

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	735	-52	-6.61%	1,299	1,299
<b>C2</b> (160t Tubarao - Rotterdam)	8,100	-0.088	-1.07%	9,372	9,372
<b>C3</b> (160mt Tubarao - Qingdao)	16,838	-0.134	-0.79%	17,997	17,997
<b>C5</b> (160mt W Australia - Qingdao)	6,645	-0.005	-0.08%	7,086	7,086
<b>C7</b> (150mt Bolivar - Rotterdam)	9,383	-0.145	-1.52%	10,864	10,864
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	8,472	-611	-6.73%	15,130	15,130
<b>C9_14</b> (180mt Continent/Med trip Far East)	22,344	-687	-2.98%	29,344	29,344
<b>C10_14</b> (180mt Nopac round V)	4,170	-144	-3.34%	6,961	6,961
<b>C14</b> (180mt China - Brazil RV)	4,472	-413	-8.45%	8,207	8,207
<b>C16</b> (180mt Revised backhaul)	-7,822	-461	6.26%	-3,729	-3,729
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,15	-0.078	-0.64%	13,11	13,11
<b>BCI 5TC</b>	6,094	-435	-6.66%	10,776	10,776

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	645	-7	-1.07%	755	755
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	13,950	42	0.30%	15,382	15,382
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	13,979	-146	-1.03%	18,264	18,264
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	5,181	-38	-0.73%	5,498	5,498
<b>S3_58</b> (North China trip to Wes t Africa)	5,325	0	0.00%	5,819	5,819
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	9,293	-107	-1.14%	13,801	13,801
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	7,721	-133	-1.69%	8,872	8,872
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	10,798	-253	-2.29%	13,382	13,382
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	5,636	43	0.77%	5,658	5,658
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	7,050	-568	-7.46%	10,061	10,061
<b>S10_58</b> (South China trip via Indones ia to s outh China)	4,822	31	0.65%	4,557	4,557
<b>BSI 10TC</b>	7,097	-80	-1.11%	8,305	8,305

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	740	-23	-3.01%	996	996

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	15,408	-649	-4.85%	22,237	22,237
Cape Pacific (C10, C14)	4,321	-279	-5.90%	7,584	7,584
<b>Cape Atlantic vs. Pacific</b>	<b>11,087</b>	<b>-371</b>	<b>1.04%</b>	<b>14,652</b>	<b>14,652</b>
Panamax Atlantic (1a, 2a)	12,987	-168	-1.42%	15,157	15,157
Panamax Pacific (3a, 4)	5,765	-2	-0.08%	6,402	6,402
<b>Panamax Atlantic vs. Pacific</b>	<b>7,222</b>	<b>-166</b>	<b>-1.35%</b>	<b>8,755</b>	<b>8,755</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	8,021	-269	-3.43%	10,912	10,912
Supramax Pacific 3TC (S2,S8,S10)	5,213	12	0.23%	5,238	5,238
<b>Supramax Atlantic vs. Pacific</b>	<b>2,808</b>	<b>-281</b>	<b>-3.66%</b>	<b>5,674</b>	<b>5,674</b>
Handysize Atlantic 4TC (HS1-HS4)	8,569	-144	-1.37%	9,903	9,903
Handysize Pacific 3TC (HS5,HS6,HS7)	6,917	-83	-1.21%	8,404	8,404
<b>Handysize Atlantic vs. Pacific</b>	<b>1,652</b>	<b>-60</b>	<b>-0.16%</b>	<b>1,498</b>	<b>1,498</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	5,030	-435	-7.96%	9,712	9,712
<b>B4TC</b>	8,092	-116	-1.41%	9,205	9,205
<b>BHSI 6TC</b>	5,853	-112	-1.88%	7,238	7,238

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,048	-12	-1.13%	1,171	1,171
<b>P1A_82</b> (82500mt Transatlantic RV)	7,915	-145	-1.80%	10,816	10,816
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	18,059	-191	-1.05%	19,498	19,498
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	7,455	5	0.07%	7,712	7,712
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4075	-9	-0.22%	5092	5092
<b>P5_82</b> (82500mt S China/HK range Indo RV)	#N/A	#N/A	#N/A	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	11241	-204	-1.78%	11499	11499
<b>P8</b> (66000mt Santos to China)	36,764	0.003	0.01%	36,751	36,751
<b>BPI82 5TC</b>	9,428	-116	-1.22%	10,541	10,541

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	10,776	16,177	13,561	6,094	147.69%
<b>Panamax 5TC</b>	10,541	20,736	12,944	9,428	46.97%
<b>Supramax 10TC</b>	8,305	22,152	10,646	7,097	23.12%
<b>Handysize 7TC</b>	9,204	21,337	11,051	7,819	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	434	-7	-1.59%	511	511
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,000	0	0.00%	6,781	6,781
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,179	-35	-0.49%	8,148	8,148
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	10,861	-239	-2.15%	13,113	13,113
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	10,236	-300	-2.85%	11,568	11,568
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	7,581	-75	-0.98%	8,802	8,802
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,013	-81	-1.14%	8,515	8,515
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,156	-94	-1.50%	7,897	7,897
<b>BHSI 7TC</b>	7,819	-112	-1.41%	9,204	9,204

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	-3,334	-3,015	236	236	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	2,331	2,367	2,236	2,236	-1,416
<b>Cape5TC / Smx10TC Spread</b>	-1,003	-648	2,471	2,471	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	8,631	8,706	8,957	8,957	7,607
<b>Cape Atlantic vs Cape Pacific</b>	11,087	11,458	14,652	14,652	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,222	7,388	8,755	8,755	6,747
<b>Supra Atlantic vs Supra Pacific</b>	2,808	3,090	5,674	5,674	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.646	1.326	1.022	1.022	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.328	1.198	1.269	1.269	0.936
<b>Smx10TC / Handy7TC Ratio</b>	0.908	0.900	0.902	0.902	1.038
<b>Cape5TC / Smx10TC Ratio</b>	0.859	1.589	1.298	1.298	0.730

Source - The Baltic Exchange

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