

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,205	<b>205</b>	<b>10.25%</b>	2,180	2,181
<b>C2</b> (160It Tubarao - Rotterdam)	15,219	<b>0.113</b>	<b>0.75%</b>	15,294	13,743
<b>C3</b> (160mt Tubarao - Qingdao)	29,933	<b>0.472</b>	<b>1.60%</b>	29,958	26,611
<b>C5</b> (160mt W Australia - Qingdao)	11,440	<b>1.01</b>	<b>9.68%</b>	10,945	10,678
<b>C7</b> (150mt Bolivar - Rotterdam)	15,406	<b>-0.127</b>	<b>-0.82%</b>	15,832	13,462
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	23,822	<b>-150</b>	<b>-0.63%</b>	24,759	18,216
<b>C9_14</b> (180mt Continent/Med trip Far East)	43,333	<b>833</b>	<b>1.96%</b>	43,542	38,119
<b>C10_14</b> (180mt Nopac round V)	13,836	<b>4,436</b>	<b>47.19%</b>	11,919	16,795
<b>C14</b> (180mt China - Brazil RV)	12,165	<b>1,850</b>	<b>17.94%</b>	12,005	14,995
<b>C16</b> (180mt Revised backhaul)	3,306	<b>473</b>	<b>16.70%</b>	3,706	6,579
<b>C17</b> (170mt Saldanha Bay to Qingdao)	21,34	<b>0.45</b>	<b>2.15%</b>	21,31	19,73
<b>BCI 5TC</b>	18,286	<b>1,698</b>	<b>10.24%</b>	18,077	18,089

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,203	<b>-44</b>	<b>-1.96%</b>	2,257	2,445
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	20,700	<b>-113</b>	<b>-0.54%</b>	21,025	24,962
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	25,914	<b>307</b>	<b>1.20%</b>	25,478	32,983
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	24,250	<b>-414</b>	<b>-1.68%</b>	24,816	26,303
<b>S3_58</b> (North China trip to Wes t Africa)	30,000	<b>-850</b>	<b>-2.76%</b>	31,120	30,788
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	26,854	<b>1,000</b>	<b>3.87%</b>	25,387	31,239
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	15,993	<b>-143</b>	<b>-0.89%</b>	16,131	17,872
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	24,093	<b>-428</b>	<b>-1.75%</b>	24,772	28,660
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	25,792	<b>-1,687</b>	<b>-6.14%</b>	27,507	27,651
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	23,649	<b>-343</b>	<b>-1.43%</b>	24,235	24,849
<b>S10_58</b> (South China trip via Indones ia to s outh China)	20,929	<b>-378</b>	<b>-1.77%</b>	21,760	25,481
<b>BSI 10TC</b>	24,234	<b>-478</b>	<b>-1.93%</b>	24,832	26,899

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,073	<b>30</b>	<b>1.47%</b>	2,117	2,273

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	33,578	<b>342</b>	<b>0.67%</b>	34,151	28,168
Cape Pacific (C10, C14)	13,001	<b>3,143</b>	<b>32.56%</b>	11,962	15,895
<b>Cape Atlantic vs. Pacific</b>	<b>20,577</b>	<b>-2,802</b>	<b>-31.90%</b>	<b>22,189</b>	<b>12,273</b>
Panamax Atlantic (1a, 2a)	24,757	<b>-968</b>	<b>-4.06%</b>	25,976	28,626
Panamax Pacific (3a, 4)	16,979	<b>-546</b>	<b>-3.17%</b>	17,818	21,213
<b>Panamax Atlantic vs. Pacific</b>	<b>7,778</b>	<b>-423</b>	<b>-0.89%</b>	<b>8,158</b>	<b>7,413</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	22,165	<b>171</b>	<b>0.52%</b>	21,918	24,653
Supramax Pacific 3TC (S2,S8,S10)	23,657	<b>-826</b>	<b>-3.20%</b>	24,694	26,478
<b>Supramax Atlantic vs. Pacific</b>	<b>-1,492</b>	<b>998</b>	<b>3.71%</b>	<b>-2,777</b>	<b>-1,825</b>
Handysize Atlantic 4TC (HS1-HS4)	18,216	<b>-220</b>	<b>-1.18%</b>	18,764	23,245
Handysize Pacific 3TC (HS5,HS6,HS7)	24,959	<b>-479</b>	<b>-1.88%</b>	25,775	27,902
<b>Handysize Atlantic vs. Pacific</b>	<b>-6,742</b>	<b>260</b>	<b>0.70%</b>	<b>-7,011</b>	<b>-4,657</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	17,222	<b>1,698</b>	<b>10.94%</b>	17,013	17,025
<b>BFI 4TC</b>	19,165	<b>-769</b>	<b>-3.86%</b>	20,314	23,414
<b>BHSI 6TC</b>	19,636	<b>-344</b>	<b>-1.72%</b>	20,322	23,680

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,278	<b>-85</b>	<b>-3.60%</b>	2,406	2,750
<b>P1A_82</b> (82500mt Transatlantic RV)	20,150	<b>-1,245</b>	<b>-5.82%</b>	21,612	23,530
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	29,364	<b>-691</b>	<b>-2.30%</b>	30,340	33,721
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	18,346	<b>-460</b>	<b>-2.45%</b>	19,154	23,570
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	15612	<b>-631</b>	<b>-3.88%</b>	16482	18855
<b>P5_82</b> (82500mt S China/HK range Indo RV)	19,763	<b>-375</b>	<b>-1.86%</b>	20,081	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	21264	<b>-704</b>	<b>-3.20%</b>	22589	25725
<b>P8</b> (66000mt Santos to China)	62,057	<b>-1,073</b>	<b>-1.70%</b>	63,999	63,215
<b>BPI82 5TC</b>	20,501	<b>-769</b>	<b>-3.62%</b>	21,650	24,750

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	18,089	33,333	38,169	5,826	87.71%
<b>Panamax 5TC</b>	24,750	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	26,899	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	25,646	25,702	32,166	17,776	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,200	<b>-19</b>	<b>-1.56%</b>	1,238	1,425
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	13,650	<b>-86</b>	<b>-0.63%</b>	13,800	17,012
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	16,107	<b>-186</b>	<b>-1.14%</b>	16,206	18,570
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	27,194	<b>-306</b>	<b>-1.11%</b>	28,303	33,480
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	15,914	<b>-300</b>	<b>-1.85%</b>	16,747	23,918
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	24,844	<b>-500</b>	<b>-1.97%</b>	25,688	28,537
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	25,219	<b>-406</b>	<b>-1.58%</b>	26,044	27,991
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	24,813	<b>-531</b>	<b>-2.10%</b>	25,594	27,178
<b>BHSI 7TC</b>	21,602	<b>-344</b>	<b>-1.57%</b>	22,288	25,646

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-2,215</b>	<b>-4,682</b>	<b>-3,574</b>	<b>-6,661</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-3,733</b>	<b>-3,442</b>	<b>-3,181</b>	<b>-2,149</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-5,948</b>	<b>-8,124</b>	<b>-6,755</b>	<b>-8,810</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	8,863	8,785	8,690	8,971	7,607
<b>Cape Atlantic vs Cape Pacific</b>	20,577	23,379	22,189	12,273	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,778	8,201	8,158	7,413	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-1,492</b>	<b>-2,489</b>	<b>-2,777</b>	<b>-1,825</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.892	1.326	0.835	0.731	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.846	1.198	0.872	0.920	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.122	0.900	1.114	1.049	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.755	1.589	0.728	0.672	1.245

Source - The Baltic Exchange

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