

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|---------|--------|--------|
| BCI Index | 2,000 | -84 | -4.03% | 2,173 | 2,181 |
| C2 (160It Tubarao - Rotterdam) | 15,106 | -0.138 | -0.91% | 15,313 | 13,732 |
| C3 (160mt Tubarao - Qingdao) | 29,461 | -0.272 | -0.91% | 29,964 | 26,585 |
| C5 (160mt W Australia - Qingdao) | 10,430 | -0.09 | -0.86% | 10,821 | 10,672 |
| C7 (150mt Bolivar - Rotterdam) | 15,533 | -0.289 | -1.83% | 15,939 | 13,446 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 23,972 | -556 | -2.27% | 24,993 | 18,172 |
| C9_14 (180mt Continent/Med trip Far East) | 42,500 | -572 | -1.33% | 43,595 | 38,078 |
| C10_14 (180mt Nopac round V) | 9,400 | -550 | -5.53% | 11,440 | 16,818 |
| C14 (180mt China - Brazil RV) | 10,315 | -1,025 | -9.04% | 11,965 | 15,017 |
| C16 (180mt Revised backhaul) | 2,833 | -723 | -20.33% | 3,806 | 6,605 |
| C17 (170mt Saldanha Bay to Qingdao) | 20,89 | -0.206 | -0.98% | 21,31 | 19,71 |
| BCI 5TC | 16,588 | -695 | -4.02% | 18,024 | 18,087 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 2,247 | -18 | -0.79% | 2,271 | 2,447 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 20,813 | -145 | -0.69% | 21,106 | 24,996 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 25,607 | 132 | 0.52% | 25,370 | 33,038 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 24,664 | -293 | -1.17% | 24,957 | 26,320 |
| S3_58 (North China trip to Wes t Africa) | 30,850 | -600 | -1.91% | 31,400 | 30,794 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 25,854 | 572 | 2.26% | 25,020 | 31,274 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 16,136 | 0 | 0.00% | 16,165 | 17,887 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 24,521 | -189 | -0.76% | 24,942 | 28,696 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 27,479 | -209 | -0.75% | 27,936 | 27,666 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 23,992 | -261 | -1.08% | 24,382 | 24,859 |
| S10_58 (South China trip via Indones ia to s outh China) | 21,307 | -386 | -1.78% | 21,968 | 25,517 |
| BSI 10TC | 24,712 | -205 | -0.82% | 24,981 | 26,920 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 2,043 | -55 | -2.62% | 2,129 | 2,275 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 33,236 | -564 | -1.80% | 34,294 | 28,125 |
| Cape Pacific (C10, C14) | 9,858 | -788 | -7.28% | 11,702 | 15,918 |
| Cape Atlantic vs. Pacific | 23,379 | 224 | 5.49% | 22,592 | 12,208 |
| Panamax Atlantic (1a, 2a) | 25,725 | -587 | -2.33% | 26,281 | 28,656 |
| Panamax Pacific (3a, 4) | 17,525 | -509 | -2.81% | 18,028 | 21,246 |
| Panamax Atlantic vs. Pacific | 8,201 | -78 | 0.48% | 8,253 | 7,410 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 21,994 | 104 | 0.40% | 21,856 | 24,673 |
| Supramax Pacific 3TC (S2,S8,S10) | 24,483 | -296 | -1.24% | 24,953 | 26,501 |
| Supramax Atlantic vs. Pacific | -2,489 | 400 | 1.63% | -3,098 | -1,828 |
| Handysize Atlantic 4TC (HS1-HS4) | 18,436 | -351 | -1.71% | 18,901 | 23,285 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 25,438 | -354 | -1.37% | 25,979 | 27,925 |
| Handysize Atlantic vs. Pacific | -7,002 | 3 | -0.34% | -7,078 | -4,641 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|--------|
| BCI 4TC | 15,524 | -695 | -4.29% | 16,960 | 17,023 |
| B4I 4TC | 19,934 | -695 | -3.37% | 20,602 | 23,448 |
| BHSI 6TC | 19,980 | -363 | -1.78% | 20,493 | 23,712 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 2,363 | -78 | -3.20% | 2,438 | 2,754 |
| P1A_82 (82500mt Transatlantic RV) | 21,395 | -655 | -2.97% | 21,978 | 23,556 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 30,055 | -518 | -1.69% | 30,584 | 33,756 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 18,806 | -568 | -2.93% | 19,356 | 23,611 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 16,243 | -450 | -2.70% | 16,700 | 18,881 |
| P5_82 (82500mt S China/HK range Indo RV) | 20,138 | -131 | -0.65% | 20,161 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 21,968 | -973 | -4.24% | 22,921 | 25,760 |
| P8 (66000mt Santos to China) | 63,130 | -1,391 | -2.16% | 64,484 | 63,224 |
| BPI82 5TC | 21,270 | -695 | -3.16% | 21,938 | 24,784 |

| | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 18,087 | 33,333 | 38,169 | 5,826 | 87.71% |
| Panamax 5TC | 24,784 | 26,898 | 30,746 | 15,885 | 43.79% |
| Supramax 10TC | 26,920 | 26,770 | 33,366 | 17,273 | 20.61% |
| Handysize 7TC | 25,678 | 25,702 | 32,166 | 17,776 | 15.09% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 1,219 | -20 | -1.61% | 1,248 | 1,427 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 13,736 | -21 | -0.15% | 13,838 | 17,038 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 16,293 | -64 | -0.39% | 16,230 | 18,589 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 27,500 | -639 | -2.27% | 28,581 | 33,530 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 16,214 | -679 | -4.02% | 16,955 | 23,981 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 25,344 | -406 | -1.58% | 25,899 | 28,567 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 25,625 | -406 | -1.56% | 26,250 | 28,013 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 25,344 | -250 | -0.98% | 25,789 | 27,196 |
| BHSI 7TC | 21,946 | -363 | -1.63% | 22,459 | 25,678 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2019 |
|--|--------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | -4,682 | -4,682 | -3,914 | -6,696 | 6,435 |
| Pmx5TC / Smx10TC Spread | -3,442 | -2,952 | -3,043 | -2,136 | 128 |
| Cape5TC / Smx10TC Spread | -8,124 | -7,634 | -6,957 | -8,832 | 6,563 |
| Pmx 2A / Pmx 5TC Spread | 8,785 | 8,608 | 8,647 | 8,972 | 7,607 |
| Cape Atlantic vs Cape Pacific | 23,379 | 23,155 | 22,592 | 12,208 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 8,201 | 8,278 | 8,253 | 7,410 | 6,747 |
| Supra Atlantic vs Supra Pacific | -2,489 | -2,889 | -3,098 | -1,828 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 0.780 | 1.326 | 0.822 | 0.730 | 1.239 |
| Pmx5TC / Smx10TC Ratio | 0.861 | 1.198 | 0.878 | 0.921 | 1.005 |
| Smx10TC / Handy7TC Ratio | 1.126 | 0.900 | 1.112 | 1.048 | 1.042 |
| Cape5TC / Smx10TC Ratio | 0.671 | 1.589 | 0.722 | 0.672 | 1.245 |

Source - The Baltic Exchange

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