

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	445	-54	-10.82%	472	1,039
<b>C2</b> (160t Tubarao - Rotterdam)	7,094	-0.275	-3.73%	7,232	8,803
<b>C3</b> (160mt Tubarao - Qingdao)	16,193	-0.429	-2.58%	16,408	17,539
<b>C5</b> (160mt W Australia - Qingdao)	6,390	0.06	0.95%	6,360	6,843
<b>C7</b> (150mt Bolivar - Rotterdam)	8,344	-0.089	-1.06%	8,389	10,107
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	5,194	-489	-8.60%	5,439	12,028
<b>C9_14</b> (180mt Continent/Med trip Far East)	19,281	-594	-2.99%	19,578	26,175
<b>C10_14</b> (180mt Nopac round V)	2,668	218	8.90%	2,559	5,529
<b>C14</b> (180mt China - Brazil RV)	2,940	-480	-14.04%	3,180	6,596
<b>C16</b> (180mt Revised backhaul)	-11,378	-1,489	15.06%	-10,634	-5,544
<b>C17</b> (170mt Saldanha Bay to Qingdao)	11,59	-0.15	-1.28%	11.67	12.68
<b>BCI 5TC</b>	3,688	-449	-10.85%	3,913	8,617

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	684	4	0.59%	682	722
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	13,775	-67	-0.48%	13,809	14,923
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	12,732	-218	-1.68%	12,841	16,605
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	6,925	225	3.36%	6,813	5,701
<b>S3_58</b> (North China trip to Wes t Africa)	6,333	233	3.82%	6,217	5,759
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	7,904	-310	-3.77%	8,059	11,989
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	7,107	-64	-0.89%	7,139	8,354
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	10,062	-104	-1.02%	10,114	12,292
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	6,818	100	1.49%	6,768	5,842
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	5,860	-125	-2.09%	5,923	8,737
<b>S10_58</b> (South China trip via Indones ia to s outh China)	5,997	109	1.85%	5,943	4,830
<b>BSI 10TC</b>	7,529	48	0.64%	7,505	7,944

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	640	-28	-4.19%	654	887

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	12,238	-542	-5.80%	12,508	19,102
Cape Pacific (C10, C14)	2,804	-131	-2.57%	2,870	6,063
<b>Cape Atlantic vs. Pacific</b>	<b>9,434</b>	<b>-411</b>	<b>-3.23%</b>	<b>9,639</b>	<b>13,039</b>
Panamax Atlantic (1a, 2a)	11,881	-590	-5.84%	12,175	14,297
Panamax Pacific (3a, 4)	6,495	53	0.23%	6,468	6,295
<b>Panamax Atlantic vs. Pacific</b>	<b>5,386</b>	<b>-643</b>	<b>-6.07%</b>	<b>5,707</b>	<b>8,002</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	6,957	-166	-2.25%	7,040	9,693
Supramax Pacific 3TC (S2,S8,S10)	6,580	145	2.23%	6,508	5,457
<b>Supramax Atlantic vs. Pacific</b>	<b>377</b>	<b>-311</b>	<b>-4.48%</b>	<b>533</b>	<b>4,236</b>
Handysize Atlantic 4TC (HS1-HS4)	8,300	-46	-0.44%	8,323	9,376
Handysize Pacific 3TC (HS5,HS6,HS7)	7,240	88	1.25%	7,196	7,932
<b>Handysize Atlantic vs. Pacific</b>	<b>1,060</b>	<b>-133</b>	<b>-1.69%</b>	<b>1,126</b>	<b>1,444</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	2,624	-449	-14.61%	2,849	7,553
<b>BPI 4TC</b>	7,558	-368	-4.64%	7,742	8,786
<b>BHSI 6TC</b>	5,889	18	0.31%	5,880	6,749

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	988	-41	-3.98%	1,009	1,125
<b>P1A_82</b> (82500mt Transatlantic RV)	6,625	-615	-8.49%	6,933	9,664
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	17,136	-564	-3.19%	17,418	18,929
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	8,775	172	2.00%	8,689	7,821
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4214	-66	-1.54%	4247	4768
<b>P5_82</b> (82500mt S China/HK range Indo RV)	6,869	-164	-2.33%	6,951	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	9695	-650	-6.28%	10020	11269
<b>P8</b> (66000mt Santos to China)	35,589	-0.68	-1.87%	35,929	36,741
<b>BPI82 5TC</b>	8,894	-368	-3.97%	9,078	10,122

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	8,617	16,177	13,561	3,688	147.69%
<b>Panamax 5TC</b>	10,122	20,736	12,944	8,894	46.97%
<b>Supramax 10TC</b>	7,944	22,152	10,646	7,097	23.12%
<b>Handysize 7TC</b>	8,715	21,337	11,051	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	436	1	0.23%	436	484
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	5,950	0	0.00%	5,950	6,496
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,300	0	0.00%	7,300	7,847
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	10,256	-161	-1.55%	10,337	12,191
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,693	-21	-0.22%	9,704	10,971
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	7,994	100	1.27%	7,944	8,438
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,338	50	0.69%	7,313	8,034
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,388	113	1.80%	6,332	7,326
<b>BHSI 7TC</b>	7,855	18	0.23%	7,846	8,715

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	-5,206	-5,125	-5,166	-1,504	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	1,365	1,781	1,573	2,178	-1,416
<b>Cape5TC / Smx10TC Spread</b>	-3,841	-3,344	-3,593	673	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	8,242	8,438	8,340	8,807	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,434	9,844	9,639	13,039	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,386	6,029	5,707	8,002	6,747
<b>Supra Atlantic vs Supra Pacific</b>	377	688	533	4,236	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.415	1.326	0.431	0.851	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.181	1.198	1.210	1.274	0.936
<b>Smx10TC / Handy7TC Ratio</b>	0.958	0.900	0.957	0.912	1.038
<b>Cape5TC / Smx10TC Ratio</b>	0.490	1.589	0.521	1.085	0.730

Source - The Baltic Exchange

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