

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,365	<b>179</b>	<b>8.19%</b>	1,780	1,943
<b>C2</b> (160It Tubarao - Rotterdam)	12,119	<b>0.581</b>	<b>5.04%</b>	10,766	12,618
<b>C3</b> (160mt Tubarao - Qingdao)	22,194	<b>0.794</b>	<b>3.71%</b>	19,851	24,441
<b>C5</b> (160mt W Australia - Qingdao)	8,185	<b>0.085</b>	<b>1.05%</b>	8,396	9,822
<b>C7</b> (150mt Bolivar - Rotterdam)	13,783	<b>0.533</b>	<b>4.02%</b>	12,087	13,031
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	29,417	<b>2,334</b>	<b>8.62%</b>	20,805	18,246
<b>C9_14</b> (180mt Continent/Med trip Far East)	39,375	<b>1,625</b>	<b>4.30%</b>	31,098	35,603
<b>C10_14</b> (180mt Nopac round V)	12,532	<b>677</b>	<b>5.71%</b>	12,561	14,140
<b>C14</b> (180mt China - Brazil RV)	16,248	<b>1,613</b>	<b>11.02%</b>	11,273	13,157
<b>C16</b> (180mt Revised backhaul)	1,167	<b>1,056</b>	<b>951.35%</b>	-2,276	2,233
<b>C17</b> (170mt Saldanha Bay to Qingdao)	15,58	<b>0.343</b>	<b>2.25%</b>	14,60	17,97
<b>BCI 5TC</b>	19,617	<b>1,491</b>	<b>8.23%</b>	14,763	16,115

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,131	<b>-15</b>	<b>-1.31%</b>	1,157	2,025
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	18,700	<b>-138</b>	<b>-0.73%</b>	19,733	23,018
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	30,857	<b>-736</b>	<b>-2.33%</b>	27,125	28,919
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	8,088	<b>-125</b>	<b>-1.52%</b>	8,791	20,742
<b>S3_58</b> (North China trip to Wes t Africa)	7,933	<b>-67</b>	<b>-0.84%</b>	8,860	24,310
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	25,286	<b>-550</b>	<b>-2.13%</b>	22,630	26,858
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	11,829	<b>-200</b>	<b>-1.66%</b>	13,514	17,109
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,751	<b>-3</b>	<b>-0.02%</b>	17,324	24,648
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	8,496	<b>-111</b>	<b>-1.29%</b>	9,300	22,027
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	14,756	<b>7</b>	<b>0.05%</b>	14,423	21,944
<b>S10_58</b> (South China trip via Indones ia to s outh China)	8,088	<b>-106</b>	<b>-1.29%</b>	9,036	19,791
<b>BSI 10TC</b>	12,442	<b>-167</b>	<b>-1.32%</b>	12,725	22,278

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,596	<b>48</b>	<b>3.10%</b>	1,416	1,938

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	34,396	<b>1,980</b>	<b>6.46%</b>	25,952	26,924
Cape Pacific (C10, C14)	14,390	<b>1,145</b>	<b>8.37%</b>	11,917	13,648
<b>Cape Atlantic vs. Pacific</b>	<b>20,006</b>	<b>835</b>	<b>-1.90%</b>	<b>14,035</b>	<b>13,276</b>
Panamax Atlantic (1a, 2a)	21,320	<b>-410</b>	<b>-2.00%</b>	20,495	24,699
Panamax Pacific (3a, 4)	9,492	<b>-72</b>	<b>-0.75%</b>	10,076	17,626
<b>Panamax Atlantic vs. Pacific</b>	<b>11,829</b>	<b>-339</b>	<b>-1.25%</b>	<b>10,419</b>	<b>7,073</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	17,290	<b>-248</b>	<b>-1.25%</b>	16,855	21,971
Supramax Pacific 3TC (S2,S8,S10)	8,224	<b>-114</b>	<b>-1.37%</b>	9,042	20,853
<b>Supramax Atlantic vs. Pacific</b>	<b>9,066</b>	<b>-134</b>	<b>0.12%</b>	<b>7,813</b>	<b>1,118</b>
Handysize Atlantic 4TC (HS1-HS4)	14,008	<b>-273</b>	<b>-1.99%</b>	15,072	20,426
Handysize Pacific 3TC (HS5,HS6,HS7)	10,796	<b>-66</b>	<b>-0.60%</b>	10,889	22,347
<b>Handysize Atlantic vs. Pacific</b>	<b>3,212</b>	<b>-207</b>	<b>-1.39%</b>	<b>4,183</b>	<b>-1,921</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	18,553	<b>1,491</b>	<b>8.74%</b>	13,699	15,051
<b>BPI 4TC</b>	13,259	<b>-213</b>	<b>-1.58%</b>	13,444	19,482
<b>BHSI 6TC</b>	10,477	<b>-175</b>	<b>-1.64%</b>	11,066	19,485

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,622	<b>-23</b>	<b>-1.40%</b>	1,642	2,313
<b>P1A_82</b> (82500mt Transatlantic RV)	18,195	<b>-520</b>	<b>-2.78%</b>	17,073	19,972
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,445	<b>-300</b>	<b>-1.21%</b>	23,916	29,425
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	10,643	<b>-80</b>	<b>-0.75%</b>	11,276	19,658
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8340	<b>-63</b>	<b>-0.75%</b>	8876	15593
<b>P5_82</b> (82500mt S China/HK range Indo RV)	10,922	<b>91</b>	<b>0.84%</b>	10,630	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13691	<b>-87</b>	<b>-0.63%</b>	14712	21361
<b>P8</b> (66000mt Santos to China)	41,073	<b>-0.201</b>	<b>-0.49%</b>	42,652	55,966
<b>BPI82 5TC</b>	14,595	<b>-213</b>	<b>-1.44%</b>	14,780	20,818

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,115	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	20,818	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	22,278	26,770	33,366	12,442	20.61%
<b>Handysize 7TC</b>	21,451	25,702	32,166	12,443	15.09%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	691	<b>-10</b>	<b>-1.43%</b>	724	1,192
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	8,929	<b>-292</b>	<b>-3.17%</b>	10,254	15,011
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,907	<b>-186</b>	<b>-1.68%</b>	12,288	16,890
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	21,361	<b>-472</b>	<b>-2.16%</b>	22,772	29,558
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	14,836	<b>-143</b>	<b>-0.95%</b>	14,975	20,244
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,294	<b>-112</b>	<b>-0.98%</b>	11,493	23,110
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,706	<b>-75</b>	<b>-0.70%</b>	10,802	22,227
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,388	<b>-12</b>	<b>-0.12%</b>	10,371	21,704
<b>BHSI 7TC</b>	12,443	<b>-175</b>	<b>-1.39%</b>	13,032	21,451

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	5,022	3,318	<b>-18</b>	<b>-4,703</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	2,153	2,199	2,055	<b>-1,461</b>	128
<b>Cape5TC / Smx10TC Spread</b>	7,175	5,517	2,037	<b>-6,163</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	9,850	9,937	9,136	8,607	7,607
<b>Cape Atlantic vs Cape Pacific</b>	20,006	19,172	14,035	13,276	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	11,829	12,167	10,419	7,073	6,747
<b>Supra Atlantic vs Supra Pacific</b>	9,066	9,200	7,813	1,118	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.344	1.326	0.999	0.774	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.173	1.198	1.161	0.934	1.005
<b>Smx10TC / Handy7TC Ratio</b>	1.000	0.900	0.976	1.039	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.577	1.589	1.160	0.723	1.245

Source - The Baltic Exchange

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