

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,596	<b>84</b>	<b>5.56%</b>	1,553	1,553
<b>C2</b> (160It Tubarao - Rotterdam)	10,125	<b>0.075</b>	<b>0.75%</b>	10,331	10,331
<b>C3</b> (160mt Tubarao - Qingdao)	18,906	<b>0.562</b>	<b>3.06%</b>	18,642	18,642
<b>C5</b> (160mt W Australia - Qingdao)	7,400	<b>0.26</b>	<b>3.64%</b>	7,269	7,269
<b>C7</b> (150mt Bolivar - Rotterdam)	11,611	<b>0.122</b>	<b>1.06%</b>	11,617	11,617
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	18,472	<b>472</b>	<b>2.62%</b>	18,228	18,228
<b>C9_14</b> (180mt Continent/Med trip Far East)	31,813	<b>500</b>	<b>1.60%</b>	31,425	31,425
<b>C10_14</b> (180mt Nopac round V)	8,586	<b>1,100</b>	<b>14.69%</b>	8,066	8,066
<b>C14</b> (180mt China - Brazil RV)	10,735	<b>965</b>	<b>9.88%</b>	9,954	9,954
<b>C16</b> (180mt Revised backhaul)	-1,500	<b>-17</b>	<b>1.15%</b>	-899	-899
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14.07	<b>0.278</b>	<b>2.02%</b>	13.76	13.76
<b>BCI 5TC</b>	13,237	<b>694</b>	<b>5.53%</b>	12,878	12,878

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	825	<b>-14</b>	<b>-1.67%</b>	883	883
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	16,267	<b>-133</b>	<b>-0.81%</b>	17,038	17,038
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	20,711	<b>-393</b>	<b>-1.86%</b>	22,363	22,363
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	5,714	<b>-17</b>	<b>-0.30%</b>	6,066	6,066
<b>S3_58</b> (North China trip to Wes t Africa)	6,083	<b>-84</b>	<b>-1.36%</b>	6,558	6,558
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	16,661	<b>-521</b>	<b>-3.03%</b>	18,119	18,119
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	9,550	<b>-189</b>	<b>-1.94%</b>	10,076	10,076
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	14,788	<b>-380</b>	<b>-2.51%</b>	15,480	15,480
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	5,936	<b>-46</b>	<b>-0.77%</b>	6,316	6,316
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	11,767	<b>-351</b>	<b>-2.90%</b>	12,586	12,586
<b>S10_58</b> (South China trip via Indones ia to s outh China)	4,521	<b>-76</b>	<b>-1.65%</b>	5,160	5,160
<b>BSI 10TC</b>	9,073	<b>-160</b>	<b>-1.73%</b>	9,715	9,715

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,139	<b>9</b>	<b>0.80%</b>	1,168	1,168

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	25,143	<b>486</b>	<b>2.11%</b>	24,827	24,827
Cape Pacific (C10, C14)	9,661	<b>1,033</b>	<b>12.29%</b>	9,010	9,010
<b>Cape Atlantic vs. Pacific</b>	<b>15,482</b>	<b>-547</b>	<b>-10.18%</b>	<b>15,816</b>	<b>15,816</b>
Panamax Atlantic (1a, 2a)	16,653	<b>-520</b>	<b>-3.49%</b>	17,633	17,633
Panamax Pacific (3a, 4)	6,929	<b>-518</b>	<b>-7.39%</b>	7,783	7,783
<b>Panamax Atlantic vs. Pacific</b>	<b>9,724</b>	<b>-2</b>	<b>3.90%</b>	<b>9,850</b>	<b>9,850</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	12,659	<b>-354</b>	<b>-2.62%</b>	13,594	13,594
Supramax Pacific 3TC (S2,S8,S10)	5,390	<b>-46</b>	<b>-0.91%</b>	5,847	5,847
<b>Supramax Atlantic vs. Pacific</b>	<b>7,269</b>	<b>-307</b>	<b>-1.72%</b>	<b>7,746</b>	<b>7,746</b>
Handysize Atlantic 4TC (HS1-HS4)	10,359	<b>-270</b>	<b>-2.73%</b>	11,085	11,085
Handysize Pacific 3TC (HS5,HS6,HS7)	9,031	<b>-92</b>	<b>-1.00%</b>	9,484	9,484
<b>Handysize Atlantic vs. Pacific</b>	<b>1,328</b>	<b>-178</b>	<b>-1.73%</b>	<b>1,601</b>	<b>1,601</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	12,173	<b>694</b>	<b>6.05%</b>	11,814	11,814
<b>BPI 4TC</b>	9,916	<b>-441</b>	<b>-4.26%</b>	10,719	10,719
<b>BHSI 6TC</b>	7,782	<b>-183</b>	<b>-2.30%</b>	8,359	8,359

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,250	<b>-49</b>	<b>-3.77%</b>	1,339	1,339
<b>P1A_82</b> (82500mt Transatlantic RV)	12,720	<b>-760</b>	<b>-5.64%</b>	13,995	13,995
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	20,586	<b>-279</b>	<b>-1.34%</b>	21,270	21,270
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	8,045	<b>-330</b>	<b>-3.94%</b>	8,785	8,785
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	5813	<b>-706</b>	<b>-10.83%</b>	6781	6781
<b>P5_82</b> (82500mt S China/HK range Indo RV)	6,941	<b>-553</b>	<b>-7.38%</b>	8,158	8,158
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	11402	<b>-233</b>	<b>-2.00%</b>	11849	11849
<b>P8</b> (66000mt Santos to China)	36,867	<b>-0.197</b>	<b>-0.53%</b>	37,449	37,449
<b>BPI82 5TC</b>	11,252	<b>-441</b>	<b>-3.77%</b>	12,055	12,055

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,878	16,177	13,561	12,473	147.69%
<b>Panamax 5TC</b>	12,055	19,400	12,944	11,252	46.97%
<b>Supramax 10TC</b>	9,715	22,152	10,646	9,073	23.12%
<b>Handysize 7TC</b>	10,325	21,337	11,051	9,748	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	542	<b>-10</b>	<b>-1.81%</b>	574	574
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,214	<b>-293</b>	<b>-3.90%</b>	7,774	7,774
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	8,579	<b>-307</b>	<b>-3.45%</b>	9,281	9,281
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	13,794	<b>-328</b>	<b>-2.32%</b>	14,839	14,839
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,850	<b>-150</b>	<b>-1.25%</b>	12,447	12,447
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	9,436	<b>-133</b>	<b>-1.39%</b>	9,811	9,811
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,157	<b>-68</b>	<b>-0.74%</b>	9,565	9,565
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	8,500	<b>-75</b>	<b>-0.87%</b>	9,077	9,077
<b>BHSI 7TC</b>	9,748	<b>-183</b>	<b>-1.84%</b>	10,325	10,325

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	1,985	850	823	823	<b>-3,223</b>
<b>Pmx5TC / Smx10TC Spread</b>	2,179	2,460	2,340	2,340	<b>-2,752</b>
<b>Cape5TC / Smx10TC Spread</b>	4,164	3,310	3,163	3,163	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	9,334	9,172	9,215	9,215	7,607
<b>Cape Atlantic vs Cape Pacific</b>	15,482	16,029	15,816	15,816	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	9,724	9,726	9,850	9,850	6,747
<b>Supra Atlantic vs Supra Pacific</b>	7,269	7,576	7,746	7,746	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.176	1.326	1.068	1.068	0.834
<b>Pmx5TC / Smx10TC Ratio</b>	1.240	1.198	1.241	1.241	0.876
<b>Smx10TC / Handy7TC Ratio</b>	0.931	0.900	0.941	0.941	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.459	1.589	1.326	1.326	0.730

Source - The Baltic Exchange

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