

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	4,385	<b>221</b>	<b>5.31%</b>	3,448	1,989
<b>C2</b> (160It Tubarao - Rotterdam)	18,778	<b>0.284</b>	<b>1.54%</b>	17,016	13,019
<b>C3</b> (160mt Tubarao - Qingdao)	37,675	<b>0.925</b>	<b>2.52%</b>	32,823	24,749
<b>C5</b> (160mt W Australia - Qingdao)	15,573	<b>-0.168</b>	<b>-1.07%</b>	14,141	10,085
<b>C7</b> (150mt Bolivar - Rotterdam)	16,235	<b>0.755</b>	<b>4.88%</b>	14,606	12,620
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	27,860	<b>2,975</b>	<b>11.95%</b>	20,687	16,009
<b>C9_14</b> (180mt Continent/Med trip Far East)	58,850	<b>5,530</b>	<b>10.37%</b>	45,439	35,353
<b>C10_14</b> (180mt Nopac round V)	38,813	<b>-666</b>	<b>-1.69%</b>	32,766	15,909
<b>C14</b> (180mt China - Brazil RV)	34,173	<b>1,787</b>	<b>5.52%</b>	26,681	14,131
<b>C16</b> (180mt Revised backhaul)	30,400	<b>975</b>	<b>3.31%</b>	23,047	4,515
<b>C17</b> (170mt Saldanha Bay to Qingdao)	28,31	<b>0.905</b>	<b>3.30%</b>	24,10	18,25
<b>BCI 5TC</b>	36,368	<b>1,837</b>	<b>5.32%</b>	28,594	16,496

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,800	<b>42</b>	<b>1.52%</b>	2,747	2,416
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	25,379	<b>41</b>	<b>0.16%</b>	24,549	25,495
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	39,689	<b>-468</b>	<b>-1.17%</b>	41,357	33,993
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	29,014	<b>443</b>	<b>1.55%</b>	27,914	25,905
<b>S3_58</b> (North China trip to Wes t Africa)	36,800	<b>100</b>	<b>0.27%</b>	36,255	29,421
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	40,382	<b>-597</b>	<b>-1.46%</b>	45,570	31,761
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	19,041	<b>-90</b>	<b>-0.47%</b>	19,320	18,054
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	30,559	<b>-57</b>	<b>-0.19%</b>	30,138	28,911
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	32,217	<b>2,050</b>	<b>6.80%</b>	28,704	26,675
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	28,862	<b>-129</b>	<b>-0.44%</b>	29,262	24,415
<b>S10_58</b> (South China trip via Indones ia to s outh China)	27,661	<b>1,404</b>	<b>5.35%</b>	25,483	25,441
<b>BSI 10TC</b>	30,800	<b>464</b>	<b>1.53%</b>	30,221	26,578

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	3,289	<b>100</b>	<b>3.14%</b>	2,920	2,197

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	43,355	<b>4,253</b>	<b>11.16%</b>	33,063	25,681
Cape Pacific (C10, C14)	36,493	<b>561</b>	<b>1.92%</b>	29,724	15,020
<b>Cape Atlantic vs. Pacific</b>	<b>6,862</b>	<b>3,692</b>	<b>9.25%</b>	<b>3,339</b>	<b>10,661</b>
Panamax Atlantic (1a, 2a)	35,474	<b>225</b>	<b>0.71%</b>	34,785	28,435
Panamax Pacific (3a, 4)	25,995	<b>403</b>	<b>1.56%</b>	23,585	21,196
<b>Panamax Atlantic vs. Pacific</b>	<b>9,480</b>	<b>-178</b>	<b>-0.85%</b>	<b>11,200</b>	<b>7,239</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	29,428	<b>-272</b>	<b>-0.79%</b>	31,384	24,743
Supramax Pacific 3TC (S2,S8,S10)	29,631	<b>1,299</b>	<b>4.56%</b>	27,367	26,007
<b>Supramax Atlantic vs. Pacific</b>	<b>-202</b>	<b>-1,571</b>	<b>-5.36%</b>	<b>4,017</b>	<b>-1,263</b>
Handysize Atlantic 4TC (HS1-HS4)	28,906	<b>-428</b>	<b>-1.41%</b>	30,081	23,544
Handysize Pacific 3TC (HS5,HS6,HS7)	30,711	<b>311</b>	<b>1.02%</b>	29,192	27,537
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,805</b>	<b>-738</b>	<b>-2.42%</b>	<b>889</b>	<b>-3,993</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	35,304	<b>1,837</b>	<b>5.49%</b>	27,530	15,432
<b>B4 4TC</b>	28,990	<b>387</b>	<b>1.35%</b>	27,645	23,330
<b>BHSI 6TC</b>	27,987	<b>-53</b>	<b>-0.19%</b>	27,770	23,646

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,370	<b>43</b>	<b>1.29%</b>	3,220	2,741
<b>P1A_82</b> (82500mt Transatlantic RV)	30,175	<b>350</b>	<b>1.17%</b>	29,850	23,311
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	40,773	<b>100</b>	<b>0.25%</b>	39,720	33,559
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	29,406	<b>485</b>	<b>1.68%</b>	26,091	23,694
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	22583	<b>320</b>	<b>1.44%</b>	21079	18698
<b>P5_82</b> (82500mt S China/HK range Indo RV)	30,019	<b>669</b>	<b>2.28%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	30318	<b>454</b>	<b>1.52%</b>	29720	25630
<b>P8</b> (66000mt Santos to China)	70,650	<b>0.586</b>	<b>0.84%</b>	69,676	61,428
<b>BPI82 5TC</b>	30,326	<b>387</b>	<b>1.29%</b>	28,981	24,666

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,496	33,333	36,368	5,826	87.71%
<b>Panamax 5TC</b>	24,666	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	26,578	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	25,612	25,702	32,166	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,664	<b>-3</b>	<b>-0.18%</b>	1,652	1,423
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	19,807	<b>-193</b>	<b>-0.97%</b>	20,097	17,024
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	22,164	<b>-229</b>	<b>-1.02%</b>	22,426	18,398
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	40,972	<b>-361</b>	<b>-0.87%</b>	41,509	34,227
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	32,679	<b>-928</b>	<b>-2.76%</b>	36,294	24,529
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	31,844	<b>500</b>	<b>1.60%</b>	29,699	28,257
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	31,025	<b>175</b>	<b>0.57%</b>	29,678	27,530
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	29,263	<b>257</b>	<b>0.89%</b>	28,200	26,825
<b>BHSI 7TC</b>	29,953	<b>-53</b>	<b>-0.18%</b>	29,736	25,612

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	6,042	4,592	<b>-387</b>	<b>-8,170</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-474</b>	<b>-397</b>	<b>-1,240</b>	<b>-1,912</b>	128
<b>Cape5TC / Smx10TC Spread</b>	5,568	4,195	<b>-1,627</b>	<b>-10,082</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	10,447	10,734	10,739	8,893	7,607
<b>Cape Atlantic vs Cape Pacific</b>	6,862	3,170	3,339	10,661	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	9,480	9,657	11,200	7,239	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-202</b>	1,369	4,017	<b>-1,263</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.199	1.326	0.987	0.669	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.985	1.198	0.959	0.928	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.028	0.900	1.016	1.038	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.181	1.589	0.946	0.621	1.245

Source - The Baltic Exchange

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