,239
<b>C17</b> (170mt Saldanha Bay to Qingdao)	27,41	<b>1.37</b>	<b>5.26%</b>	23,75	18,15
<b>BCI 5TC</b>	34,531	<b>1,777</b>	<b>5.43%</b>	27,947	16,285

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,758	<b>13</b>	<b>0.47%</b>	2,743	2,412
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	25,338	<b>13</b>	<b>0.05%</b>	24,479	25,496
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	40,157	<b>-900</b>	<b>-2.19%</b>	41,496	33,932
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	28,571	<b>364</b>	<b>1.29%</b>	27,822	25,872
<b>S3_58</b> (North China trip to Wes t Africa)	36,700	<b>150</b>	<b>0.41%</b>	36,209	29,342
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	40,979	<b>-621</b>	<b>-1.49%</b>	46,003	31,669
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	19,131	<b>-85</b>	<b>-0.44%</b>	19,343	18,043
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	30,616	<b>-3</b>	<b>-0.01%</b>	30,103	28,894
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	30,167	<b>704</b>	<b>2.39%</b>	28,411	26,616
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	28,991	<b>-158</b>	<b>-0.54%</b>	29,296	24,368
<b>S10_58</b> (South China trip via Indones ia to s outh China)	26,257	<b>525</b>	<b>2.04%</b>	25,301	25,417
<b>BSI 10TC</b>	30,336	<b>142</b>	<b>0.47%</b>	30,173	26,533

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	3,189	<b>94</b>	<b>3.04%</b>	2,889	2,186

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	39,103	<b>2,260</b>	<b>6.06%</b>	32,205	25,493
Cape Pacific (C10, C14)	35,933	<b>1,835</b>	<b>5.44%</b>	29,160	14,792
<b>Cape Atlantic vs. Pacific</b>	<b>3,170</b>	<b>425</b>	<b>0.62%</b>	<b>3,046</b>	<b>10,701</b>
Panamax Atlantic (1a, 2a)	35,249	<b>577</b>	<b>1.68%</b>	34,728	28,360
Panamax Pacific (3a, 4)	25,592	<b>773</b>	<b>3.02%</b>	23,384	21,145
<b>Panamax Atlantic vs. Pacific</b>	<b>9,657</b>	<b>-197</b>	<b>-1.34%</b>	<b>11,344</b>	<b>7,215</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	29,700	<b>-288</b>	<b>-0.83%</b>	31,547	24,693
Supramax Pacific 3TC (S2,S8,S10)	28,332	<b>531</b>	<b>1.91%</b>	27,178	25,968
<b>Supramax Atlantic vs. Pacific</b>	<b>1,369</b>	<b>-819</b>	<b>-2.73%</b>	<b>4,369</b>	<b>-1,275</b>
Handysize Atlantic 4TC (HS1-HS4)	29,333	<b>-336</b>	<b>-1.04%</b>	30,179	23,487
Handysize Pacific 3TC (HS5,HS6,HS7)	30,400	<b>471</b>	<b>1.57%</b>	29,066	27,504
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,067</b>	<b>-806</b>	<b>-2.61%</b>	<b>1,114</b>	<b>-4,016</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	33,467	<b>1,777</b>	<b>5.61%</b>	26,883	15,221
<b>BPI 4TC</b>	28,603	<b>649</b>	<b>2.32%</b>	27,533	23,270
<b>BHSI 6TC</b>	28,040	<b>76</b>	<b>0.27%</b>	27,752	23,600

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,327	<b>73</b>	<b>2.24%</b>	3,208	2,734
<b>P1A_82</b> (82500mt Transatlantic RV)	29,825	<b>525</b>	<b>1.79%</b>	29,823	23,238
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	40,673	<b>628</b>	<b>1.57%</b>	39,633	33,482
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	28,921	<b>1,056</b>	<b>3.79%</b>	25,815	23,633
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	22263	<b>490</b>	<b>2.25%</b>	20954	18657
<b>P5_82</b> (82500mt S China/HK range Indo RV)	29,350	<b>584</b>	<b>2.03%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	29864	<b>474</b>	<b>1.61%</b>	29670	25580
<b>P8</b> (66000mt Santos to China)	70,064	<b>0.478</b>	<b>0.69%</b>	69,595	61,330
<b>BPI82 5TC</b>	29,939	<b>649</b>	<b>2.22%</b>	28,869	24,606

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,285	33,333	34,531	5,826	87.71%
<b>Panamax 5TC</b>	24,606	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	26,533	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	25,566	25,702	32,166	17,776	15.09%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,667	<b>4</b>	<b>0.24%</b>	1,651	1,420
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	20,000	<b>-171</b>	<b>-0.85%</b>	20,121	16,995
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	22,393	<b>-36</b>	<b>-0.16%</b>	22,448	18,358
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	41,333	<b>-278</b>	<b>-0.67%</b>	41,553	34,155
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	33,607	<b>-857</b>	<b>-2.49%</b>	36,595	24,442
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	31,344	<b>638</b>	<b>2.08%</b>	29,520	28,219
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	30,850	<b>387</b>	<b>1.27%</b>	29,565	27,493
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	29,006	<b>387</b>	<b>1.35%</b>	28,112	26,799
<b>BHSI 7TC</b>	30,006	<b>76</b>	<b>0.25%</b>	29,718	25,566

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	4,592	3,464	<b>-922</b>	<b>-8,321</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-397</b>	<b>-904</b>	<b>-1,304</b>	<b>-1,927</b>	128
<b>Cape5TC / Smx10TC Spread</b>	4,195	2,560	<b>-2,227</b>	<b>-10,248</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	10,734	10,755	10,764	8,876	7,607
<b>Cape Atlantic vs Cape Pacific</b>	3,170	2,745	3,046	10,701	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	9,657	9,854	11,344	7,215	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,369	2,188	4,369	<b>-1,275</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.153	1.326	0.968	0.662	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.987	1.198	0.957	0.927	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.011	0.900	1.015	1.038	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.138	1.589	0.926	0.614	1.245

Source - The Baltic Exchange

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