

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,540	<b>38</b>	<b>2.53%</b>	1,533	1,946
<b>C2</b> (160It Tubarao - Rotterdam)	10,400	<b>0.056</b>	<b>0.54%</b>	10,405	12,691
<b>C3</b> (160mt Tubarao - Qingdao)	19,161	<b>-0.167</b>	<b>-0.86%</b>	19,427	24,630
<b>C5</b> (160mt W Australia - Qingdao)	8,435	<b>0.235</b>	<b>2.87%</b>	8,275	9,881
<b>C7</b> (150mt Bolivar - Rotterdam)	11,728	<b>0.061</b>	<b>0.52%</b>	11,710	13,065
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	17,972	<b>416</b>	<b>2.37%</b>	17,861	18,086
<b>C9_14</b> (180mt Continent/Med trip Far East)	27,969	0	0.00%	28,141	35,745
<b>C10_14</b> (180mt Nopac round V)	11,923	<b>1,005</b>	<b>9.20%</b>	11,174	14,184
<b>C14</b> (180mt China - Brazil RV)	8,993	<b>-182</b>	<b>-1.98%</b>	9,466	13,206
<b>C16</b> (180mt Revised backhaul)	-3,556	<b>55</b>	<b>-1.52%</b>	-3,445	2,406
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14,03	<b>-0.1</b>	<b>-0.71%</b>	14,22	18,11
<b>BCI 5TC</b>	12,774	<b>317</b>	<b>2.54%</b>	12,712	16,138

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,158	0	0.00%	1,161	2,062
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	20,271	<b>-296</b>	<b>-1.44%</b>	20,646	23,174
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	24,121	<b>414</b>	<b>1.75%</b>	23,773	28,939
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	9,075	<b>44</b>	<b>0.49%</b>	9,066	21,257
<b>S3_58</b> (North China trip to Wes t Africa)	9,217	0	0.00%	9,205	24,976
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	20,400	<b>193</b>	<b>0.96%</b>	20,253	26,998
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	14,500	<b>-311</b>	<b>-2.10%</b>	14,883	17,286
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,113	<b>-60</b>	<b>-0.35%</b>	17,250	24,960
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	9,689	<b>-11</b>	<b>-0.11%</b>	9,696	22,577
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	14,244	<b>-47</b>	<b>-0.33%</b>	14,316	22,264
<b>S10_58</b> (South China trip via Indones ia to s outh China)	9,622	<b>109</b>	<b>1.15%</b>	9,542	20,259
<b>BSI 10TC</b>	12,737	<b>1</b>	<b>0.01%</b>	12,767	22,687

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,340	<b>17</b>	<b>1.28%</b>	1,331	1,958

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	22,971	<b>208</b>	<b>1.18%</b>	23,001	26,915
Cape Pacific (C10, C14)	10,458	<b>412</b>	<b>3.61%</b>	10,320	13,695
<b>Cape Atlantic vs. Pacific</b>	<b>12,513</b>	<b>-204</b>	<b>-2.43%</b>	<b>12,681</b>	<b>13,220</b>
Panamax Atlantic (1a, 2a)	19,899	<b>181</b>	<b>0.89%</b>	19,643	24,864
Panamax Pacific (3a, 4)	10,534	<b>122</b>	<b>1.19%</b>	10,303	17,952
<b>Panamax Atlantic vs. Pacific</b>	<b>9,365</b>	<b>59</b>	<b>-0.30%</b>	<b>9,340</b>	<b>6,912</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	16,381	<b>-55</b>	<b>-0.49%</b>	16,484	22,183
Supramax Pacific 3TC (S2,S8,S10)	9,462	<b>47</b>	<b>0.51%</b>	9,435	21,365
<b>Supramax Atlantic vs. Pacific</b>	<b>6,919</b>	<b>-102</b>	<b>-1.00%</b>	<b>7,049</b>	<b>818</b>
Handysize Atlantic 4TC (HS1-HS4)	15,425	<b>-207</b>	<b>-1.52%</b>	15,672	20,665
Handysize Pacific 3TC (HS5,HS6,HS7)	10,823	<b>23</b>	<b>0.21%</b>	10,798	22,835
<b>Handysize Atlantic vs. Pacific</b>	<b>4,602</b>	<b>-230</b>	<b>-1.74%</b>	<b>4,874</b>	<b>-2,170</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	11,710	<b>317</b>	<b>2.78%</b>	11,648	15,074
<b>BPI 4TC</b>	13,576	<b>171</b>	<b>1.28%</b>	13,324	19,738
<b>BHSI 6TC</b>	11,205	<b>-93</b>	<b>-0.82%</b>	11,317	19,849

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,657	<b>19</b>	<b>1.16%</b>	1,629	2,342
<b>P1A_82</b> (82500mt Transatlantic RV)	16,130	<b>120</b>	<b>0.75%</b>	15,876	20,076
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	23,668	<b>241</b>	<b>1.03%</b>	23,409	29,652
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	11,796	<b>118</b>	<b>1.01%</b>	11,580	20,021
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	9272	<b>126</b>	<b>1.38%</b>	9026	15883
<b>P5_82</b> (82500mt S China/HK range Indo RV)	10,561	<b>328</b>	<b>3.21%</b>	10,220	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	15455	<b>250</b>	<b>1.64%</b>	15174	21653
<b>P8</b> (66000mt Santos to China)	43,844	<b>0.387</b>	<b>0.89%</b>	43,445	56,548
<b>BPI82 5TC</b>	14,912	<b>171</b>	<b>1.16%</b>	14,660	21,074

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,138	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	21,074	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	22,687	26,770	33,366	12,736	20.61%
<b>Handysize 7TC</b>	21,815	25,702	32,166	13,171	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	732	<b>-5</b>	<b>-0.68%</b>	738	1,212
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	10,850	<b>-186</b>	<b>-1.69%</b>	11,077	15,228
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	13,107	<b>-336</b>	<b>-2.50%</b>	13,527	17,108
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	22,944	<b>-56</b>	<b>-0.24%</b>	23,099	29,854
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	14,800	<b>-250</b>	<b>-1.66%</b>	14,986	20,470
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,350	<b>19</b>	<b>0.17%</b>	11,339	23,604
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,769	<b>19</b>	<b>0.18%</b>	10,735	22,714
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,350	<b>31</b>	<b>0.30%</b>	10,321	22,187
<b>BHSI 7TC</b>	13,171	<b>-93</b>	<b>-0.70%</b>	13,283	21,815

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	<b>-2,138</b>	<b>-2,284</b>	<b>-1,948</b>	<b>-4,936</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	2,175	2,005	1,893	<b>-1,614</b>	128
<b>Cape5TC / Smx10TC Spread</b>	37	<b>-279</b>	<b>-55</b>	<b>-6,549</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	8,756	8,686	8,749	8,578	7,607
<b>Cape Atlantic vs Cape Pacific</b>	12,513	12,716	12,681	13,220	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	9,365	9,307	9,340	6,912	6,747
<b>Supra Atlantic vs Supra Pacific</b>	6,919	7,022	7,049	818	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.857	1.326	0.867	0.766	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.171	1.198	1.148	0.929	1.005
<b>Smx10TC / Handy7TC Ratio</b>	0.967	0.900	0.961	1.040	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.003	1.589	0.996	0.711	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