

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|---------------|--------|--------|
| BCI Index | 2,334 | 85 | 3.78% | 2,235 | 2,185 |
| C2 (160t Tubarao - Rotterdam) | 15,394 | 0.05 | 0.33% | 15,312 | 13,792 |
| C3 (160mt Tubarao - Qingdao) | 30,728 | 0.328 | 1.08% | 30,147 | 26,726 |
| C5 (160mt W Australia - Qingdao) | 10,590 | 0.325 | 3.17% | 10,928 | 10,685 |
| C7 (150mt Bolivar - Rotterdam) | 15,756 | 0.178 | 1.14% | 15,736 | 13,527 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 25,417 | 361 | 1.44% | 24,816 | 18,418 |
| C9_14 (180mt Continent/Med trip Far East) | 46,944 | 222 | 0.48% | 44,619 | 38,357 |
| C10_14 (180mt Nopac round V) | 11,727 | 1,432 | 13.91% | 12,245 | 16,669 |
| C14 (180mt China - Brazil RV) | 15,025 | 980 | 6.98% | 12,932 | 14,967 |
| C16 (180mt Revised backhaul) | 3,583 | -139 | -3.73% | 3,691 | 6,491 |
| C17 (170mt Saldanha Bay to Qingdao) | 22,42 | 0.067 | 0.30% | 21,74 | 19,80 |
| BCI 5TC | 19,358 | 703 | 3.77% | 18,537 | 18,120 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|---------------|---------------|--------|--------|
| BSI Index | 2,077 | -46 | -2.17% | 2,200 | 2,436 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 20,063 | -300 | -1.47% | 20,729 | 24,823 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 26,939 | 282 | 1.06% | 25,931 | 32,786 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 22,536 | -693 | -2.98% | 24,157 | 26,213 |
| S3_58 (North China trip to Wes t Africa) | 28,100 | -500 | -1.75% | 30,061 | 30,726 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 29,021 | 339 | 1.18% | 26,707 | 31,152 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 15,700 | -68 | -0.43% | 15,991 | 17,810 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 22,364 | -582 | -2.54% | 24,043 | 28,492 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 22,333 | -1,150 | -4.90% | 25,764 | 27,528 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 22,011 | -514 | -2.28% | 23,543 | 24,783 |
| S10_58 (South China trip via Indones ia to s outh China) | 19,071 | -679 | -3.44% | 20,942 | 25,312 |
| BSI 10TC | 22,845 | -504 | -2.16% | 24,202 | 26,793 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|------------|---------------|-------|-------|
| BDI Index | 2,002 | -11 | -0.55% | 2,083 | 2,266 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|--------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 36,181 | 292 | 0.96% | 34,717 | 28,388 |
| Cape Pacific (C10, C14) | 13,376 | 1,206 | 10.44% | 12,589 | 15,818 |
| Cape Atlantic vs. Pacific | 22,805 | -915 | -9.49% | 22,129 | 12,569 |
| Panamax Atlantic (1a, 2a) | 22,127 | -840 | -3.81% | 24,748 | 28,462 |
| Panamax Pacific (3a, 4) | 15,216 | -601 | -3.82% | 17,005 | 21,054 |
| Panamax Atlantic vs. Pacific | 6,911 | -239 | 0.01% | 7,744 | 7,407 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 22,244 | -81 | -0.51% | 22,080 | 24,582 |
| Supramax Pacific 3TC (S2,S8,S10) | 21,313 | -841 | -3.77% | 23,621 | 26,351 |
| Supramax Atlantic vs. Pacific | 931 | 760 | 3.26% | -1,541 | -1,770 |
| Handysize Atlantic 4TC (HS1-HS4) | 18,373 | 336 | 1.42% | 18,459 | 23,088 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 23,909 | -331 | -1.37% | 25,132 | 27,794 |
| Handysize Atlantic vs. Pacific | -5,536 | 667 | 2.78% | -6,673 | -4,705 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|-------------|---------------|--------|--------|
| BCI 4TC | 18,294 | 703 | 4.00% | 17,473 | 17,056 |
| BPI 4TC | 16,739 | -792 | -4.52% | 19,192 | 23,244 |
| BHSI 6TC | 19,192 | -4 | -0.02% | 19,849 | 23,546 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|---------------|---------------|--------|--------|
| BPI Index | 2,008 | -88 | -4.20% | 2,281 | 2,731 |
| P1A_82 (82500mt Transatlantic RV) | 17,235 | -815 | -4.52% | 20,153 | 23,372 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 27,018 | -864 | -3.10% | 29,343 | 33,551 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 16,578 | -622 | -3.62% | 18,366 | 23,383 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 13,854 | -580 | -4.02% | 15,643 | 18,726 |
| P5_82 (82500mt S China/HK range Indo RV) | 16,844 | -1,287 | -7.10% | #N/A | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 18,450 | -959 | -4.94% | 21,331 | 25,544 |
| P8 (66000mt Santos to China) | 57,171 | -2,003 | -3.38% | 62,038 | 63,105 |
| BPI82 5TC | 18,075 | -792 | -4.20% | 20,528 | 24,580 |

| | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 18,120 | 33,333 | 38,169 | 5,826 | 87.71% |
| Panamax 5TC | 24,580 | 26,898 | 30,746 | 15,885 | 43.79% |
| Supramax 10TC | 26,793 | 26,770 | 33,366 | 17,273 | 20.61% |
| Handysize 7TC | 25,512 | 25,702 | 32,166 | 17,776 | 15.09% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|---------------|--------|--------|
| BHSI Index | 1,175 | -1 | -0.09% | 1,212 | 1,417 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 13,214 | -36 | -0.27% | 13,587 | 16,900 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 15,693 | -100 | -0.63% | 16,044 | 18,487 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 28,083 | 1,044 | 3.86% | 27,815 | 33,290 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 16,500 | 436 | 2.71% | 16,390 | 23,676 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 23,738 | -512 | -2.11% | 25,051 | 28,408 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 24,250 | -219 | -0.90% | 25,409 | 27,889 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 23,738 | -262 | -1.09% | 24,936 | 27,085 |
| BHSI 7TC | 21,158 | -4 | -0.02% | 21,815 | 25,512 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2019 |
|--|---------------|---------------|---------------|---------------|-------|
| Cape5TC / Pmx5TC Spread | 1.283 | -212 | -1,991 | -6,460 | 6,435 |
| Pmx5TC / Smx10TC Spread | -4,770 | -4,482 | -3,675 | -2,213 | 128 |
| Cape5TC / Smx10TC Spread | -3,487 | -4,694 | -5,665 | -8,673 | 6,563 |
| Pmx 2A / Pmx 5TC Spread | 8,943 | 9,015 | 8,816 | 8,971 | 7,607 |
| Cape Atlantic vs Cape Pacific | 22,805 | 23,719 | 22,129 | 12,569 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 6,911 | 7,149 | 7,744 | 7,407 | 6,747 |
| Supra Atlantic vs Supra Pacific | 931 | 171 | -1,541 | -1,770 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.071 | 1.326 | 0.903 | 0.737 | 1.239 |
| Pmx5TC / Smx10TC Ratio | 0.791 | 1.198 | 0.848 | 0.917 | 1.005 |
| Smx10TC / Handy7TC Ratio | 1.080 | 0.900 | 1.109 | 1.050 | 1.042 |
| Cape5TC / Smx10TC Ratio | 0.847 | 1.589 | 0.766 | 0.676 | 1.245 |

Source - The Baltic Exchange

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