

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,343	<b>118</b>	<b>9.63%</b>	1,311	1,998
<b>C2</b> (160It Tubarao - Rotterdam)	10,563	<b>-0.012</b>	<b>-0.11%</b>	10,825	12,927
<b>C3</b> (160mt Tubarao - Qingdao)	19,594	<b>0.266</b>	<b>1.38%</b>	19,354	25,205
<b>C5</b> (160mt W Australia - Qingdao)	8,055	<b>0.15</b>	<b>1.90%</b>	8,068	10,037
<b>C7</b> (150mt Bolivar - Rotterdam)	12,117	<b>0.323</b>	<b>2.74%</b>	12,024	13,207
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	16,750	<b>1,056</b>	<b>6.73%</b>	16,482	18,228
<b>C9_14</b> (180mt Continent/Med trip Far East)	28,125	<b>3,156</b>	<b>12.64%</b>	26,227	36,630
<b>C10_14</b> (180mt Nopac round V)	8,273	<b>528</b>	<b>6.82%</b>	8,472	14,535
<b>C14</b> (180mt China - Brazil RV)	7,830	<b>525</b>	<b>7.19%</b>	7,379	13,698
<b>C16</b> (180mt Revised backhaul)	-4,722	<b>472</b>	<b>-9.09%</b>	-3,951	3,041
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14.28	<b>-0.211</b>	<b>-1.46%</b>	14.40	18.52
<b>BCI 5TC</b>	11,139	<b>981</b>	<b>9.66%</b>	10,868	16,574

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,268	<b>-19</b>	<b>-1.48%</b>	1,319	2,153
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	23,992	<b>-229</b>	<b>-0.95%</b>	24,367	23,258
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	23,375	<b>-711</b>	<b>-2.95%</b>	24,421	29,385
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	9,275	<b>-154</b>	<b>-1.63%</b>	9,826	22,588
<b>S3_58</b> (North China trip to Wes t Africa)	11,042	<b>-208</b>	<b>-1.85%</b>	11,781	26,553
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	20,118	<b>-475</b>	<b>-2.31%</b>	21,090	27,633
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	17,836	<b>-293</b>	<b>-1.62%</b>	18,292	17,403
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	21,831	<b>-361</b>	<b>-1.63%</b>	22,316	25,535
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	9,250	<b>-93</b>	<b>-1.00%</b>	9,746	24,011
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	20,216	<b>-40</b>	<b>-0.20%</b>	20,397	22,837
<b>S10_58</b> (South China trip via Indones ia to s outh China)	7,781	<b>-69</b>	<b>-0.88%</b>	8,189	21,517
<b>BSI 10TC</b>	13,945	<b>-216</b>	<b>-1.53%</b>	14,509	23,688

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,323	<b>33</b>	<b>2.56%</b>	1,328	2,027

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	22,438	<b>2,106</b>	<b>9.68%</b>	21,354	27,429
Cape Pacific (C10, C14)	8,052	<b>527</b>	<b>7.00%</b>	7,925	14,116
<b>Cape Atlantic vs. Pacific</b>	<b>14,386</b>	<b>1,580</b>	<b>2.68%</b>	<b>13,429</b>	<b>13,313</b>
Panamax Atlantic (1a, 2a)	18,089	<b>-215</b>	<b>-1.12%</b>	18,449	25,571
Panamax Pacific (3a, 4)	14,279	<b>29</b>	<b>0.18%</b>	14,256	18,615
<b>Panamax Atlantic vs. Pacific</b>	<b>3,810</b>	<b>-244</b>	<b>-1.30%</b>	<b>4,193</b>	<b>6,957</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	19,390	<b>-269</b>	<b>-1.37%</b>	19,926	22,624
Supramax Pacific 3TC (S2,S8,S10)	8,769	<b>-105</b>	<b>-1.17%</b>	9,254	22,705
<b>Supramax Atlantic vs. Pacific</b>	<b>10,621</b>	<b>-164</b>	<b>-0.20%</b>	<b>10,673</b>	<b>-81</b>
Handysize Atlantic 4TC (HS1-HS4)	19,086	<b>-181</b>	<b>-0.96%</b>	19,333	21,066
Handysize Pacific 3TC (HS5,HS6,HS7)	10,958	<b>-18</b>	<b>-0.18%</b>	11,223	24,101
<b>Handysize Atlantic vs. Pacific</b>	<b>8,127</b>	<b>-163</b>	<b>-0.79%</b>	<b>8,109</b>	<b>-3,035</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	10,075	<b>981</b>	<b>10.79%</b>	9,804	15,510
<b>BPI 4TC</b>	13,963	<b>4</b>	<b>0.03%</b>	13,916	20,435
<b>BHSI 6TC</b>	13,077	<b>-90</b>	<b>-0.68%</b>	13,329	20,685

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,700	<b>1</b>	<b>0.06%</b>	1,695	2,419
<b>P1A_82</b> (82500mt Transatlantic RV)	13,750	<b>-125</b>	<b>-0.90%</b>	13,963	20,710
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	22,427	<b>-305</b>	<b>-1.34%</b>	22,936	30,433
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	15,623	<b>72</b>	<b>0.46%</b>	15,549	20,781
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	12,934	<b>-14</b>	<b>-0.11%</b>	12,964	16,448
<b>P5_82</b> (82500mt S China/HK range Indo RV)	14,717	<b>-55</b>	<b>-0.37%</b>	14,831	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	14,732	<b>164</b>	<b>1.13%</b>	14,281	22,365
<b>P8</b> (66000mt Santos to China)	44,307	<b>0.26</b>	<b>0.59%</b>	43,715	57,901
<b>BPI82 5TC</b>	15,299	<b>4</b>	<b>0.03%</b>	15,252	21,771

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,574	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	21,771	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	23,688	26,770	33,366	13,945	20.61%
<b>Handysize 7TC</b>	22,651	25,702	32,166	15,043	15.09%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	836	<b>-5</b>	<b>-0.59%</b>	850	1,258
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	15,196	<b>-233</b>	<b>-1.51%</b>	15,472	15,502
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	17,482	<b>-189</b>	<b>-1.07%</b>	17,754	17,330
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	27,372	<b>-231</b>	<b>-0.84%</b>	27,678	30,424
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	16,293	<b>-71</b>	<b>-0.43%</b>	16,425	21,006
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,375	<b>125</b>	<b>1.11%</b>	11,555	24,903
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,750	<b>-71</b>	<b>-0.66%</b>	11,065	23,975
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,750	<b>-107</b>	<b>-0.99%</b>	11,050	23,424
<b>BHSI 7TC</b>	15,043	<b>-90</b>	<b>-0.59%</b>	15,295	22,651

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-4,160</b>	<b>-5,137</b>	<b>-4,385</b>	<b>-5,196</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	1,354	1,134	743	<b>-1,918</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-2,806</b>	<b>-4,003</b>	<b>-3,642</b>	<b>-7,114</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	7,128	7,437	7,684	8,662	7,607
<b>Cape Atlantic vs Cape Pacific</b>	14,386	12,807	13,429	13,313	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	3,810	4,054	4,193	6,957	6,747
<b>Supra Atlantic vs Supra Pacific</b>	10,621	10,785	10,673	<b>-81</b>	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.728	1.326	0.713	0.761	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.097	1.198	1.051	0.919	1.005
<b>Smx10TC / Handy7TC Ratio</b>	0.927	0.900	0.949	1.046	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.799	1.589	0.749	0.700	1.245

Source - The Baltic Exchange

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