

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|--------------|--------|--------|
| BCI Index | 2,365 | 95 | 4.19% | 2,219 | 2,183 |
| C2 (160It Tubarao - Rotterdam) | 15,325 | 0.05 | 0.33% | 15,296 | 13,767 |
| C3 (160mt Tubarao - Qingdao) | 30,272 | 0.139 | 0.46% | 30,028 | 26,667 |
| C5 (160mt W Australia - Qingdao) | 11,385 | 0 | 0.00% | 11,071 | 10,689 |
| C7 (150mt Bolivar - Rotterdam) | 15,661 | 0.194 | 1.25% | 15,756 | 13,494 |
| C8 14 (180mt Gibraltar/HH trans Atlantic RV) | 25,083 | 1,094 | 4.56% | 24,695 | 18,313 |
| C9 14 (180mt Continent/Med trip Far East) | 46,444 | 2,694 | 6.16% | 43,986 | 38,227 |
| C10 14 (180mt Nopac round V) | 14,386 | 181 | 1.27% | 12,598 | 16,756 |
| C14 (180mt China - Brazil RV) | 13,870 | 445 | 3.31% | 12,474 | 14,974 |
| C16 (180mt Revised backhaul) | 3,778 | 167 | 4.62% | 3,702 | 6,535 |
| C17 (170mt Saldanha Bay to Qingdao) | 22,28 | 0.206 | 0.93% | 21,56 | 19,76 |
| BCI 5TC | 19,613 | 788 | 4.19% | 18,403 | 18,106 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BSI Index | 2,152 | -11 | -0.51% | 2,229 | 2,441 |
| S1B 58 (Canakkale trip via Med or BI Sea to China-South Korea) | 20,458 | -96 | -0.47% | 20,877 | 24,894 |
| S1C 58 (US Gulf trip to China-s outh Japan) | 26,311 | 232 | 0.89% | 25,683 | 32,878 |
| S2 58 (North China one Aus tralian or Pacific round voyage) | 23,750 | -71 | -0.30% | 24,521 | 26,265 |
| S3 58 (North China trip to Wes t Africa) | 28,900 | -450 | -1.53% | 30,550 | 30,762 |
| S4A 58 (US Gulf trip to Skaw-Pas s ero) | 28,336 | 947 | 3.46% | 26,094 | 31,187 |
| S4B 58 (Skaw-Pas s ero trip to US Gulf) | 15,861 | -75 | -0.47% | 16,064 | 17,842 |
| S5 58 (Wes t Africa trip via eas t coas t South America to north China) | 23,351 | -510 | -2.14% | 24,439 | 28,582 |
| S8 58 (South China trip via Indones ia to eas t coas t India) | 24,108 | -309 | -1.27% | 26,580 | 27,599 |
| S9 58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 22,924 | -330 | -1.42% | 23,908 | 24,822 |
| S10 58 (South China trip via Indones ia to s outh China) | 20,343 | -171 | -0.83% | 21,380 | 25,403 |
| BSI 10TC | 23,672 | -125 | -0.53% | 24,518 | 26,850 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|-----------|--------------|-------|-------|
| BDI Index | 2,081 | 14 | 0.68% | 2,105 | 2,270 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|--------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 35,764 | 1,894 | 5.36% | 34,341 | 28,270 |
| Cape Pacific (C10, C14) | 14,128 | 313 | 2.29% | 12,536 | 15,865 |
| Cape Atlantic vs. Pacific | 21,636 | 1,581 | 3.06% | 21,805 | 12,405 |
| Panamax Atlantic (1a, 2a) | 23,630 | -503 | -2.17% | 25,378 | 28,553 |
| Panamax Pacific (3a, 4) | 16,334 | -251 | -1.50% | 17,430 | 21,140 |
| Panamax Atlantic vs. Pacific | 7,296 | -252 | -0.68% | 7,948 | 7,413 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 22,374 | 181 | 0.52% | 22,022 | 24,617 |
| Supramax Pacific 3TC (S2,S8,S10) | 22,734 | -184 | -0.80% | 24,160 | 26,422 |
| Supramax Atlantic vs. Pacific | -360 | 364 | 1.32% | -2,138 | -1,805 |
| Handysize Atlantic 4TC (HS1-HS4) | 17,943 | -14 | -0.05% | 18,531 | 23,164 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 24,477 | -210 | -0.85% | 25,434 | 27,851 |
| Handysize Atlantic vs. Pacific | -6,535 | 197 | 0.80% | -6,903 | -4,687 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|-------------|---------------|--------|--------|
| BCI 4TC | 18,549 | 788 | 4.44% | 17,339 | 17,042 |
| BPI 4TC | 18,210 | -464 | -2.48% | 19,779 | 23,338 |
| BHSI 6TC | 19,273 | -99 | -0.51% | 20,036 | 23,613 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|---------------|---------------|--------|--------|
| BPI Index | 2,172 | -51 | -2.29% | 2,346 | 2,742 |
| P1A 82 (82500mt Transatlantic RV) | 18,765 | -505 | -2.62% | 20,871 | 23,460 |
| P2A 82 (82500mt SKAW-GIB/FAR EAST) | 28,495 | -500 | -1.72% | 29,884 | 33,645 |
| P3A 82 (82500mt Japan-SK/NOPAC/RV) | 17,722 | -303 | -1.68% | 18,788 | 23,483 |
| P4 82 (82500mt FAR EAST/NOPAC/SK-PASS) | 14,946 | -199 | -1.31% | 16,072 | 18,797 |
| P5 82 (82500mt S China/HK range Indo RV) | #N/A | #N/A | #N/A | #N/A | #N/A |
| P6 82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 20,268 | -641 | -3.07% | 22,018 | 25,646 |
| P8 (66000mt Santos to China) | 60,707 | -0.593 | -0.97% | 63,143 | 63,181 |
| BPI82 5TC | 19,546 | -464 | -2.32% | 21,115 | 24,674 |

| | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 18,106 | 33,333 | 38,169 | 5,826 | 87.71% |
| Panamax 5TC | 24,674 | 26,898 | 30,746 | 15,885 | 43.79% |
| Supramax 10TC | 26,850 | 26,770 | 33,366 | 17,273 | 20.61% |
| Handysize 7TC | 25,579 | 25,702 | 32,166 | 17,776 | 15.09% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BHSI Index | 1,180 | -5 | -0.42% | 1,222 | 1,421 |
| HS1 38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 13,357 | -100 | -0.74% | 13,688 | 16,956 |
| HS2 38 (Skaw/Passero trip Boston/Galveston) | 15,879 | -121 | -0.76% | 16,130 | 18,529 |
| HS3 38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 26,806 | -83 | -0.31% | 27,887 | 33,378 |
| HS4 38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 15,729 | 250 | 1.62% | 16,420 | 23,790 |
| HS5 38 (SE Asia trip via Australia to Singapore/Japan) | 24,469 | -94 | -0.38% | 25,353 | 28,476 |
| HS6 38 (S Korea/Japan via NOPAC to Singapore/Japan) | 24,775 | -194 | -0.78% | 25,709 | 27,943 |
| HS7 38 (S Korea/Japan via NOPAC to SE Asia) | 24,188 | -343 | -1.40% | 25,241 | 27,134 |
| BHSI 7TC | 21,239 | -99 | -0.46% | 22,002 | 25,579 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2019 |
|--|---------------|---------------|---------------|---------------|-------|
| Cape5TC / Pmx5TC Spread | 67 | -1,185 | -2,712 | -6,567 | 6,435 |
| Pmx5TC / Smx10TC Spread | -4,126 | -3,787 | -3,403 | -2,176 | 128 |
| Cape5TC / Smx10TC Spread | -4,059 | -4,972 | -6,115 | -8,744 | 6,563 |
| Pmx 2A / Pmx 5TC Spread | 8,949 | 8,985 | 8,769 | 8,971 | 7,607 |
| Cape Atlantic vs Cape Pacific | 21,636 | 20,055 | 21,805 | 12,405 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 7,296 | 7,548 | 7,948 | 7,413 | 6,747 |
| Supra Atlantic vs Supra Pacific | -360 | -724 | -2,138 | -1,805 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.003 | 1.326 | 0.872 | 0.734 | 1.239 |
| Pmx5TC / Smx10TC Ratio | 0.826 | 1.198 | 0.861 | 0.919 | 1.005 |
| Smx10TC / Handy7TC Ratio | 1.115 | 0.900 | 1.114 | 1.050 | 1.042 |
| Cape5TC / Smx10TC Ratio | 0.829 | 1.589 | 0.751 | 0.674 | 1.245 |

Source - The Baltic Exchange

Freight Investor Services

Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998