

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BCI Index | 533 | -1 | -0.19% | 1,121 | 1,121 |
| C2 (160t Tubarao - Rotterdam) | 7,881 | 0.05 | 0.64% | 9,009 | 9,009 |
| C3 (160mt Tubarao - Qingdao) | 16,811 | -0.072 | -0.43% | 17,691 | 17,691 |
| C5 (160mt W Australia - Qingdao) | 6,365 | 0.065 | 1.03% | 6,916 | 6,916 |
| C7 (150mt Bolivar - Rotterdam) | 8,522 | -0.045 | -0.53% | 10,358 | 10,358 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 5,767 | -16 | -0.28% | 12,996 | 12,996 |
| C9_14 (180mt Continent/Med trip Far East) | 20,125 | 281 | 1.42% | 27,131 | 27,131 |
| C10_14 (180mt Nopac round V) | 2,545 | -105 | -3.96% | 5,983 | 5,983 |
| C14 (180mt China - Brazil RV) | 3,525 | -175 | -4.73% | 7,093 | 7,093 |
| C16 (180mt Revised backhaul) | -8,456 | 194 | -2.24% | -4,890 | -4,890 |
| C17 (170mt Saldanha Bay to Qingdao) | 11.89 | -0.039 | -0.33% | 12.82 | 12.82 |
| BCI 5TC | 4,418 | -15 | -0.34% | 9,298 | 9,298 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 658 | 8 | 1.23% | 729 | 729 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 14,075 | -200 | -1.40% | 15,081 | 15,081 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 13,593 | -146 | -1.06% | 17,137 | 17,137 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 6,069 | 188 | 3.20% | 5,560 | 5,560 |
| S3_58 (North China trip to Wes t Africa) | 5,608 | 250 | 4.67% | 5,711 | 5,711 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 8,571 | 0 | 0.00% | 12,555 | 12,555 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 7,282 | -168 | -2.26% | 8,533 | 8,533 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 10,141 | -61 | -0.60% | 12,615 | 12,615 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 6,236 | 297 | 5.00% | 5,715 | 5,715 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 6,035 | -229 | -3.66% | 9,156 | 9,156 |
| S10_58 (South China trip via Indones ia to s outh China) | 5,375 | 269 | 5.27% | 4,675 | 4,675 |
| BSI 10TC | 7,242 | 92 | 1.29% | 8,017 | 8,017 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-----|-----|
| BDI Index | 680 | 4 | 0.59% | 920 | 920 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|--------------|-------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 12,946 | 133 | 0.57% | 20,063 | 20,063 |
| Cape Pacific (C10, C14) | 3,035 | -140 | -4.35% | 6,538 | 6,538 |
| Cape Atlantic vs. Pacific | 9,911 | 273 | 4.92% | 13,525 | 13,525 |
| Panamax Atlantic (1a, 2a) | 12,952 | 38 | 0.34% | 14,583 | 14,583 |
| Panamax Pacific (3a, 4) | 6,114 | 126 | 1.84% | 6,279 | 6,279 |
| Panamax Atlantic vs. Pacific | 6,838 | -88 | -1.50% | 8,303 | 8,303 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 7,296 | -132 | -1.97% | 10,081 | 10,081 |
| Supramax Pacific 3TC (S2,S8,S10) | 5,893 | 251 | 4.49% | 5,317 | 5,317 |
| Supramax Atlantic vs. Pacific | 1,403 | -384 | -6.46% | 4,764 | 4,764 |
| Handysize Atlantic 4TC (HS1-HS4) | 8,371 | -3 | 0.00% | 9,532 | 9,532 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 7,036 | 36 | 0.50% | 8,049 | 8,049 |
| Handysize Atlantic vs. Pacific | 1,335 | -38 | -0.50% | 1,483 | 1,483 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|-------|--------|--------|-------|-------|
| BCI 4TC | 3,354 | -15 | -0.45% | 8,234 | 8,234 |
| BPI 4TC | 8,207 | 56 | 0.69% | 8,923 | 8,923 |
| BHSI 6TC | 5,815 | 18 | 0.31% | 6,882 | 6,882 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,060 | 6 | 0.57% | 1,140 | 1,140 |
| P1A_82 (82500mt Transatlantic RV) | 7,735 | 35 | 0.45% | 10,041 | 10,041 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 18,168 | 41 | 0.23% | 19,125 | 19,125 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 8,049 | 212 | 2.71% | 7,711 | 7,711 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 4178 | 40 | 0.97% | 4848 | 4848 |
| P5_82 (82500mt S China/HK range Indo RV) | 7,022 | 353 | 5.29% | #N/A | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 11209 | -46 | -0.41% | 11413 | 11413 |
| P8 (66000mt Santos to China) | 37,243 | 0.06 | 0.16% | 36,821 | 36,821 |
| BPI82 5TC | 9,543 | 56 | 0.59% | 10,259 | 10,259 |

| | Avg 2023 | Avg 2022 | Max 2023 | Min 2023 | 30D Vol 2022 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 9,298 | 16,177 | 13,561 | 4,418 | 147.69% |
| Panamax 5TC | 10,259 | 20,736 | 12,944 | 9,313 | 46.97% |
| Supramax 10TC | 8,017 | 22,152 | 10,646 | 7,097 | 23.12% |
| Handysize 7TC | 8,848 | 21,337 | 11,051 | 7,763 | 17.30% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 432 | 1 | 0.23% | 492 | 492 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 5,971 | 7 | 0.12% | 6,577 | 6,577 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 7,314 | 14 | 0.19% | 7,929 | 7,929 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 10,411 | -17 | -0.16% | 12,465 | 12,465 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 9,786 | -14 | -0.14% | 11,159 | 11,159 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 7,763 | 57 | 0.74% | 8,520 | 8,520 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 7,088 | 25 | 0.35% | 8,151 | 8,151 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 6,256 | 25 | 0.40% | 7,476 | 7,476 |
| BHSI 7TC | 7,781 | 18 | 0.23% | 8,848 | 8,848 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|--------|-----------|--------|--------|--------|
| Cape5TC / Pmx5TC Spread | -5,125 | -5,054 | -961 | -961 | -4,559 |
| Pmx5TC / Smx10TC Spread | 2,301 | 2,337 | 2,242 | 2,242 | -1,416 |
| Cape5TC / Smx10TC Spread | -2,824 | -2,717 | 1,282 | 1,282 | -5,975 |
| Pmx 2A / Pmx 5TC Spread | 8,625 | 8,640 | 8,866 | 8,866 | 7,607 |
| Cape Atlantic vs Cape Pacific | 9,911 | 9,639 | 13,525 | 13,525 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 6,838 | 6,926 | 8,303 | 8,303 | 6,747 |
| Supra Atlantic vs Supra Pacific | 1,403 | 1,786 | 4,764 | 4,764 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 0.463 | 1.326 | 0.906 | 0.906 | 0.780 |
| Pmx5TC / Smx10TC Ratio | 1.318 | 1.198 | 1.280 | 1.280 | 0.936 |
| Smx10TC / Handy7TC Ratio | 0.931 | 0.900 | 0.906 | 0.906 | 1.038 |
| Cape5TC / Smx10TC Ratio | 0.610 | 1.589 | 1.160 | 1.160 | 0.730 |

Source - The Baltic Exchange

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