

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,613	<b>229</b>	<b>16.55%</b>	1,362	1,957
<b>C2</b> (160t Tubarao - Rotterdam)	10,450	<b>0.356</b>	<b>3.53%</b>	10,500	12,760
<b>C3</b> (160mt Tubarao - Qingdao)	19,006	<b>0.839</b>	<b>4.62%</b>	19,026	24,791
<b>C5</b> (160mt W Australia - Qingdao)	8,980	<b>0.73</b>	<b>8.85%</b>	8,277	9,924
<b>C7</b> (150mt Bolivar - Rotterdam)	11,811	<b>0.222</b>	<b>1.92%</b>	11,738	13,105
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	18,144	<b>977</b>	<b>5.69%</b>	16,171	18,087
<b>C9_14</b> (180mt Continent/Med trip Far East)	28,556	<b>1,525</b>	<b>5.64%</b>	26,521	35,967
<b>C10_14</b> (180mt Nopac round V)	13,518	<b>3,454</b>	<b>34.32%</b>	9,849	14,250
<b>C14</b> (180mt China - Brazil RV)	9,080	<b>1,965</b>	<b>27.62%</b>	7,833	13,318
<b>C16</b> (180mt Revised backhaul)	-3,056	<b>833</b>	<b>-21.42%</b>	-3,896	2,584
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14,111	<b>0.528</b>	<b>3.89%</b>	14,14	18,22
<b>BCI 5TC</b>	13,373	<b>1,894</b>	<b>16.50%</b>	11,292	16,233

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,182	<b>8</b>	<b>0.68%</b>	1,221	2,090
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	22,233	<b>-659</b>	<b>-2.88%</b>	23,295	23,242
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	25,133	<b>-438</b>	<b>-1.71%</b>	24,918	29,098
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	8,600	<b>344</b>	<b>4.17%</b>	8,517	21,635
<b>S3_58</b> (North China trip to Wes t Africa)	9,208	<b>-42</b>	<b>-0.45%</b>	10,416	25,462
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	20,979	<b>-575</b>	<b>-2.67%</b>	21,140	27,205
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	15,717	<b>-100</b>	<b>-0.63%</b>	16,990	17,352
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	18,466	<b>-238</b>	<b>-1.27%</b>	20,756	25,191
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	9,357	<b>586</b>	<b>6.68%</b>	8,612	22,974
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	15,044	<b>-212</b>	<b>-1.39%</b>	18,351	22,504
<b>S10_58</b> (South China trip via Indones ia to s outh China)	9,344	<b>800</b>	<b>9.36%</b>	7,599	20,587
<b>BSI 10TC</b>	13,004	<b>94</b>	<b>0.73%</b>	13,427	22,991

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,324	<b>82</b>	<b>6.60%</b>	1,292	1,978

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	23,350	<b>1,251</b>	<b>5.67%</b>	21,346	27,027
Cape Pacific (C10, C14)	11,299	<b>2,710</b>	<b>30.97%</b>	8,841	13,784
<b>Cape Atlantic vs. Pacific</b>	<b>12,051</b>	<b>-1,459</b>	<b>-25.30%</b>	<b>12,505</b>	<b>13,243</b>
Panamax Atlantic (1a, 2a)	17,973	<b>476</b>	<b>3.07%</b>	17,690	25,037
Panamax Pacific (3a, 4)	9,516	<b>-277</b>	<b>-2.89%</b>	12,708	18,197
<b>Panamax Atlantic vs. Pacific</b>	<b>8,457</b>	<b>753</b>	<b>5.96%</b>	<b>4,981</b>	<b>6,840</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	17,247	<b>-296</b>	<b>-1.56%</b>	18,827	22,354
Supramax Pacific 3TC (S2,S8,S10)	9,100	<b>577</b>	<b>6.74%</b>	8,243	21,732
<b>Supramax Atlantic vs. Pacific</b>	<b>8,146</b>	<b>-872</b>	<b>-8.30%</b>	<b>10,584</b>	<b>622</b>
Handysize Atlantic 4TC (HS1-HS4)	16,011	<b>-143</b>	<b>-0.97%</b>	17,711	20,815
Handysize Pacific 3TC (HS5,HS6,HS7)	10,707	<b>57</b>	<b>0.53%</b>	10,706	23,206
<b>Handysize Atlantic vs. Pacific</b>	<b>5,304</b>	<b>-200</b>	<b>-1.50%</b>	<b>7,006</b>	<b>-2,391</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	12,309	<b>1,894</b>	<b>18.19%</b>	10,228	15,169
<b>BPI 4TC</b>	11,974	<b>115</b>	<b>0.97%</b>	13,242	19,947
<b>BHSI 6TC</b>	11,437	<b>-44</b>	<b>-0.38%</b>	12,272	20,110

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,479	<b>13</b>	<b>0.89%</b>	1,620	2,365
<b>P1A_82</b> (82500mt Transatlantic RV)	13,945	<b>610</b>	<b>4.57%</b>	13,422	20,219
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	22,000	<b>341</b>	<b>1.57%</b>	21,957	29,855
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	10,357	<b>-226</b>	<b>-2.14%</b>	13,867	20,294
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8675	<b>-328</b>	<b>-3.64%</b>	11,550	16,100
<b>P5_82</b> (82500mt S China/HK range Indo RV)	9,822	<b>-345</b>	<b>-3.39%</b>	13,194	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13,891	<b>59</b>	<b>0.43%</b>	14,684	21,865
<b>P8</b> (66000mt Santos to China)	42,143	<b>-0.007</b>	<b>-0.02%</b>	43,743	56,966
<b>BPI82 5TC</b>	13,310	<b>115</b>	<b>0.87%</b>	14,578	21,283

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,233	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	21,283	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	22,991	26,770	33,366	12,756	20.61%
<b>Handysize 7TC</b>	22,076	25,702	32,166	13,403	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	745	<b>-2</b>	<b>-0.27%</b>	791	1,226
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	11,493	<b>-207</b>	<b>-1.77%</b>	13,720	15,353
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	14,314	<b>-136</b>	<b>-0.94%</b>	16,004	17,212
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	23,156	<b>-144</b>	<b>-0.62%</b>	25,476	30,058
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	15,079	<b>-85</b>	<b>-0.56%</b>	15,644	20,638
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,238	<b>69</b>	<b>0.62%</b>	11,098	23,982
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,619	<b>38</b>	<b>0.36%</b>	10,609	23,083
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,263	<b>63</b>	<b>0.62%</b>	10,410	22,553
<b>BHSI 7TC</b>	13,403	<b>-44</b>	<b>-0.33%</b>	14,238	22,076

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	63	<b>-1,716</b>	<b>-3,286</b>	<b>-5,051</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	306	285	1,151	<b>-1,708</b>	128
<b>Cape5TC / Smx10TC Spread</b>	369	<b>-1,431</b>	<b>-2,135</b>	<b>-6,758</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	8,690	8,464	7,379	8,572	7,607
<b>Cape Atlantic vs Cape Pacific</b>	12,051	13,510	12,505	13,243	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,457	7,704	4,981	6,840	6,747
<b>Supra Atlantic vs Supra Pacific</b>	8,146	9,019	10,584	622	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.005	1.326	0.775	0.763	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.024	1.198	1.086	0.926	1.005
<b>Smx10TC / Handy7TC Ratio</b>	0.970	0.900	0.943	1.041	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.028	1.589	0.841	0.706	1.245

Source - The Baltic Exchange

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