

## Cape 5TC

|   | Today  | Change | Change  | MTD    | YTD    |
|---|--------|--------|---------|--------|--------|
| <b>BCI Index</b>                                    | 1,559  | -111   | -6.65%  | 2,117  | 2,012  |
| <b>C2</b> (160lt Tubarao - Rotterdam)               | 11,650 | -0.188 | -1.59%  | 12,274 | 12,967 |
| <b>C3</b> (160mt Tubarao - Qingdao)                 | 19,650 | -0.3   | -1.50%  | 22,469 | 25,317 |
| <b>C5</b> (160mt W Australia - Qingdao)             | 8,535  | -0.105 | -1.22%  | 9,088  | 10,074 |
| <b>C7</b> (150mt Bolivar - Rotterdam)               | 12,506 | -0.466 | -3.59%  | 13,868 | 13,230 |
| <b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV) | 18,433 | -1,400 | -7.06%  | 24,114 | 18,262 |
| <b>C9_14</b> (180mt Continent/Med trip Far East)    | 29,219 | -1,531 | -4.98%  | 37,461 | 36,830 |
| <b>C10_14</b> (180mt Nopac round V)                 | 10,614 | -491   | -4.42%  | 12,842 | 14,652 |
| <b>C14</b> (180mt China - Brazil RV)                | 7,960  | -690   | -7.98%  | 12,986 | 13,819 |
| <b>C16</b> (180mt Revised backhaul)                 | 228    | -661   | -74.35% | 3,136  | 3,175  |
| <b>C17</b> (170mt Saldanha Bay to Qingdao)          | 14,69  | -0.205 | -1.38%  | 16,60  | 18,60  |
| <b>BCI 5TC</b>                                      | 12,933 | -919   | -6.63%  | 17,560 | 16,684 |

## Supramax 10TC

|   | Today  | Change | Change | MTD    | YTD    |
|---|--------|--------|--------|--------|--------|
| <b>BSI Index</b>  | 1,437  | -46    | -3.10% | 1,655  | 2,170  |
| <b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)             | 25,004 | -121   | -0.48% | 23,681 | 23,237 |
| <b>S1C_58</b> (US Gulf trip to China-s outh Japan)                                | 25,700 | -157   | -0.61% | 25,858 | 29,480 |
| <b>S2_58</b> (North China one Aus tralian or Pacific round voyage)                | 11,656 | -619   | -5.04% | 14,751 | 22,833 |
| <b>S3_58</b> (North China trip to Wes t Africa)                                   | 13,500 | -583   | -4.14% | 17,178 | 26,837 |
| <b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)                                    | 22,346 | -104   | -0.46% | 22,598 | 27,758 |
| <b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)                                    | 19,000 | -179   | -0.93% | 18,933 | 17,385 |
| <b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)    | 22,981 | -21    | -0.09% | 21,994 | 25,597 |
| <b>S8_58</b> (South China trip via Indones ia to eas t coas t India)              | 11,157 | -1,072 | -8.77% | 16,899 | 24,285 |
| <b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 20,853 | -57    | -0.27% | 20,317 | 22,884 |
| <b>S10_58</b> (South China trip via Indones ia to s outh China)                   | 9,544  | -925   | -8.84% | 14,596 | 21,774 |
| <b>BSI 10TC</b>   | 15,808 | -510   | -3.13% | 18,210 | 23,865 |

## BDI Index

|                  | Today | Change | Change | MTD   | YTD   |
|------------------|-------|--------|--------|-------|-------|
| <b>BDI Index</b> | 1,463 | -71    | -4.63% | 1,814 | 2,040 |

## Atlantic vs. Pacific (5TC)

|                                       | Today         | Change      | Change        | MTD           | YTD           |
|---------------------------------------|---------------|-------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9)                | 23,826        | -1,466      | -6.02%        | 30,788        | 27,546        |
| Cape Pacific (C10, C14)               | 9,287         | -591        | -6.20%        | 12,914        | 14,235        |
| <b>Cape Atlantic vs. Pacific</b>      | <b>14,539</b> | <b>-875</b> | <b>0.18%</b>  | <b>17,874</b> | <b>13,310</b> |
| Panamax Atlantic (1a, 2a)             | 19,527        | -811        | -4.28%        | 23,221        | 25,708        |
| Panamax Pacific (3a, 4)               | 14,639        | -440        | -2.88%        | 15,928        | 18,698        |
| <b>Panamax Atlantic vs. Pacific</b>   | <b>4,888</b>  | <b>-371</b> | <b>-1.40%</b> | <b>7,293</b>  | <b>7,010</b>  |
| Supramax Atlantic 3TC (S4A,S4B,S9)    | 20,733        | -113        | -0.56%        | 20,616        | 22,676        |
| Supramax Pacific 3TC (S2,S8,S10)      | 10,786        | -872        | -7.55%        | 15,415        | 22,964        |
| <b>Supramax Atlantic vs. Pacific</b>  | <b>9,947</b>  | <b>759</b>  | <b>6.99%</b>  | <b>5,201</b>  | <b>-288</b>   |
| Handysize Atlantic 4TC (HS1-HS4)      | 19,771        | -176        | -0.99%        | 19,644        | 21,099        |
| Handysize Pacific 3TC (HS5,HS6,HS7)   | 11,958        | -302        | -2.45%        | 15,623        | 24,348        |
| <b>Handysize Atlantic vs. Pacific</b> | <b>7,813</b>  | <b>126</b>  | <b>1.46%</b>  | <b>4,020</b>  | <b>-3,249</b> |

## Previous TC

|                 | Today  | Change | Change | MTD    | YTD    |
|-----------------|--------|--------|--------|--------|--------|
| <b>BCI 4TC</b>  | 11,869 | -919   | -7.19% | 16,496 | 15,620 |
| <b>BPI 4TC</b>  | 14,367 | -647   | -4.31% | 17,500 | 20,560 |
| <b>BHSI 6TC</b> | 13,932 | -244   | -1.72% | 15,756 | 20,826 |

## Panamax 5TC

|   | Today  | Change | Change | MTD    | YTD    |
|---|--------|--------|--------|--------|--------|
| <b>BPI Index</b>  | 1,745  | -72    | -3.96% | 2,093  | 2,433  |
| <b>P1A_82</b> (82500mt Transatlantic RV)                                    | 14,985 | -890   | -5.61% | 18,640 | 20,840 |
| <b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)                                   | 24,068 | -732   | -2.95% | 27,801 | 30,577 |
| <b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)                                   | 15,913 | -537   | -3.26% | 17,649 | 20,882 |
| <b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)                               | 13,365 | -343   | -2.50% | 14,206 | 16,515 |
| <b>P5_82</b> (82500mt S China/HK range Indo RV)                             | 15,500 | -472   | -2.96% | #N/A   | #N/A   |
| <b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 14,118 | -607   | -4.12% | 18,543 | 22,521 |
| <b>P8</b> (66000mt Santos to China)   | 44,071 | -0,986 | -2.19% | 50,070 | 58,174 |
| <b>BPI82 5TC</b>  | 15,703 | -647   | -3.96% | 18,836 | 21,896 |

|                      | Avg 2022 | Avg 2021 | Max 2021 | Min 2021 | 30D Vol 2021 |
|----------------------|----------|----------|----------|----------|--------------|
| <b>Cape 5TC</b>      | 16,684   | 33,333   | 38,169   | 2,505    | 87.71%       |
| <b>Panamax 5TC</b>   | 21,896   | 26,898   | 30,746   | 10,956   | 43.79%       |
| <b>Supramax 10TC</b> | 23,865   | 26,770   | 33,366   | 15,808   | 20.61%       |
| <b>Handysize 7TC</b> | 22,792   | 25,702   | 32,166   | 15,463   | 15.09%       |

## Handysize 7TC

|   | Today  | Change | Change | MTD    | YTD    |
|---|--------|--------|--------|--------|--------|
| <b>BHSI Index</b>   | 883    | -14    | -1.56% | 985    | 1,266  |
| <b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)     | 16,014 | -236   | -1.45% | 15,243 | 15,503 |
| <b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)            | 18,314 | -93    | -0.51% | 17,475 | 17,322 |
| <b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)    | 28,056 | -83    | -0.29% | 28,493 | 30,476 |
| <b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 16,700 | -293   | -1.72% | 17,363 | 21,095 |
| <b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan) | 12,375 | -375   | -2.94% | 17,300 | 25,159 |
| <b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)    | 11,875 | -281   | -2.31% | 14,831 | 24,223 |
| <b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)            | 11,625 | -250   | -2.11% | 14,739 | 23,662 |
| <b>BHSI 7TC</b>   | 15,898 | -244   | -1.51% | 17,722 | 22,792 |

## Spreads and Ratio (5TC)

|  | Today  | Yesterday | MTD    | YTD    | 2019  |
|--|--------|-----------|--------|--------|-------|
| <b>Cape5TC / Pmx5TC Spread</b>         | -2,770 | -2,498    | -1,276 | -5,212 | 6,435 |
| <b>Pmx5TC / Smx10TC Spread</b>         | -105   | 32        | 626    | -1,969 | 128   |
| <b>Cape5TC / Smx10TC Spread</b>        | -2,875 | -2,466    | -650   | -7,181 | 6,563 |
| <b>Pmx 2A / Pmx 5TC Spread</b>         | 8,365  | 8,450     | 8,965  | 8,681  | 7,607 |
| <b>Cape Atlantic vs Cape Pacific</b>   | 14,539 | 15,414    | 17,874 | 13,310 | 6,947 |
| <b>Pmx Atlantic vs Pmx Pacific</b>     | 4,888  | 5,259     | 7,293  | 7,010  | 6,747 |
| <b>Supra Atlantic vs Supra Pacific</b> | 9,947  | 9,189     | 5,201  | -288   | 3,063 |
| <b>Cape5TC / Pmx5TC Ratio</b>          | 0.824  | 1.326     | 0.932  | 0.762  | 1.239 |
| <b>Pmx5TC / Smx10TC Ratio</b>          | 0.993  | 1.198     | 1.034  | 0.918  | 1.005 |
| <b>Smx10TC / Handy7TC Ratio</b>        | 0.994  | 0.900     | 1.028  | 1.047  | 1.042 |
| <b>Cape5TC / Smx10TC Ratio</b>         | 0.818  | 1.589     | 0.964  | 0.699  | 1.245 |

Source - The Baltic Exchange

Freight Investor Services

Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998