

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,967	<b>48</b>	<b>1.64%</b>	2,372	2,198
<b>C2</b> (160It Tubarao - Rotterdam)	16,313	<b>0.213</b>	<b>1.32%</b>	15,472	13,840
<b>C3</b> (160mt Tubarao - Qingdao)	32,483	<b>0.372</b>	<b>1.16%</b>	30,594	26,841
<b>C5</b> (160mt W Australia - Qingdao)	11,065	<b>0.15</b>	<b>1.37%</b>	10,917	10,689
<b>C7</b> (150mt Bolivar - Rotterdam)	17,094	<b>0.055</b>	<b>0.32%</b>	15,969	13,597
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	34,400	<b>39</b>	<b>0.11%</b>	26,548	18,714
<b>C9_14</b> (180mt Continent/Med trip Far East)	53,778	<b>167</b>	<b>0.31%</b>	46,416	38,656
<b>C10_14</b> (180mt Nopac round V)	14,605	<b>560</b>	<b>3.99%</b>	12,609	16,603
<b>C14</b> (180mt China - Brazil RV)	20,280	<b>740</b>	<b>3.79%</b>	14,413	15,054
<b>C16</b> (180mt Revised backhaul)	4,478	<b>311</b>	<b>7.46%</b>	3,791	6,438
<b>C17</b> (170mt Saldanha Bay to Qingdao)	22,77	<b>0.056</b>	<b>0.25%</b>	21,96	19,87
<b>BCI 5TC</b>	24,603	<b>394</b>	<b>1.63%</b>	19,668	18,230

Supramax 10TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,037	<b>-2</b>	<b>-0.10%</b>	2,161	2,427
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,688	<b>-25</b>	<b>-0.13%</b>	20,491	24,711
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	28,043	<b>82</b>	<b>0.29%</b>	26,404	32,676
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	21,725	<b>-54</b>	<b>-0.25%</b>	23,581	26,116
<b>S3_58</b> (North China trip to Wes t Africa)	27,650	<b>0</b>	<b>0.00%</b>	29,479	30,659
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	29,911	<b>50</b>	<b>0.17%</b>	27,477	31,122
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	15,625	<b>-4</b>	<b>-0.03%</b>	15,905	17,762
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	21,827	<b>-3</b>	<b>-0.01%</b>	23,506	28,346
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	21,558	<b>-42</b>	<b>-0.19%</b>	24,724	27,396
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	21,081	<b>-75</b>	<b>-0.35%</b>	22,970	24,705
<b>S10_58</b> (South China trip via Indones ia to s outh China)	18,146	<b>-18</b>	<b>-0.10%</b>	20,260	25,155
<b>BSI 10TC</b>	22,406	<b>-18</b>	<b>-0.08%</b>	23,767	26,697

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,162	<b>12</b>	<b>0.56%</b>	2,089	2,263

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	44,089	<b>103</b>	<b>0.21%</b>	36,482	28,685
Cape Pacific (C10, C14)	17,443	<b>650</b>	<b>3.89%</b>	13,511	15,829
<b>Cape Atlantic vs. Pacific</b>	<b>26,647</b>	<b>-547</b>	<b>-3.67%</b>	<b>22,971</b>	<b>12,857</b>
Panamax Atlantic (1a, 2a)	20,957	<b>-75</b>	<b>-0.35%</b>	23,836	28,298
Panamax Pacific (3a, 4)	13,899	<b>-169</b>	<b>-1.19%</b>	16,291	20,901
<b>Panamax Atlantic vs. Pacific</b>	<b>7,058</b>	<b>94</b>	<b>0.84%</b>	<b>7,546</b>	<b>7,397</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	22,206	<b>-10</b>	<b>-0.07%</b>	22,117	24,529
Supramax Pacific 3TC (S2,S8,S10)	20,476	<b>-38</b>	<b>-0.18%</b>	22,855	26,222
<b>Supramax Atlantic vs. Pacific</b>	<b>1,729</b>	<b>28</b>	<b>0.11%</b>	<b>-738</b>	<b>-1,693</b>
Handysize Atlantic 4TC (HS1-HS4)	18,966	<b>168</b>	<b>0.92%</b>	18,534	22,992
Handysize Pacific 3TC (HS5,HS6,HS7)	23,724	<b>72</b>	<b>0.30%</b>	24,766	27,702
<b>Handysize Atlantic vs. Pacific</b>	<b>-4,758</b>	<b>97</b>	<b>0.62%</b>	<b>-6,231</b>	<b>-4,710</b>

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	23,539	<b>394</b>	<b>1.70%</b>	18,604	17,166
<b>B4I 4TC</b>	15,510	<b>-123</b>	<b>-0.79%</b>	18,318	23,076
<b>BHSI 6TC</b>	19,404	<b>121</b>	<b>0.63%</b>	19,705	23,451

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,872	<b>-13</b>	<b>-0.69%</b>	2,184	2,712
<b>P1A_82</b> (82500mt Transatlantic RV)	16,290	<b>-55</b>	<b>-0.34%</b>	19,217	23,217
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	25,623	<b>-95</b>	<b>-0.37%</b>	28,456	33,379
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	15,199	<b>-192</b>	<b>-1.25%</b>	17,636	23,206
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	12599	<b>-145</b>	<b>-1.14%</b>	14946	18596
<b>P5_82</b> (82500mt S China/HK range Indo RV)	14,171	<b>-373</b>	<b>-2.56%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	17173	<b>-122</b>	<b>-0.71%</b>	20335	25362
<b>P8</b> (66000mt Santos to China)	55,250	<b>-0.55</b>	<b>-0.99%</b>	60,472	62,942
<b>BPI82 5TC</b>	16,846	<b>-123</b>	<b>-0.72%</b>	19,654	24,412

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	18,230	33,333	38,169	5,826	87.71%
<b>Panamax 5TC</b>	24,412	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	26,697	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	25,417	25,702	32,166	17,776	15.09%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,187	<b>6</b>	<b>0.51%</b>	1,204	1,412
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	13,357	<b>107</b>	<b>0.81%</b>	13,508	16,819
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	16,071	<b>50</b>	<b>0.31%</b>	16,011	18,430
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	29,056	<b>187</b>	<b>0.65%</b>	28,058	33,190
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	17,379	<b>329</b>	<b>1.93%</b>	16,560	23,529
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	23,736	<b>61</b>	<b>0.26%</b>	24,710	28,303
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	23,964	<b>89</b>	<b>0.37%</b>	25,033	27,800
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	23,471	<b>65</b>	<b>0.28%</b>	24,554	27,003
<b>BHSI 7TC</b>	21,370	<b>121</b>	<b>0.57%</b>	21,671	25,417

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	7,757	7,240	15	<b>-6,182</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-5,560</b>	<b>-5,455</b>	<b>-4,113</b>	<b>-2,285</b>	128
<b>Cape5TC / Smx10TC Spread</b>	2,197	1,785	<b>-4,098</b>	<b>-8,467</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	8,777	8,749	8,802	8,967	7,607
<b>Cape Atlantic vs Cape Pacific</b>	26,647	27,194	22,971	12,857	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,058	6,964	7,546	7,397	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,729	1,701	<b>-738</b>	<b>-1,693</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.460	1.326	1.001	0.747	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.752	1.198	0.827	0.914	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.048	0.900	1.097	1.050	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.098	1.589	0.828	0.683	1.245

Source - The Baltic Exchange

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