

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,349	-121	-8.23%	1,515	1,515
<b>C2</b> (160It Tubarao - Rotterdam)	9,269	-0,562	-5.72%	10,088	10,088
<b>C3</b> (160mt Tubarao - Qingdao)	17,789	-0,239	-1.33%	18,451	18,451
<b>C5</b> (160mt W Australia - Qingdao)	7,100	0.11	1.57%	7,193	7,193
<b>C7</b> (150mt Bolivar - Rotterdam)	10,889	-0,383	-3.40%	11,470	11,470
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	15,667	-1,655	-9.55%	17,799	17,799
<b>C9_14</b> (180mt Continent/Med trip Far East)	30,625	-1,188	-3.73%	31,391	31,391
<b>C10_14</b> (180mt Nopac round V)	7,336	245	3.46%	7,803	7,803
<b>C14</b> (180mt China - Brazil RV)	8,460	-690	-7.54%	9,690	9,690
<b>C16</b> (180mt Revised backhaul)	-4,044	-2,611	182.21%	-1,469	-1,469
<b>C17</b> (170mt Saldanha Bay to Qingdao)	13,19	-0,339	-2.50%	13,67	13,67
<b>BCI 5TC</b>	11,188	-1,000	-8.20%	12,563	12,563

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	715	-47	-6.17%	837	837
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	14,997	-607	-3.89%	16,477	16,477
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	17,693	-1,314	-6.91%	21,027	21,027
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	5,288	-181	-3.31%	5,847	5,847
<b>S3_58</b> (North China trip to Wes t Africa)	5,625	-292	-4.93%	6,297	6,297
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	12,464	-2,057	-14.17%	16,671	16,671
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	8,507	-372	-4.19%	9,622	9,622
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	13,104	-536	-3.93%	14,821	14,821
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	5,186	-264	-4.84%	6,008	6,008
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	9,582	-808	-7.78%	11,788	11,788
<b>S10_58</b> (South China trip via Indones ia to s outh China)	3,959	-232	-5.54%	4,798	4,798
<b>BSI 10TC</b>	7,869	-518	-6.18%	9,208	9,208

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	976	-67	-6.42%	1,120	1,120

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	23,146	-1,422	-6.64%	24,595	24,595
Cape Pacific (C10, C14)	7,898	-223	-2.04%	8,746	8,746
<b>Cape Atlantic vs. Pacific</b>	<b>15,248</b>	<b>-1,199</b>	<b>-4.60%</b>	<b>15,849</b>	<b>15,849</b>
Panamax Atlantic (1a, 2a)	14,418	-630	-4.83%	16,686	16,686
Panamax Pacific (3a, 4)	5,634	-365	-6.41%	7,129	7,129
<b>Panamax Atlantic vs. Pacific</b>	<b>8,784</b>	<b>-265</b>	<b>1.58%</b>	<b>9,558</b>	<b>9,558</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	10,184	-1,079	-8.71%	12,694	12,694
Supramax Pacific 3TC (S2,S8,S10)	4,811	-226	-4.56%	5,551	5,551
<b>Supramax Atlantic vs. Pacific</b>	<b>5,373</b>	<b>-853</b>	<b>-4.15%</b>	<b>7,143</b>	<b>7,143</b>
Handysize Atlantic 4TC (HS1-HS4)	9,713	-186	-1.85%	10,646	10,646
Handysize Pacific 3TC (HS5,HS6,HS7)	8,506	-267	-3.04%	9,212	9,212
<b>Handysize Atlantic vs. Pacific</b>	<b>1,206</b>	<b>81</b>	<b>1.19%</b>	<b>1,434</b>	<b>1,434</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	10,124	-1,000	-8.99%	11,499	11,499
<b>PBI 4TC</b>	8,421	-380	-4.32%	10,023	10,023
<b>BHSI 6TC</b>	7,187	-227	-3.06%	8,005	8,005

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,084	-42	-3.73%	1,262	1,262
<b>P1A_82</b> (82500mt Transatlantic RV)	9,885	-750	-7.05%	12,777	12,777
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	18,950	-509	-2.62%	20,596	20,596
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	6,993	-363	-4.93%	8,246	8,246
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4275	-366	-7.89%	6011	6011
<b>P5_82</b> (82500mt S China/HK range Indo RV)	5,392	-764	-12.41%	7,360	7,360
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	10716	-48	-0.45%	11476	11476
<b>P8</b> (66000mt Santos to China)	35,771	-0,26	-0.72%	36,930	36,930
<b>BPI82 5TC</b>	9,757	-380	-3.75%	11,359	11,359

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,563	16,177	13,561	11,188	147.69%
<b>Panamax 5TC</b>	11,359	20,736	12,944	9,757	46.97%
<b>Supramax 10TC</b>	9,208	22,152	10,646	7,869	23.12%
<b>Handysize 7TC</b>	9,971	21,337	11,051	9,153	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	508	-13	-2.50%	554	554
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,479	-71	-1.08%	7,338	7,338
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,857	-214	-2.65%	8,834	8,834
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	13,028	-250	-1.88%	14,253	14,253
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,486	-207	-1.77%	12,159	12,159
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	8,800	-225	-2.49%	9,528	9,528
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	8,644	-319	-3.56%	9,319	9,319
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	8,075	-256	-3.07%	8,789	8,789
<b>BHSI 7TC</b>	9,153	-227	-2.42%	9,971	9,971

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	1,431	2,051	1,204	1,204	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	1,888	1,750	2,152	2,152	-1,416
<b>Cape5TC / Smx10TC Spread</b>	3,319	3,801	3,356	3,356	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	9,193	9,322	9,236	9,236	7,607
<b>Cape Atlantic vs Cape Pacific</b>	15,248	16,447	15,849	15,849	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,784	9,049	9,558	9,558	6,747
<b>Supra Atlantic vs Supra Pacific</b>	5,373	6,227	7,143	7,143	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.147	1.326	1.106	1.106	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.240	1.198	1.234	1.234	0.936
<b>Smx10TC / Handy7TC Ratio</b>	0.860	0.900	0.923	0.923	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.422	1.589	1.364	1.364	0.730

Source - The Baltic Exchange

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