

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,247	<b>61</b>	<b>2.79%</b>	2,268	2,016
<b>C2</b> (160It Tubarao - Rotterdam)	12,419	<b>0.181</b>	<b>1.48%</b>	12,360	13,004
<b>C3</b> (160mt Tubarao - Qingdao)	22,789	<b>-0.155</b>	<b>-0.68%</b>	23,708	25,521
<b>C5</b> (160mt W Australia - Qingdao)	9,415	<b>0.09</b>	<b>0.97%</b>	9,163	10,124
<b>C7</b> (150mt Bolivar - Rotterdam)	14,294	<b>0.177</b>	<b>1.25%</b>	14,053	13,212
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	26,556	<b>834</b>	<b>3.24%</b>	25,137	18,059
<b>C9_14</b> (180mt Continent/Med trip Far East)	38,500	<b>1,312</b>	<b>3.53%</b>	39,581	36,929
<b>C10_14</b> (180mt Nopac round V)	14,023	<b>432</b>	<b>3.18%</b>	13,098	14,749
<b>C14</b> (180mt China - Brazil RV)	13,090	<b>-5</b>	<b>-0.04%</b>	15,144	13,987
<b>C16</b> (180mt Revised backhaul)	3,211	<b>155</b>	<b>5.07%</b>	4,163	3,239
<b>C17</b> (170mt Saldanha Bay to Qingdao)	16,62	<b>0.078</b>	<b>0.47%</b>	17,19	18,72
<b>BCI 5TC</b>	18,631	<b>498</b>	<b>2.75%</b>	18,813	16,720

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,678	<b>0</b>	<b>0.00%</b>	1,690	2,195
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	24,825	<b>179</b>	<b>0.73%</b>	22,687	23,157
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	26,621	<b>-72</b>	<b>-0.27%</b>	25,400	29,616
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	14,775	<b>-138</b>	<b>-0.93%</b>	15,562	23,247
<b>S3_58</b> (North China trip to Wes t Africa)	17,525	<b>42</b>	<b>0.24%</b>	17,858	27,314
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	23,596	<b>217</b>	<b>0.93%</b>	22,138	27,964
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	18,768	<b>47</b>	<b>0.25%</b>	18,794	17,307
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	22,438	<b>7</b>	<b>0.03%</b>	21,324	25,719
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	16,879	<b>-128</b>	<b>-0.75%</b>	18,229	24,700
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	20,434	<b>40</b>	<b>0.20%</b>	19,988	22,980
<b>S10_58</b> (South China trip via Indones ia to s outh China)	14,659	<b>59</b>	<b>0.40%</b>	15,557	22,156
<b>BSI 10TC</b>	18,455	<b>-5</b>	<b>-0.03%</b>	18,590	24,143

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,875	<b>32</b>	<b>1.74%</b>	1,891	2,055

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	32,528	<b>1,073</b>	<b>3.39%</b>	32,359	27,494
Cape Pacific (C10, C14)	13,557	<b>214</b>	<b>1.57%</b>	14,121	14,368
<b>Cape Atlantic vs. Pacific</b>	<b>18,972</b>	<b>860</b>	<b>1.81%</b>	<b>18,238</b>	<b>13,126</b>
Panamax Atlantic (1a, 2a)	23,308	<b>383</b>	<b>1.78%</b>	23,892	25,861
Panamax Pacific (3a, 4)	16,509	<b>669</b>	<b>4.09%</b>	15,700	18,810
<b>Panamax Atlantic vs. Pacific</b>	<b>6,799</b>	<b>-286</b>	<b>-2.31%</b>	<b>8,192</b>	<b>7,051</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	20,933	<b>101</b>	<b>0.46%</b>	20,307	22,750
Supramax Pacific 3TC (S2,S8,S10)	15,438	<b>-69</b>	<b>-0.42%</b>	16,449	23,368
<b>Supramax Atlantic vs. Pacific</b>	<b>5,495</b>	<b>170</b>	<b>0.88%</b>	<b>3,857</b>	<b>-617</b>
Handysize Atlantic 4TC (HS1-HS4)	19,728	<b>51</b>	<b>0.43%</b>	19,409	21,151
Handysize Pacific 3TC (HS5,HS6,HS7)	15,771	<b>-258</b>	<b>-1.57%</b>	17,056	24,829
<b>Handysize Atlantic vs. Pacific</b>	<b>3,957</b>	<b>310</b>	<b>2.01%</b>	<b>2,353</b>	<b>-3,679</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	17,567	<b>498</b>	<b>2.92%</b>	17,749	15,656
<b>BPI 4TC</b>	17,884	<b>424</b>	<b>2.43%</b>	18,035	20,731
<b>BHSI 6TC</b>	15,854	<b>-115</b>	<b>-0.72%</b>	16,367	21,092

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,136	<b>48</b>	<b>2.30%</b>	2,152	2,452
<b>P1A_82</b> (82500mt Transatlantic RV)	18,930	<b>435</b>	<b>2.35%</b>	19,138	20,970
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	27,686	<b>331</b>	<b>1.21%</b>	28,646	30,753
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	18,432	<b>936</b>	<b>5.35%</b>	17,395	21,012
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	14586	<b>401</b>	<b>2.83%</b>	14004	16608
<b>P5_82</b> (82500mt S China/HK range Indo RV)	16,339	<b>197</b>	<b>1.22%</b>	16,113	20,415
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18841	<b>27</b>	<b>0.14%</b>	19908	22783
<b>P8</b> (66000mt Santos to China)	50,713	<b>0.113</b>	<b>0.22%</b>	51,502	58,627
<b>BPI82 5TC</b>	19,220	<b>424</b>	<b>2.26%</b>	19,371	22,067

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,720	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	22,067	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	24,143	26,770	33,366	16,199	20.61%
<b>Handysize 7TC</b>	23,058	25,702	32,166	15,463	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	990	<b>-6</b>	<b>-0.60%</b>	1,019	1,281
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	15,600	<b>193</b>	<b>1.25%</b>	14,499	15,469
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	17,850	<b>186</b>	<b>1.05%</b>	16,795	17,274
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	27,861	<b>-195</b>	<b>-0.70%</b>	28,970	30,595
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	17,600	<b>21</b>	<b>0.12%</b>	17,374	21,264
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	17,406	<b>-407</b>	<b>-2.28%</b>	19,087	25,623
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	14,844	<b>-225</b>	<b>-1.49%</b>	16,029	24,720
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	15,063	<b>-143</b>	<b>-0.94%</b>	16,053	24,145
<b>BHSI 7TC</b>	17,820	<b>-115</b>	<b>-0.64%</b>	18,333	23,058

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-589</b>	<b>-663</b>	<b>-558</b>	<b>-5,347</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	765	336	780	<b>-2,077</b>	128
<b>Cape5TC / Smx10TC Spread</b>	176	<b>-327</b>	222	<b>-7,424</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	8,466	8,559	9,276	8,687	7,607
<b>Cape Atlantic vs Cape Pacific</b>	18,972	18,112	18,238	13,126	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,799	7,085	8,192	7,051	6,747
<b>Supra Atlantic vs Supra Pacific</b>	5,495	5,325	3,857	<b>-617</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.969	1.326	0.971	0.758	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.041	1.198	1.042	0.914	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.036	0.900	1.014	1.047	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.010	1.589	1.012	0.693	1.245

Source - The Baltic Exchange

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