

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,797	<b>432</b>	<b>18.27%</b>	1,848	1,947
<b>C2</b> (160It Tubarao - Rotterdam)	12,531	<b>0.412</b>	<b>3.40%</b>	10,884	12,617
<b>C3</b> (160mt Tubarao - Qingdao)	23,222	<b>1.028</b>	<b>4.63%</b>	20,076	24,436
<b>C5</b> (160mt W Australia - Qingdao)	9,095	<b>0.91</b>	<b>11.12%</b>	8,442	9,819
<b>C7</b> (150mt Bolivar - Rotterdam)	14,444	<b>0.661</b>	<b>4.80%</b>	12,244	13,037
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	32,167	<b>2.750</b>	<b>9.35%</b>	21,563	18,303
<b>C9_14</b> (180mt Continent/Med trip Far East)	49,125	<b>9.750</b>	<b>24.76%</b>	32,300	35,658
<b>C10_14</b> (180mt Nopac round V)	16,568	<b>4.036</b>	<b>32.21%</b>	12,829	14,150
<b>C14</b> (180mt China - Brazil RV)	18,380	<b>2.132</b>	<b>13.12%</b>	11,746	13,178
<b>C16</b> (180mt Revised backhaul)	2,222	<b>1.055</b>	<b>90.40%</b>	-1,976	2,233
<b>C17</b> (170mt Saldanha Bay to Qingdao)	16,22	<b>0.64</b>	<b>4.11%</b>	14,71	17,96
<b>BCI 5TC</b>	23,197	<b>3,580</b>	<b>18.25%</b>	15,325	16,144

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,103	<b>-28</b>	<b>-2.48%</b>	1,153	2,022
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	18,575	<b>-125</b>	<b>-0.67%</b>	19,656	23,000
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	29,454	<b>-1,403</b>	<b>-4.55%</b>	27,280	28,921
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	7,888	<b>-200</b>	<b>-2.47%</b>	8,731	20,689
<b>S3_58</b> (North China trip to Wes t Africa)	7,858	<b>-75</b>	<b>-0.95%</b>	8,793	24,243
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	24,232	<b>-1,054</b>	<b>-4.17%</b>	22,736	26,848
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	11,589	<b>-240</b>	<b>-2.03%</b>	13,386	17,087
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,465	<b>-286</b>	<b>-1.61%</b>	17,333	24,619
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	8,300	<b>-196</b>	<b>-2.31%</b>	9,233	21,971
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	14,649	<b>-107</b>	<b>-0.73%</b>	14,438	21,915
<b>S10_58</b> (South China trip via Indones ia to s outh China)	7,819	<b>-269</b>	<b>-3.33%</b>	8,955	19,742
<b>BSI 10TC</b>	12,133	<b>-309</b>	<b>-2.48%</b>	12,686	22,237

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,723	<b>127</b>	<b>7.96%</b>	1,436	1,937

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	40,646	<b>6,250</b>	<b>17.06%</b>	26,931	26,980
Cape Pacific (C10, C14)	17,474	<b>3,084</b>	<b>22.66%</b>	12,288	13,664
<b>Cape Atlantic vs. Pacific</b>	<b>23,172</b>	<b>3,166</b>	<b>-5.61%</b>	<b>14,644</b>	<b>13,316</b>
Panamax Atlantic (1a, 2a)	20,942	<b>-378</b>	<b>-1.81%</b>	20,525	24,683
Panamax Pacific (3a, 4)	9,385	<b>-107</b>	<b>-1.16%</b>	10,030	17,592
<b>Panamax Atlantic vs. Pacific</b>	<b>11,558</b>	<b>-271</b>	<b>-0.65%</b>	<b>10,495</b>	<b>7,091</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	16,823	<b>-467</b>	<b>-2.31%</b>	16,853	21,950
Supramax Pacific 3TC (S2,S8,S10)	8,002	<b>-222</b>	<b>-2.70%</b>	8,973	20,801
<b>Supramax Atlantic vs. Pacific</b>	<b>8,821</b>	<b>-245</b>	<b>0.39%</b>	<b>7,881</b>	<b>1,149</b>
Handysize Atlantic 4TC (HS1-HS4)	13,780	<b>-228</b>	<b>-1.63%</b>	14,986	20,399
Handysize Pacific 3TC (HS5,HS6,HS7)	10,746	<b>-50</b>	<b>-0.46%</b>	10,879	22,299
<b>Handysize Atlantic vs. Pacific</b>	<b>3,035</b>	<b>-178</b>	<b>-1.17%</b>	<b>4,107</b>	<b>-1,901</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	22,133	<b>3,580</b>	<b>19.30%</b>	14,261	15,080
<b>BPI 4TC</b>	13,042	<b>-217</b>	<b>-1.64%</b>	13,417	19,456
<b>BHSI 6TC</b>	10,337	<b>-140</b>	<b>-1.34%</b>	11,018	19,447

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,598	<b>-24</b>	<b>-1.48%</b>	1,639	2,310
<b>P1A_82</b> (82500mt Transatlantic RV)	17,825	<b>-370</b>	<b>-2.03%</b>	17,123	19,964
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,059	<b>-386</b>	<b>-1.58%</b>	23,926	29,403
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	10,547	<b>-96</b>	<b>-0.90%</b>	11,228	19,621
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8222	<b>-118</b>	<b>-1.41%</b>	8832	15563
<b>P5_82</b> (82500mt S China/HK range Indo RV)	10,978	<b>56</b>	<b>0.51%</b>	10,653	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13522	<b>-169</b>	<b>-1.23%</b>	14633	21329
<b>P8</b> (66000mt Santos to China)	40,914	<b>-0.159</b>	<b>-0.39%</b>	42,536	55,904
<b>BPI82 5TC</b>	14,378	<b>-217</b>	<b>-1.49%</b>	14,753	20,792

	Avg 2022	Avg 2021	Max 2021	Min 2021	30D Vol 2021
<b>Cape 5TC</b>	16,144	33,333	38,169	2,505	87.71%
<b>Panamax 5TC</b>	20,792	26,898	30,746	10,956	43.79%
<b>Supramax 10TC</b>	22,237	26,770	33,366	12,133	20.61%
<b>Handysize 7TC</b>	21,413	25,702	32,166	12,303	15.09%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	683	<b>-8</b>	<b>-1.16%</b>	721	1,190
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	8,757	<b>-172</b>	<b>-1.93%</b>	10,154	14,985
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,757	<b>-150</b>	<b>-1.38%</b>	12,186	16,865
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	21,000	<b>-361</b>	<b>-1.69%</b>	22,653	29,523
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	14,607	<b>-229</b>	<b>-1.54%</b>	14,951	20,221
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,206	<b>-88</b>	<b>-0.78%</b>	11,474	23,062
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,681	<b>-25</b>	<b>-0.23%</b>	10,794	22,180
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	10,350	<b>-38</b>	<b>-0.37%</b>	10,370	21,657
<b>BHSI 7TC</b>	12,303	<b>-140</b>	<b>-1.13%</b>	12,984	21,413

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2019
<b>Cape5TC / Pmx5TC Spread</b>	8,819	5,022	572	<b>-4,647</b>	6,435
<b>Pmx5TC / Smx10TC Spread</b>	2,245	2,153	2,068	<b>-1,445</b>	128
<b>Cape5TC / Smx10TC Spread</b>	11,064	7,175	2,639	<b>-6,093</b>	6,563
<b>Pmx 2A / Pmx 5TC Spread</b>	9,681	9,850	9,172	8,612	7,607
<b>Cape Atlantic vs Cape Pacific</b>	23,172	20,006	14,644	13,316	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	11,558	11,829	10,495	7,091	6,747
<b>Supra Atlantic vs Supra Pacific</b>	8,821	9,066	7,881	1,149	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.613	1.326	1.039	0.776	1.239
<b>Pmx5TC / Smx10TC Ratio</b>	1.185	1.198	1.163	0.935	1.005
<b>Smx10TC / Handy7TC Ratio</b>	0.986	0.900	0.977	1.038	1.042
<b>Cape5TC / Smx10TC Ratio</b>	1.912	1.589	1.208	0.726	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