

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,240	-71	-5.42%	1,452	1,452
<b>C2</b> (160t Tubarao - Rotterdam)	8,806	-0.082	-0.92%	9,759	9,759
<b>C3</b> (160mt Tubarao - Qingdao)	17,928	0.1	0.56%	18,280	18,280
<b>C5</b> (160mt W Australia - Qingdao)	7,190	-0.29	-3.88%	7,218	7,218
<b>C7</b> (150mt Bolivar - Rotterdam)	10,633	-0.128	-1.19%	11,262	11,262
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	14,083	-584	-3.98%	16,910	16,910
<b>C9_14</b> (180mt Continent/Med trip Far East)	29,844	-312	-1.03%	31,037	31,037
<b>C10_14</b> (180mt Nopac round V)	7,273	-1,091	-13.04%	7,777	7,777
<b>C14</b> (180mt China - Brazil RV)	7,690	-280	-3.51%	9,208	9,208
<b>C16</b> (180mt Revised backhaul)	-5,639	-472	9.13%	-2,508	-2,508
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,61	-0.03	-0.24%	13,39	13,39
<b>BCI 5TC</b>	10,287	-587	-5.40%	12,040	12,040

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	661	-12	-1.78%	792	792
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	14,246	-112	-0.78%	15,904	15,904
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	15,325	-893	-5.51%	19,670	19,670
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	5,025	31	0.62%	5,623	5,623
<b>S3_58</b> (North China trip to Wes t Africa)	5,150	-58	-1.11%	6,014	6,014
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	11,107	-461	-3.99%	15,268	15,268
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	8,104	-75	-0.92%	9,230	9,230
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	12,098	-406	-3.25%	14,170	14,170
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	4,971	0	0.00%	5,726	5,726
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	8,428	-301	-3.45%	10,953	10,953
<b>S10_58</b> (South China trip via Indones ia to s outh China)	3,913	54	1.40%	4,546	4,546
<b>BSI 10TC</b>	7,273	-133	-1.80%	8,717	8,717

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	921	-25	-2.64%	1,070	1,070

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	21,964	-448	-2.51%	23,973	23,973
Cape Pacific (C10, C14)	7,482	-686	-8.28%	8,492	8,492
<b>Cape Atlantic vs. Pacific</b>	<b>14,482</b>	<b>238</b>	<b>5.77%</b>	<b>15,481</b>	<b>15,481</b>
Panamax Atlantic (1a, 2a)	13,458	-254	-2.30%	15,876	15,876
Panamax Pacific (3a, 4)	5,464	100	1.38%	6,660	6,660
<b>Panamax Atlantic vs. Pacific</b>	<b>7,994</b>	<b>-354</b>	<b>-3.68%</b>	<b>9,215</b>	<b>9,215</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	9,213	-279	-2.78%	11,817	11,817
Supramax Pacific 3TC (S2,S8,S10)	4,636	28	0.67%	5,298	5,298
<b>Supramax Atlantic vs. Pacific</b>	<b>4,577</b>	<b>-307</b>	<b>-3.46%</b>	<b>6,518</b>	<b>6,518</b>
Handysize Atlantic 4TC (HS1-HS4)	9,244	-120	-1.14%	10,301	10,301
Handysize Pacific 3TC (HS5,HS6,HS7)	7,498	-629	-7.82%	8,882	8,882
<b>Handysize Atlantic vs. Pacific</b>	<b>1,746</b>	<b>509</b>	<b>6.68%</b>	<b>1,419</b>	<b>1,419</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	9,223	-587	-5.98%	10,976	10,976
<b>PBI 4TC</b>	8,363	63	0.76%	9,557	9,557
<b>BHSI 6TC</b>	6,466	-350	-5.13%	7,669	7,669

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,078	7	0.65%	1,210	1,210
<b>P1A_82</b> (82500mt Transatlantic RV)	8,810	-335	-3.66%	11,780	11,780
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	18,105	-172	-0.94%	19,972	19,972
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	6,931	223	3.32%	7,852	7,852
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	3996	-23	-0.57%	5469	5469
<b>P5_82</b> (82500mt S China/HK range Indo RV)	4,764	28	0.59%	6,668	6,668
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	11845	368	3.21%	11471	11471
<b>P8</b> (66000mt Santos to China)	36,607	0.437	1.21%	36,746	36,746
<b>BPI82 5TC</b>	9,699	63	0.65%	10,893	10,893

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,040	16,177	13,561	10,287	147.69%
<b>Panamax 5TC</b>	10,893	20,736	12,944	9,618	46.97%
<b>Supramax 10TC</b>	8,717	22,152	10,646	7,273	23.12%
<b>Handysize 7TC</b>	9,635	21,337	11,051	8,432	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	468	-20	-4.10%	535	535
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,250	-29	-0.46%	7,052	7,052
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,436	-78	-1.04%	8,478	8,478
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	12,117	-316	-2.54%	13,762	13,762
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,171	-58	-0.52%	11,911	11,911
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	7,931	-413	-4.95%	9,195	9,195
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,675	-606	-7.32%	9,001	9,001
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,888	-868	-11.19%	8,449	8,449
<b>BHSI 7TC</b>	8,432	-350	-3.99%	9,635	9,635

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	588	1,238	1,146	1,146	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	2,426	2,230	2,177	2,177	-1,416
<b>Cape5TC / Smx10TC Spread</b>	3,014	3,468	3,323	3,323	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	8,406	8,641	9,079	9,079	7,607
<b>Cape Atlantic vs Cape Pacific</b>	14,482	14,245	15,481	15,481	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,994	8,348	9,215	9,215	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,577	4,884	6,518	6,518	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.061	1.326	1.105	1.105	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.334	1.198	1.250	1.250	0.936
<b>Smx10TC / Handy7TC Ratio</b>	0.863	0.900	0.905	0.905	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.414	1.589	1.381	1.381	0.730

Source - The Baltic Exchange

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