

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,208	<b>113</b>	<b>5.39%</b>	1,698	1,940
<b>C2</b> (160It Tubarao - Rotterdam)	11,456	<b>0.187</b>	<b>1.66%</b>	10,589	12,624
<b>C3</b> (160mt Tubarao - Qingdao)	21,278	<b>0.472</b>	<b>2.27%</b>	19,527	24,463
<b>C5</b> (160mt W Australia - Qingdao)	8,630	<b>-0.025</b>	<b>-0.29%</b>	8,438	9,836
<b>C7</b> (150mt Bolivar - Rotterdam)	13,022	<b>0.266</b>	<b>2.09%</b>	11,849	13,027
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	26,139	<b>1,389</b>	<b>5.61%</b>	19,564	18,163
<b>C9_14</b> (180mt Continent/Med trip Far East)	36,813	<b>1,594</b>	<b>4.53%</b>	29,854	35,579
<b>C10_14</b> (180mt Nopac round V)	14,259	<b>254</b>	<b>1.81%</b>	12,623	14,156
<b>C14</b> (180mt China - Brazil RV)	14,525	<b>875</b>	<b>6.41%</b>	10,578	13,138
<b>C16</b> (180mt Revised backhaul)	-167	<b>872</b>	<b>-83.93%</b>	-2,762	2,246
<b>C17</b> (170mt Saldanha Bay to Qingdao)	15,24	<b>0.172</b>	<b>1.14%</b>	14,47	17,99
<b>BCI 5TC</b>	18,312	<b>938</b>	<b>5.40%</b>	14,078	16,092

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,157	<b>-10</b>	<b>-0.86%</b>	1,160	2,033
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	18,967	<b>-196</b>	<b>-1.02%</b>	19,894	23,053
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	31,700	<b>454</b>	<b>1.45%</b>	26,442	28,900
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	8,375	<b>-200</b>	<b>-2.33%</b>	8,897	20,846
<b>S3_58</b> (North China trip to Wes t Africa)	8,075	<b>-275</b>	<b>-3.29%</b>	9,009	24,445
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	25,929	<b>261</b>	<b>1.02%</b>	22,141	26,869
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	12,289	<b>-207</b>	<b>-1.66%</b>	13,779	17,152
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,679	<b>61</b>	<b>0.35%</b>	17,252	24,705
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	8,707	<b>-186</b>	<b>-2.09%</b>	9,424	22,138
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	14,717	<b>68</b>	<b>0.46%</b>	14,368	22,004
<b>S10_58</b> (South China trip via Indones ia to s outh China)	8,366	<b>-190</b>	<b>-2.22%</b>	9,185	19,887
<b>BSI 10TC</b>	12,724	<b>-108</b>	<b>-0.84%</b>	12,759	22,359

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,560	<b>32</b>	<b>2.09%</b>	1,390	1,941

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	31,476	<b>1,492</b>	<b>5.07%</b>	24,709	26,871
Cape Pacific (C10, C14)	14,392	<b>565</b>	<b>4.11%</b>	11,600	13,647
<b>Cape Atlantic vs. Pacific</b>	<b>17,084</b>	<b>927</b>	<b>0.96%</b>	<b>13,109</b>	<b>13,224</b>
Panamax Atlantic (1a, 2a)	21,745	<b>155</b>	<b>0.76%</b>	20,323	24,725
Panamax Pacific (3a, 4)	9,611	<b>-148</b>	<b>-1.54%</b>	10,167	17,693
<b>Panamax Atlantic vs. Pacific</b>	<b>12,134</b>	<b>303</b>	<b>2.30%</b>	<b>10,156</b>	<b>7,032</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	17,645	<b>41</b>	<b>-0.06%</b>	16,762	22,008
Supramax Pacific 3TC (S2,S8,S10)	8,483	<b>-192</b>	<b>-2.21%</b>	9,169	20,957
<b>Supramax Atlantic vs. Pacific</b>	<b>9,162</b>	<b>233</b>	<b>2.16%</b>	<b>7,593</b>	<b>1,051</b>
Handysize Atlantic 4TC (HS1-HS4)	14,420	<b>-186</b>	<b>-1.23%</b>	15,227	20,478
Handysize Pacific 3TC (HS5,HS6,HS7)	10,873	<b>-71</b>	<b>-0.63%</b>	10,899	22,442
<b>Handysize Atlantic vs. Pacific</b>	<b>3,547</b>	<b>-116</b>	<b>-0.60%</b>	<b>4,328</b>	<b>-1,964</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	17,248	<b>938</b>	<b>5.75%</b>	13,014	15,028
<b>BPI 4TC</b>	13,533	<b>-55</b>	<b>-0.40%</b>	13,457	19,532
<b>BHSI 6TC</b>	10,727	<b>-135</b>	<b>-1.24%</b>	11,150	19,558

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,652	<b>-6</b>	<b>-0.36%</b>	1,644	2,319
<b>P1A_82</b> (82500mt Transatlantic RV)	18,730	<b>205</b>	<b>1.11%</b>	16,843	19,985
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,759	<b>104</b>	<b>0.42%</b>	23,803	29,465
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	10,807	<b>-151</b>	<b>-1.38%</b>	11,375	19,732
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8414	<b>-145</b>	<b>-1.69%</b>	8960	15653
<b>P5_82</b> (82500mt S China/HK range Indo RV)	10,792	<b>-25</b>	<b>-0.23%</b>	10,588	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13891	<b>-214</b>	<b>-1.52%</b>	14875	21424
<b>P8</b> (66000mt Santos to China)	41,486	<b>-0.253</b>	<b>-0.61%</b>	42,898	56,088
<b>BPI82 5TC</b>	14,869	<b>-55</b>	<b>-0.37%</b>	14,793	20,868

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,092	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	20,868	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	22,359	26,770	33,366	12,672	20.61%
<b>Handysize 7TC</b>	21,524	25,702	32,166	12,693	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	705	<b>-8</b>	<b>-1.12%</b>	729	1,196
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	9,421	<b>-193</b>	<b>-2.01%</b>	10,451	15,060
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	11,193	<b>-93</b>	<b>-0.82%</b>	12,502	16,939
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	22,000	<b>-444</b>	<b>-1.98%</b>	22,967	29,624
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	15,064	<b>-15</b>	<b>-0.10%</b>	14,986	20,288
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,419	<b>-137</b>	<b>-1.19%</b>	11,517	23,207
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,794	<b>-75</b>	<b>-0.69%</b>	10,812	22,322
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,406	<b>0</b>	<b>0.00%</b>	10,367	21,797
<b>BHSI 7TC</b>	12,693	<b>-135</b>	<b>-1.05%</b>	13,116	21,524

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	3,443	2,450	<b>-715</b>	<b>-4,776</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	2,145	2,092	2,035	<b>-1,491</b>	128
<b>Cape5TC / Smx10TC Spread</b>	5,588	4,542	1,319	<b>-6,267</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	9,890	9,731	9,010	8,597	7,607
<b>Cape Atlantic vs Cape Pacific</b>	17,084	16,157	13,109	13,224	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	12,134	11,832	10,156	7,032	6,747
<b>Supra Atlantic vs Supra Pacific</b>	9,162	8,930	7,593	1,051	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.232	1.326	0.952	0.771	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.169	1.198	1.159	0.933	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.002	0.900	0.973	1.039	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.439	1.589	1.103	0.720	1.245

Source - The Baltic Exchange

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