

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,696	<b>43</b>	<b>1.62%</b>	2,464	2,214
<b>C2</b> (160It Tubarao - Rotterdam)	15,506	<b>-0.175</b>	<b>-1.12%</b>	15,569	13,898
<b>C3</b> (160mt Tubarao - Qingdao)	30,783	<b>-0.167</b>	<b>-0.54%</b>	30,796	26,973
<b>C5</b> (160mt W Australia - Qingdao)	11,170	<b>0.207</b>	<b>1.89%</b>	10,920	10,696
<b>C7</b> (150mt Bolivar - Rotterdam)	16,317	<b>-0.072</b>	<b>-0.44%</b>	16,116	13,682
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	30,278	<b>-278</b>	<b>-0.91%</b>	27,791	19,083
<b>C9_14</b> (180mt Continent/Med trip Far East)	47,083	<b>-639</b>	<b>-1.34%</b>	47,194	38,969
<b>C10_14</b> (180mt Nopac round V)	15,414	<b>1,750</b>	<b>12.81%</b>	12,909	16,523
<b>C14</b> (180mt China - Brazil RV)	18,580	<b>500</b>	<b>2.77%</b>	15,553	15,166
<b>C16</b> (180mt Revised backhaul)	3,267	<b>-400</b>	<b>-10.91%</b>	3,787	6,361
<b>C17</b> (170mt Saldanha Bay to Qingdao)	21,23	<b>-0.167</b>	<b>-0.78%</b>	21,93	19,92
<b>BCI 5TC</b>	22,362	<b>363</b>	<b>1.65%</b>	20,436	18,359

Supramax 10TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	2,080	<b>7</b>	<b>0.34%</b>	2,136	2,416
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,521	<b>0</b>	<b>0.00%</b>	20,254	24,562
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	28,414	<b>-129</b>	<b>-0.45%</b>	26,905	32,553
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	22,150	<b>64</b>	<b>0.29%</b>	23,170	25,996
<b>S3_58</b> (North China trip to Wes t Africa)	28,000	<b>0</b>	<b>0.00%</b>	29,084	30,580
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	30,200	<b>-36</b>	<b>-0.12%</b>	28,150	31,094
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	15,393	<b>-86</b>	<b>-0.56%</b>	15,796	17,696
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	22,299	<b>36</b>	<b>0.16%</b>	23,180	28,169
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	22,700	<b>367</b>	<b>1.64%</b>	24,079	27,245
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	21,540	<b>36</b>	<b>0.17%</b>	22,575	24,609
<b>S10_58</b> (South China trip via Indones ia to s outh China)	19,136	<b>254</b>	<b>1.35%</b>	19,870	24,969
<b>BSI 10TC</b>	22,880	<b>80</b>	<b>0.35%</b>	23,496	26,581

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,146	<b>28</b>	<b>1.32%</b>	2,100	2,259

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	38,681	<b>-459</b>	<b>-1.12%</b>	37,492	29,026
Cape Pacific (C10, C14)	16,997	<b>1,125</b>	<b>7.79%</b>	14,231	15,845
<b>Cape Atlantic vs. Pacific</b>	<b>21,684</b>	<b>-1,584</b>	<b>-8.91%</b>	<b>23,261</b>	<b>13,181</b>
Panamax Atlantic (1a, 2a)	23,381	<b>547</b>	<b>2.57%</b>	23,454	28,126
Panamax Pacific (3a, 4)	14,979	<b>187</b>	<b>1.23%</b>	15,857	20,718
<b>Panamax Atlantic vs. Pacific</b>	<b>8,402</b>	<b>361</b>	<b>1.34%</b>	<b>7,597</b>	<b>7,407</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	22,378	<b>-29</b>	<b>-0.17%</b>	22,174	24,466
Supramax Pacific 3TC (S2,S8,S10)	21,329	<b>228</b>	<b>1.09%</b>	22,373	26,070
<b>Supramax Atlantic vs. Pacific</b>	<b>1,049</b>	<b>-257</b>	<b>-1.26%</b>	<b>-199</b>	<b>-1,604</b>
Handysize Atlantic 4TC (HS1-HS4)	19,658	<b>52</b>	<b>0.11%</b>	18,770	22,891
Handysize Pacific 3TC (HS5,HS6,HS7)	23,921	<b>-102</b>	<b>-0.43%</b>	24,567	27,595
<b>Handysize Atlantic vs. Pacific</b>	<b>-4,264</b>	<b>155</b>	<b>0.54%</b>	<b>-5,797</b>	<b>-4,704</b>

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	21,298	<b>363</b>	<b>1.73%</b>	19,372	17,295
<b>B4I 4TC</b>	17,502	<b>383</b>	<b>2.24%</b>	17,907	22,892
<b>BHSI 6TC</b>	19,830	<b>-24</b>	<b>-0.12%</b>	19,720	23,345

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,093	<b>42</b>	<b>2.05%</b>	2,138	2,692
<b>P1A_82</b> (82500mt Transatlantic RV)	18,920	<b>630</b>	<b>3.44%</b>	18,859	23,061
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	27,841	<b>464</b>	<b>1.69%</b>	28,049	33,190
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	16,796	<b>250</b>	<b>1.51%</b>	17,271	23,004
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	13161	<b>123</b>	<b>0.94%</b>	14444	18433
<b>P5_82</b> (82500mt S China/HK range Indo RV)	16,197	<b>322</b>	<b>2.03%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	19364	<b>350</b>	<b>1.84%</b>	19871	25164
<b>P8</b> (66000mt Santos to China)	56,671	<b>0.291</b>	<b>0.52%</b>	59,370	62,744
<b>BPI82 5TC</b>	18,838	<b>383</b>	<b>2.08%</b>	19,243	24,228

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	18,359	33,333	38,169	5,826	87.71%
<b>Panamax 5TC</b>	24,228	26,898	30,746	15,885	43.79%
<b>Supramax 10TC</b>	26,581	26,770	33,366	17,273	20.61%
<b>Handysize 7TC</b>	25,311	25,702	32,166	17,776	15.09%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	1,211	<b>-1</b>	<b>-0.08%</b>	1,205	1,406
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	13,607	<b>-157</b>	<b>-1.14%</b>	13,542	16,728
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	16,329	<b>-7</b>	<b>-0.04%</b>	16,071	18,367
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	30,444	<b>194</b>	<b>0.64%</b>	28,561	33,100
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	18,250	<b>179</b>	<b>0.99%</b>	16,907	23,369
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	23,750	<b>-63</b>	<b>-0.26%</b>	24,480	28,173
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	24,163	<b>-125</b>	<b>-0.51%</b>	24,833	27,698
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	23,850	<b>-119</b>	<b>-0.50%</b>	24,388	26,913
<b>BHSI 7TC</b>	21,796	<b>-24</b>	<b>-0.11%</b>	21,686	25,311

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	3,524	3,544	1,193	<b>-5,868</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	<b>-4,042</b>	<b>-4,345</b>	<b>-4,254</b>	<b>-2,354</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-518</b>	<b>-801</b>	<b>-3,060</b>	<b>-8,222</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	9,003	8,922	8,806	8,962	7,607
<b>Cape Atlantic vs Cape Pacific</b>	21,684	23,267	23,261	13,181	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,402	8,042	7,597	7,407	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,049	1,306	<b>-199</b>	<b>-1,604</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.187	1.326	1.062	0.758	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	0.823	1.198	0.819	0.911	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.050	0.900	1.083	1.050	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.977	1.589	0.870	0.691	1.245

Source - The Baltic Exchange

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