

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,478	-509	-12.77%	3,650	2,098
<b>C2</b> (160It Tubarao - Rotterdam)	16,639	-1,105	-6.23%	17,339	13,277
<b>C3</b> (160mt Tubarao - Qingdao)	35,300	-1,217	-3.33%	34,020	25,368
<b>C5</b> (160mt W Australia - Qingdao)	13,086	-0,939	-6.70%	14,206	10,299
<b>C7</b> (150mt Bolivar - Rotterdam)	15,615	-0,785	-4.79%	15,174	12,822
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	25,400	-3,211	-11.22%	23,316	16,717
<b>C9_14</b> (180mt Continent/Med trip Far East)	51,515	-3,607	-6.54%	48,861	36,473
<b>C10_14</b> (180mt Nopac round V)	26,188	-4,794	-15.47%	32,884	16,773
<b>C14</b> (180mt China - Brazil RV)	27,391	-3,479	-11.27%	28,211	15,034
<b>C16</b> (180mt Revised backhaul)	21,250	-7,250	-25.44%	24,498	5,703
<b>C17</b> (170mt Saldanha Bay to Qingdao)	26,83	-0,914	-3.29%	25,26	18,76
<b>BCI 5TC</b>	28,840	-4,229	-12.79%	30,273	17,403

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,823	-10	-0.35%	2,769	2,437
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	25,508	-5	-0.02%	24,809	25,495
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	38,446	17	0.04%	40,637	34,231
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	30,071	0	0.00%	28,433	26,098
<b>S3_58</b> (North China trip to Wes t Africa)	36,800	-200	-0.54%	36,431	29,794
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	38,889	-304	-0.78%	43,865	32,144
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	18,616	-70	-0.37%	19,177	18,091
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	30,529	92	0.30%	30,232	28,989
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	33,558	-192	-0.57%	29,988	27,007
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	28,305	-100	-0.35%	29,049	24,619
<b>S10_58</b> (South China trip via Indones ia to s outh China)	28,586	-257	-0.89%	26,351	25,599
<b>BSI 10TC</b>	31,052	-116	-0.37%	30,455	26,802

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,933	-194	-6.20%	2,999	2,248

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	38,458	-3,409	-8.88%	36,089	26,595
Cape Pacific (C10, C14)	26,790	-4,137	-13.37%	30,547	15,904
<b>Cape Atlantic vs. Pacific</b>	<b>11,668</b>	<b>728</b>	<b>4.49%</b>	<b>5,541</b>	<b>10,691</b>
Panamax Atlantic (1a, 2a)	32,914	-621	-1.86%	34,656	28,729
Panamax Pacific (3a, 4)	24,639	-756	-2.90%	24,169	21,421
<b>Panamax Atlantic vs. Pacific</b>	<b>8,276</b>	<b>135</b>	<b>1.03%</b>	<b>10,487</b>	<b>7,308</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	28,603	-158	-0.50%	30,697	24,952
Supramax Pacific 3TC (S2,S8,S10)	30,738	-150	-0.49%	28,257	26,235
<b>Supramax Atlantic vs. Pacific</b>	<b>-2,135</b>	<b>-8</b>	<b>-0.01%</b>	<b>2,440</b>	<b>-1,283</b>
Handysize Atlantic 4TC (HS1-HS4)	27,670	-278	-0.80%	29,559	23,777
Handysize Pacific 3TC (HS5,HS6,HS7)	31,496	133	0.42%	29,759	27,722
<b>Handysize Atlantic vs. Pacific</b>	<b>-3,826</b>	<b>-411</b>	<b>-1.23%</b>	<b>-200</b>	<b>-3,945</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	27,776	-4,229	-13.21%	29,209	16,339
<b>BPI 4TC</b>	26,923	-706	-2.56%	27,814	23,576
<b>BHSI 6TC</b>	27,764	-69	-0.25%	27,805	23,858

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	3,140	-78	-2.42%	3,239	2,768
<b>P1A_82</b> (82500mt Transatlantic RV)	27,583	-542	-1.93%	29,612	23,595
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	38,245	-700	-1.80%	39,700	33,863
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	27,586	-1,007	-3.52%	26,909	23,961
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	2,1691	-504	-2.27%	2,1429	18880
<b>P5_82</b> (82500mt S China/HK range Indo RV)	28,075	-1,363	-4.63%	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	28245	-660	-2.28%	29690	25829
<b>P8</b> (66000mt Santos to China)	69,700	-0,514	-0.73%	69,918	61,884
<b>BPI82 5TC</b>	28,259	-706	-2.44%	29,150	24,912

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	17,403	33,333	38,169	5,826	87.71%
<b>Panamax 5TC</b>	24,912	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	26,802	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	25,824	25,702	32,166	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,652	-4	-0.24%	1,654	1,435
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	19,686	7	0.04%	19,986	17,158
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	21,993	-236	-1.06%	22,337	18,583
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	38,750	-917	-2.31%	41,101	34,517
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	30,250	36	0.12%	34,812	24,851
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	32,656	250	0.77%	30,427	28,460
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	31,806	43	0.14%	30,206	27,732
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	30,025	106	0.35%	28,644	26,974
<b>BHSI 7TC</b>	29,730	-69	-0.23%	29,771	25,824

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	581	4,104	1,123	-7,509	6,435
<b>Pmx5TC / Smx10TC Spread</b>	-2,793	-2,203	-1,304	-1,890	128
<b>Cape5TC / Smx10TC Spread</b>	-2,212	1,901	-182	-9,399	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	9,986	9,980	10,550	8,951	7,607
<b>Cape Atlantic vs Cape Pacific</b>	11,668	10,941	5,541	10,691	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,276	8,141	10,487	7,308	6,747
<b>Supra Atlantic vs Supra Pacific</b>	-2,135	-2,127	2,440	-1,283	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.021	1.326	1.039	0.699	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.910	1.198	0.957	0.929	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.044	0.900	1.023	1.038	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.929	1.589	0.994	0.649	1.245

Source - The Baltic Exchange

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