

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,219	<b>127</b>	<b>11.63%</b>	1,345	1,961
<b>C2</b> (160It Tubarao - Rotterdam)	9,838	<b>0.144</b>	<b>1.49%</b>	10,526	12,783
<b>C3</b> (160mt Tubarao - Qingdao)	17,444	<b>0.194</b>	<b>1.12%</b>	19,078	24,846
<b>C5</b> (160mt W Australia - Qingdao)	7,690	<b>0.12</b>	<b>1.59%</b>	8,237	9,936
<b>C7</b> (150mt Bolivar - Rotterdam)	11,294	<b>0.672</b>	<b>6.33%</b>	11,743	13,117
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	15,944	<b>2,511</b>	<b>18.69%</b>	15,997	18,091
<b>C9_14</b> (180mt Continent/Med trip Far East)	25,750	<b>1,437</b>	<b>5.91%</b>	26,371	36,040
<b>C10_14</b> (180mt Nopac round V)	7,932	<b>625</b>	<b>8.55%</b>	9,620	14,272
<b>C14</b> (180mt China - Brazil RV)	6,090	<b>163</b>	<b>2.75%</b>	7,802	13,365
<b>C16</b> (180mt Revised backhaul)	-4,833	<b>361</b>	<b>-6.95%</b>	-3,945	2,637
<b>C17</b> (170mt Saldanha Bay to Qingdao)	13,23	<b>0.116</b>	<b>0.88%</b>	14.17	18.26
<b>BCI 5TC</b>	10,106	<b>1,049</b>	<b>11.58%</b>	11,158	16,266

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,163	<b>3</b>	<b>0.26%</b>	1,226	2,098
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	22,975	<b>-75</b>	<b>-0.33%</b>	23,382	23,248
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	25,957	<b>-172</b>	<b>-0.66%</b>	24,867	29,131
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	7,921	<b>165</b>	<b>2.13%</b>	8,528	21,752
<b>S3_58</b> (North China trip to Wes t Africa)	9,225	<b>-125</b>	<b>-1.34%</b>	10,555	25,606
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	21,786	<b>200</b>	<b>0.93%</b>	21,125	27,257
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	15,971	<b>-193</b>	<b>-1.19%</b>	17,134	17,366
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	19,185	<b>-339</b>	<b>-1.74%</b>	21,011	25,250
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	8,186	<b>257</b>	<b>3.24%</b>	8,558	23,097
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	15,916	<b>-376</b>	<b>-2.31%</b>	18,727	22,570
<b>S10_58</b> (South China trip via Indones ia to s outh China)	7,693	<b>490</b>	<b>6.80%</b>	7,441	20,691
<b>BSI 10TC</b>	12,796	<b>40</b>	<b>0.31%</b>	13,482	23,080

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,184	<b>35</b>	<b>3.05%</b>	1,293	1,984

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	20,847	<b>1,974</b>	<b>12.30%</b>	21,184	27,065
Cape Pacific (C10, C14)	7,011	<b>394</b>	<b>5.65%</b>	8,711	13,818
<b>Cape Atlantic vs. Pacific</b>	<b>13,836</b>	<b>1,580</b>	<b>6.65%</b>	<b>12,473</b>	<b>13,247</b>
Panamax Atlantic (1a, 2a)	17,107	<b>183</b>	<b>1.12%</b>	17,684	25,102
Panamax Pacific (3a, 4)	10,144	<b>-593</b>	<b>-5.44%</b>	13,068	18,273
<b>Panamax Atlantic vs. Pacific</b>	<b>6,963</b>	<b>776</b>	<b>6.56%</b>	<b>4,617</b>	<b>6,829</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	17,891	<b>-123</b>	<b>-0.66%</b>	18,995	22,398
Supramax Pacific 3TC (S2,S8,S10)	7,933	<b>304</b>	<b>4.06%</b>	8,176	21,847
<b>Supramax Atlantic vs. Pacific</b>	<b>9,958</b>	<b>-427</b>	<b>-4.92%</b>	<b>10,820</b>	<b>551</b>
Handysize Atlantic 4TC (HS1-HS4)	16,375	<b>-54</b>	<b>-0.38%</b>	17,903	20,857
Handysize Pacific 3TC (HS5,HS6,HS7)	10,619	<b>35</b>	<b>0.34%</b>	10,709	23,318
<b>Handysize Atlantic vs. Pacific</b>	<b>5,756</b>	<b>-89</b>	<b>-0.72%</b>	<b>7,194</b>	<b>-2,460</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	9,042	<b>1,049</b>	<b>13.12%</b>	10,094	15,202
<b>BFI 4TC</b>	11,844	<b>-283</b>	<b>-2.33%</b>	13,398	20,019
<b>BHSI 6TC</b>	11,573	<b>-12</b>	<b>-0.10%</b>	12,368	20,187

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,464	<b>-32</b>	<b>-2.14%</b>	1,637	2,373
<b>P1A_82</b> (82500mt Transatlantic RV)	12,905	<b>165</b>	<b>1.30%</b>	13,396	20,278
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	21,309	<b>200</b>	<b>0.95%</b>	21,972	29,927
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	10,918	<b>-743</b>	<b>-6.37%</b>	14,267	20,382
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	9370	<b>-443</b>	<b>-4.51%</b>	11868	16164
<b>P5_82</b> (82500mt S China/HK range Indo RV)	10,531	<b>-963</b>	<b>-8.38%</b>	13,571	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13855	<b>-379</b>	<b>-2.66%</b>	14780	21936
<b>P8</b> (66000mt Santos to China)	42,217	<b>-0.583</b>	<b>-1.36%</b>	43.931	57.098
<b>BPI82 5TC</b>	13,180	<b>-283</b>	<b>-2.10%</b>	14,734	21,355

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,266	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	21,355	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	23,080	26,770	33,366	12,756	20.61%
<b>Handysize 7TC</b>	22,153	25,702	32,166	13,539	15.09%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	752	<b>-1</b>	<b>-0.13%</b>	796	1,231
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	12,071	<b>-72</b>	<b>-0.59%</b>	13,970	15,387
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	14,536	<b>-143</b>	<b>-0.97%</b>	16,195	17,237
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	23,706	<b>-16</b>	<b>-0.07%</b>	25,740	30,119
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	15,186	<b>15</b>	<b>0.10%</b>	15,706	20,687
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,100	<b>31</b>	<b>0.28%</b>	11,085	24,096
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,564	<b>20</b>	<b>0.19%</b>	10,610	23,194
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,193	<b>55</b>	<b>0.54%</b>	10,431	22,662
<b>BHSI 7TC</b>	13,539	<b>-12</b>	<b>-0.09%</b>	14,334	22,153

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-3,074</b>	<b>-4,406</b>	<b>-3,576</b>	<b>-5,088</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	384	707	1,252	<b>-1,725</b>	128
<b>Cape5TC / Smx10TC Spread</b>	<b>-2,690</b>	<b>-3,699</b>	<b>-2,324</b>	<b>-6,814</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	8,129	7,646	7,238	8,572	7,607
<b>Cape Atlantic vs Cape Pacific</b>	13,836	12,256	12,473	13,247	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,963	6,188	4,617	6,829	6,747
<b>Supra Atlantic vs Supra Pacific</b>	9,958	10,385	10,820	551	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.767	1.326	0.757	0.762	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.030	1.198	1.093	0.925	1.005
<b>Smx10TC / Handy7TC Ratio</b>	0.945	0.900	0.941	1.042	1.042
<b>Cape5TC / Smx10TC Ratio</b>	0.790	1.589	0.828	0.705	1.245

Source - The Baltic Exchange

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