

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|---------|--------|---------|--------|--------|
| BCI Index | 747 | -9 | -1.19% | 1,361 | 2,132 |
| C2 (160It Tubarao - Rotterdam) | 8,800 | -0.075 | -0.85% | 10,842 | 13,613 |
| C3 (160mt Tubarao - Qingdao) | 18,917 | 0.089 | 0.47% | 21,564 | 26,463 |
| C5 (160mt W Australia - Qingdao) | 7,950 | 0.355 | 4.67% | 8,265 | 10,436 |
| C7 (150mt Bolivar - Rotterdam) | 10,256 | -0.105 | -1.01% | 12,646 | 13,636 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 7,111 | -806 | -10.18% | 16,189 | 19,028 |
| C9_14 (180mt Continent/Med trip Far East) | 23,375 | -1,188 | -4.84% | 32,658 | 38,460 |
| C10_14 (180mt Nopac round V) | 6,536 | 1,236 | 23.32% | 7,441 | 15,501 |
| C14 (180mt China - Brazil RV) | 5,515 | 70 | 1.29% | 8,824 | 14,548 |
| C16 (180mt Revised backhaul) | -12,111 | -361 | 3.07% | -7,288 | 4,844 |
| C17 (170mt Saldanha Bay to Qingdao) | 14,16 | 0.917 | 6.92% | 14,99 | 19,41 |
| BCI 5TC | 6,199 | -68 | -1.09% | 11,285 | 17,682 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 1,751 | 16 | 0.92% | 1,702 | 2,333 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 20,050 | 92 | 0.46% | 19,450 | 23,888 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 22,975 | 211 | 0.93% | 23,210 | 31,479 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 18,736 | 265 | 1.43% | 17,511 | 24,994 |
| S3_58 (North China trip to Wes t Africa) | 20,000 | 100 | 0.50% | 21,275 | 29,554 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 20,139 | 125 | 0.62% | 21,535 | 30,063 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 16,132 | 75 | 0.47% | 15,310 | 17,378 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 19,978 | -139 | -0.69% | 20,371 | 27,198 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 20,550 | 400 | 1.99% | 18,184 | 26,188 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 19,234 | -183 | -0.94% | 20,078 | 24,056 |
| S10_58 (South China trip via Indones ia to s outh China) | 17,193 | 435 | 2.60% | 14,945 | 23,780 |
| BSI 10TC | 19,265 | 183 | 0.96% | 18,719 | 25,663 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 1,270 | -9 | -0.70% | 1,525 | 2,177 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|---------------|----------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 15,243 | -997 | -7.51% | 24,424 | 28,744 |
| Cape Pacific (C10, C14) | 6,026 | 653 | 12.30% | 8,133 | 15,024 |
| Cape Atlantic vs. Pacific | 9,218 | -1,650 | -19.81% | 16,291 | 13,720 |
| Panamax Atlantic (1a, 2a) | 18,603 | -581 | -3.26% | 22,018 | 27,378 |
| Panamax Pacific (3a, 4) | 12,115 | -276 | -2.24% | 13,385 | 19,794 |
| Panamax Atlantic vs. Pacific | 6,488 | -305 | -1.03% | 8,633 | 7,584 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 18,502 | 6 | 0.05% | 18,974 | 23,832 |
| Supramax Pacific 3TC (S2,S8,S10) | 18,826 | 367 | 2.01% | 16,880 | 24,987 |
| Supramax Atlantic vs. Pacific | -325 | -361 | -1.96% | 2,094 | -1,155 |
| Handysize Atlantic 4TC (HS1-HS4) | 15,810 | -232 | -1.23% | 17,763 | 22,278 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 18,446 | 33 | 0.17% | 19,089 | 26,615 |
| Handysize Atlantic vs. Pacific | -2,636 | -265 | -1.40% | -1,325 | -4,337 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|--------|
| BCI 4TC | 5,135 | -68 | -1.31% | 10,221 | 16,618 |
| BPI 4TC | 13,472 | -380 | -2.74% | 15,712 | 22,000 |
| BHSI 6TC | 15,223 | -96 | -0.63% | 16,483 | 22,542 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,645 | -43 | -2.55% | 1,894 | 2,593 |
| P1A_82 (82500mt Transatlantic RV) | 14,050 | -625 | -4.26% | 17,766 | 22,418 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 23,155 | -536 | -2.26% | 26,270 | 32,339 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 13,960 | -308 | -2.16% | 15,110 | 22,004 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 10,270 | -243 | -2.31% | 11,660 | 17,584 |
| P5_82 (82500mt S China/HK range Indo RV) | 15,588 | -348 | -2.18% | #N/A | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 14,875 | -230 | -1.52% | 16,788 | 24,129 |
| P8 (66000mt Santos to China) | 46,414 | -0,466 | -0.99% | 50,697 | 61,317 |
| BPI82 5TC | 14,808 | -380 | -2.50% | 17,048 | 23,336 |

| | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 17,682 | 33,333 | 38,169 | 5,826 | 87.71% |
| Panamax 5TC | 23,336 | 26,898 | 30,746 | 14,808 | 43.79% |
| Supramax 10TC | 25,663 | 26,770 | 33,366 | 17,273 | 20.61% |
| Handysize 7TC | 24,508 | 25,702 | 32,166 | 17,189 | 15.09% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 955 | -5 | -0.52% | 1,025 | 1,362 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 12,461 | -85 | -0.68% | 13,076 | 16,265 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 14,507 | -129 | -0.88% | 15,316 | 17,996 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 20,744 | -700 | -3.26% | 26,118 | 32,327 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 15,529 | -14 | -0.09% | 16,544 | 22,524 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 19,594 | 88 | 0.45% | 19,467 | 27,151 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 17,906 | 12 | 0.07% | 18,943 | 26,698 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 17,838 | 0 | 0.00% | 18,855 | 25,996 |
| BHSI 7TC | 17,189 | -96 | -0.56% | 18,449 | 24,508 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2019 |
|--|---------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | -8,609 | -8,921 | -5,763 | -5,654 | 6,435 |
| Pmx5TC / Smx10TC Spread | -4,457 | -3,894 | -1,671 | -2,327 | 128 |
| Cape5TC / Smx10TC Spread | -13,066 | -12,815 | -7,434 | -7,981 | 6,563 |
| Pmx 2A / Pmx 5TC Spread | 8,347 | 8,503 | 9,221 | 9,002 | 7,607 |
| Cape Atlantic vs Cape Pacific | 9,218 | 10,868 | 16,291 | 13,720 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 6,488 | 6,793 | 8,633 | 7,584 | 6,747 |
| Supra Atlantic vs Supra Pacific | -325 | 36 | 2,094 | -1,155 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 0.419 | 1.326 | 0.662 | 0.758 | 1.239 |
| Pmx5TC / Smx10TC Ratio | 0.769 | 1.198 | 0.911 | 0.909 | 1.005 |
| Smx10TC / Handy7TC Ratio | 1.121 | 0.900 | 1.015 | 1.047 | 1.042 |
| Cape5TC / Smx10TC Ratio | 0.322 | 1.589 | 0.603 | 0.689 | 1.245 |

Source - The Baltic Exchange

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