

## Cape 5TC

|   | Today  | Change       | Change        | MTD    | YTD    |
|---|--------|--------------|---------------|--------|--------|
| <b>BCI Index</b>                                    | 2,551  | <b>243</b>   | <b>10.53%</b> | 2,517  | 2,148  |
| <b>C2</b> (160It Tubarao - Rotterdam)               | 15,417 | <b>0.745</b> | <b>5.08%</b>  | 15,117 | 13,482 |
| <b>C3</b> (160mt Tubarao - Qingdao)                 | 31,950 | <b>0.775</b> | <b>2.49%</b>  | 31,852 | 26,050 |
| <b>C5</b> (160mt W Australia - Qingdao)             | 12,586 | <b>0.168</b> | <b>1.35%</b>  | 12,663 | 10,534 |
| <b>C7</b> (150mt Bolivar - Rotterdam)               | 16,330 | <b>1.035</b> | <b>6.77%</b>  | 15,245 | 13,068 |
| <b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV) | 24,000 | <b>4,079</b> | <b>20.48%</b> | 20,748 | 17,167 |
| <b>C9_14</b> (180mt Continent/Med trip Far East)    | 45,350 | <b>3,100</b> | <b>7.34%</b>  | 43,281 | 37,208 |
| <b>C10_14</b> (180mt Nopac round V)                 | 17,979 | <b>1,158</b> | <b>6.88%</b>  | 18,845 | 17,002 |
| <b>C14</b> (180mt China - Brazil RV)                | 14,873 | <b>1,250</b> | <b>9.18%</b>  | 15,592 | 15,183 |
| <b>C16</b> (180mt Revised backhaul)                 | 10,200 | <b>75</b>    | <b>0.74%</b>  | 13,350 | 6,601  |
| <b>C17</b> (170mt Saldanha Bay to Qingdao)          | 23,87  | <b>0.465</b> | <b>1.99%</b>  | 24,34  | 19,37  |
| <b>BCI 5TC</b>                                      | 21,157 | <b>2,019</b> | <b>10.55%</b> | 20,875 | 17,814 |

## Supramax 10TC

|   | Today  | Change      | Change        | MTD    | YTD    |
|---|--------|-------------|---------------|--------|--------|
| <b>BSI Index</b>  | 2,454  | <b>3</b>    | <b>0.12%</b>  | 2,552  | 2,455  |
| <b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)             | 23,267 | <b>-58</b>  | <b>-0.25%</b> | 24,188 | 25,390 |
| <b>S1C_58</b> (US Gulf trip to China-s outh Japan)                                | 26,129 | <b>-171</b> | <b>-0.65%</b> | 30,935 | 34,076 |
| <b>S2_58</b> (North China one Aus tralian or Pacific round voyage)                | 27,136 | <b>-121</b> | <b>-0.44%</b> | 27,771 | 26,321 |
| <b>S3_58</b> (North China trip to Wes t Africa)                                   | 34,710 | <b>-40</b>  | <b>-0.12%</b> | 35,292 | 30,415 |
| <b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)                                    | 25,493 | <b>-586</b> | <b>-2.25%</b> | 31,402 | 32,263 |
| <b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)                                    | 17,043 | <b>-25</b>  | <b>-0.15%</b> | 17,663 | 18,068 |
| <b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)    | 27,227 | <b>153</b>  | <b>0.57%</b>  | 28,119 | 28,953 |
| <b>S8_58</b> (South China trip via Indones ia to eas t coas t India)              | 30,100 | <b>375</b>  | <b>1.26%</b>  | 29,791 | 27,367 |
| <b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 24,808 | <b>122</b>  | <b>0.49%</b>  | 25,970 | 24,820 |
| <b>S10_58</b> (South China trip via Indones ia to s outh China)                   | 25,400 | <b>486</b>  | <b>1.95%</b>  | 25,267 | 25,622 |
| <b>BSI 10TC</b>   | 26,997 | <b>34</b>   | <b>0.13%</b>  | 28,075 | 27,003 |

## BDI Index

|                  | Today | Change     | Change       | MTD   | YTD   |
|------------------|-------|------------|--------------|-------|-------|
| <b>BDI Index</b> | 2,387 | <b>103</b> | <b>4.51%</b> | 2,412 | 2,270 |

## Atlantic vs. Pacific (5TC)

|                                       | Today         | Change       | Change        | MTD           | YTD           |
|---------------------------------------|---------------|--------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9)                | 34,675        | <b>3,590</b> | <b>13.91%</b> | 32,015        | 27,187        |
| Cape Pacific (C10, C14)               | 16,426        | <b>1,204</b> | <b>8.03%</b>  | 17,219        | 16,093        |
| <b>Cape Atlantic vs. Pacific</b>      | <b>18,249</b> | <b>2,386</b> | <b>5.88%</b>  | <b>14,796</b> | <b>11,095</b> |
| Panamax Atlantic (1a, 2a)             | 27,642        | <b>741</b>   | <b>2.94%</b>  | 28,023        | 28,746        |
| Panamax Pacific (3a, 4)               | 21,078        | <b>549</b>   | <b>2.60%</b>  | 21,175        | 21,438        |
| <b>Panamax Atlantic vs. Pacific</b>   | <b>6,565</b>  | <b>192</b>   | <b>0.34%</b>  | <b>6,848</b>  | <b>7,308</b>  |
| Supramax Atlantic 3TC (S4A,S4B,S9)    | 22,448        | <b>-163</b>  | <b>-0.63%</b> | 25,012        | 25,050        |
| Supramax Pacific 3TC (S2,S8,S10)      | 27,545        | <b>247</b>   | <b>0.92%</b>  | 27,610        | 26,437        |
| <b>Supramax Atlantic vs. Pacific</b>  | <b>-5,097</b> | <b>-410</b>  | <b>-1.56%</b> | <b>-2,598</b> | <b>-1,386</b> |
| Handysize Atlantic 4TC (HS1-HS4)      | 19,867        | <b>-569</b>  | <b>-2.79%</b> | 22,847        | 23,792        |
| Handysize Pacific 3TC (HS5,HS6,HS7)   | 28,600        | <b>-296</b>  | <b>-1.03%</b> | 29,846        | 27,992        |
| <b>Handysize Atlantic vs. Pacific</b> | <b>-8,733</b> | <b>-273</b>  | <b>-1.76%</b> | <b>-6,998</b> | <b>-4,200</b> |

## Previous TC

|                 | Today  | Change       | Change        | MTD    | YTD    |
|-----------------|--------|--------------|---------------|--------|--------|
| <b>BCI 4TC</b>  | 20,093 | <b>2,019</b> | <b>11.17%</b> | 19,811 | 16,750 |
| <b>BPI 4TC</b>  | 23,019 | <b>698</b>   | <b>3.13%</b>  | 23,157 | 23,588 |
| <b>BHSI 6TC</b> | 22,318 | <b>-412</b>  | <b>-1.81%</b> | 24,461 | 24,003 |

## Panamax 5TC

|   | Today  | Change      | Change       | MTD    | YTD    |
|---|--------|-------------|--------------|--------|--------|
| <b>BPI Index</b>  | 2,706  | <b>77</b>   | <b>2.93%</b> | 2,721  | 2,769  |
| <b>P1A_82</b> (82500mt Transatlantic RV)                                    | 21,975 | <b>805</b>  | <b>3.80%</b> | 22,381 | 23,568 |
| <b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)                                   | 33,309 | <b>677</b>  | <b>2.07%</b> | 33,666 | 33,924 |
| <b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)                                   | 22,904 | <b>785</b>  | <b>3.55%</b> | 22,989 | 23,914 |
| <b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)                               | 19,251 | <b>313</b>  | <b>1.65%</b> | 19,361 | 18,962 |
| <b>P5_82</b> (82500mt S China/HK range Indo RV)                             | 21,806 | <b>393</b>  | <b>1.84%</b> | 22,245 | #N/A   |
| <b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 26,264 | <b>673</b>  | <b>2.63%</b> | 26,160 | 25,882 |
| <b>P8</b> (66000mt Santos to China)   | 69,879 | <b>0.65</b> | <b>0.94%</b> | 69,384 | 62,663 |
| <b>BPI82 5TC</b>  | 24,355 | <b>698</b>  | <b>2.95%</b> | 24,493 | 24,924 |

|                      | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| <b>Cape 5TC</b>      | 17,814   | 33,333   | 38,169   | 5,826    | 87.71%       |
| <b>Panamax 5TC</b>   | 24,924   | 26,898   | 30,746   | 15,885   | 43.79%       |
| <b>Supramax 10TC</b> | 27,003   | 26,770   | 33,366   | 17,273   | 20.61%       |
| <b>Handysize 7TC</b> | 25,969   | 25,702   | 32,166   | 17,776   | 15.09%       |

## Handysize 7TC

|   | Today  | Change      | Change        | MTD    | YTD    |
|---|--------|-------------|---------------|--------|--------|
| <b>BHSI Index</b>   | 1,349  | <b>-23</b>  | <b>-1.68%</b> | 1,468  | 1,443  |
| <b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)     | 16,821 | <b>-450</b> | <b>-2.61%</b> | 18,422 | 17,325 |
| <b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)            | 18,643 | <b>-357</b> | <b>-1.88%</b> | 20,339 | 18,814 |
| <b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)    | 25,361 | <b>-683</b> | <b>-2.62%</b> | 29,675 | 34,201 |
| <b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 18,643 | <b>-786</b> | <b>-4.05%</b> | 22,954 | 24,827 |
| <b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan) | 28,531 | <b>-188</b> | <b>-0.65%</b> | 30,200 | 28,708 |
| <b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)    | 29,175 | <b>-200</b> | <b>-0.68%</b> | 30,300 | 28,046 |
| <b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)            | 28,094 | <b>-500</b> | <b>-1.75%</b> | 29,036 | 27,221 |
| <b>BHSI 7TC</b>   | 24,284 | <b>-412</b> | <b>-1.67%</b> | 26,427 | 25,969 |

## Spreads and Ratio (5TC)

|  | Today         | Yesterday     | MTD           | YTD           | 2019  |
|--|---------------|---------------|---------------|---------------|-------|
| <b>Cape5TC / Pmx5TC Spread</b>         | <b>-3,198</b> | <b>-4,519</b> | <b>-3,618</b> | <b>-7,109</b> | 6,435 |
| <b>Pmx5TC / Smx10TC Spread</b>         | <b>-2,642</b> | <b>-3,306</b> | <b>-3,581</b> | <b>-2,079</b> | 128   |
| <b>Cape5TC / Smx10TC Spread</b>        | <b>-5,840</b> | <b>-7,825</b> | <b>-7,199</b> | <b>-9,189</b> | 6,563 |
| <b>Pmx 2A / Pmx 5TC Spread</b>         | 8,954         | 8,975         | 9,173         | 9,000         | 7,607 |
| <b>Cape Atlantic vs Cape Pacific</b>   | 18,249        | 15,864        | 14,796        | 11,095        | 6,947 |
| <b>Pmx Atlantic vs Pmx Pacific</b>     | 6,565         | 6,373         | 6,848         | 7,308         | 6,747 |
| <b>Supra Atlantic vs Supra Pacific</b> | <b>-5,097</b> | <b>-4,688</b> | <b>-2,598</b> | <b>-1,386</b> | 3,063 |
| <b>Cape5TC / Pmx5TC Ratio</b>          | 0.869         | 1.326         | 0.852         | 0.715         | 1.239 |
| <b>Pmx5TC / Smx10TC Ratio</b>          | 0.902         | 1.198         | 0.872         | 0.923         | 1.005 |
| <b>Smx10TC / Handy7TC Ratio</b>        | 1.112         | 0.900         | 1.062         | 1.040         | 1.042 |
| <b>Cape5TC / Smx10TC Ratio</b>         | 0.784         | 1.589         | 0.744         | 0.660         | 1.245 |

Source - The Baltic Exchange

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