

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	573	<b>183</b>	<b>46.92%</b>	410	788
<b>C2</b> (160It Tubarao - Rotterdam)	6,694	<b>0.169</b>	<b>2.59%</b>	6,766	7,974
<b>C3</b> (160mt Tubarao - Qingdao)	16,889	<b>0.589</b>	<b>3.61%</b>	16,362	17,072
<b>C5</b> (160mt W Australia - Qingdao)	6,805	<b>0.51</b>	<b>8.10%</b>	6,261	6,608
<b>C7</b> (150mt Bolivar - Rotterdam)	7,944	<b>0.300</b>	<b>3.92%</b>	7,934	9,225
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	4,056	<b>1,139</b>	<b>39.05%</b>	3,834	8,709
<b>C9_14</b> (180mt Continent/Med trip Far East)	16,188	<b>1,032</b>	<b>6.81%</b>	17,421	22,606
<b>C10_14</b> (180mt Nopac round V)	5,636	<b>2,191</b>	<b>63.60%</b>	2,749	4,442
<b>C14</b> (180mt China - Brazil RV)	6,325	<b>1,855</b>	<b>41.50%</b>	3,814	5,531
<b>C16</b> (180mt Revised backhaul)	-10,194	<b>750</b>	<b>-6.85%</b>	-10,987	-7,711
<b>C17</b> (170mt Saldanha Bay to Qingdao)	11.97	<b>0.284</b>	<b>2.43%</b>	11.74	12.31
<b>BCI 5TC</b>	4,754	<b>1,519</b>	<b>46.96%</b>	3,404	6,533

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	940	<b>68</b>	<b>7.80%</b>	700	714
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	13,617	<b>238</b>	<b>1.78%</b>	13,139	14,184
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	18,164	<b>639</b>	<b>3.65%</b>	13,385	15,363
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	9,643	<b>674</b>	<b>7.51%</b>	7,120	6,277
<b>S3_58</b> (North China trip to Wes t Africa)	8,500	<b>750</b>	<b>9.68%</b>	6,742	6,174
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	12,829	<b>672</b>	<b>5.53%</b>	8,658	10,706
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	8,314	<b>439</b>	<b>5.57%</b>	7,089	7,852
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	10,769	<b>526</b>	<b>5.14%</b>	9,737	11,263
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	10,979	<b>1,336</b>	<b>13.85%</b>	7,013	6,317
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	6,186	<b>300</b>	<b>5.10%</b>	5,536	7,453
<b>S10_58</b> (South China trip via Indones ia to s outh China)	11,007	<b>1,110</b>	<b>11.22%</b>	6,268	5,414
<b>BSI 10TC</b>	10,336	<b>745</b>	<b>7.77%</b>	7,701	7,858

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	816	<b>142</b>	<b>21.07%</b>	609	775

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	10,122	<b>1,086</b>	<b>22.93%</b>	10,627	15,657
Cape Pacific (C10, C14)	5,981	<b>2,023</b>	<b>52.55%</b>	3,282	4,987
<b>Cape Atlantic vs. Pacific</b>	<b>4,142</b>	<b>-938</b>	<b>-29.62%</b>	<b>7,346</b>	<b>10,671</b>
Panamax Atlantic (1a, 2a)	13,280	<b>2,485</b>	<b>27.15%</b>	10,457	12,691
Panamax Pacific (3a, 4)	7,161	<b>857</b>	<b>12.82%</b>	6,074	6,187
<b>Panamax Atlantic vs. Pacific</b>	<b>6,119</b>	<b>1,628</b>	<b>14.33%</b>	<b>4,383</b>	<b>6,504</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	9,110	<b>470</b>	<b>5.40%</b>	7,095	8,670
Supramax Pacific 3TC (S2,S8,S10)	10,543	<b>1,040</b>	<b>10.86%</b>	6,800	6,003
<b>Supramax Atlantic vs. Pacific</b>	<b>-1,433</b>	<b>-570</b>	<b>-5.46%</b>	<b>294</b>	<b>2,667</b>
Handysize Atlantic 4TC (HS1-HS4)	8,556	<b>327</b>	<b>3.62%</b>	8,069	8,847
Handysize Pacific 3TC (HS5,HS6,HS7)	9,010	<b>405</b>	<b>4.75%</b>	7,701	7,868
<b>Handysize Atlantic vs. Pacific</b>	<b>-454</b>	<b>-79</b>	<b>-1.13%</b>	<b>368</b>	<b>979</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	3,690	<b>1,519</b>	<b>69.97%</b>	2,340	5,469
<b>BPI 4TC</b>	9,184	<b>1,963</b>	<b>27.18%</b>	6,739	7,925
<b>BHSI 6TC</b>	6,909	<b>364</b>	<b>5.56%</b>	6,012	6,465

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,169	<b>218</b>	<b>22.92%</b>	897	1,029
<b>P1A_82</b> (82500mt Transatlantic RV)	8,150	<b>2,175</b>	<b>36.40%</b>	5,447	7,921
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	18,409	<b>2,795</b>	<b>17.90%</b>	15,468	17,460
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	9,912	<b>1,287</b>	<b>14.92%</b>	8,254	7,969
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4410	<b>427</b>	<b>10.72%</b>	3895	4405
<b>P5_82</b> (82500mt S China/HK range Indo RV)	9,506	<b>1,406</b>	<b>17.36%</b>	6,745	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	12409	<b>2586</b>	<b>26.33%</b>	9045	10340
<b>P8</b> (66000mt Santos to China)	37,000	<b>3,063</b>	<b>9.03%</b>	33,749	35,445
<b>BPI82 5TC</b>	10,520	<b>1,963</b>	<b>22.94%</b>	8,075	9,261

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	6,533	16,177	13,561	2,246	147.69%
<b>Panamax 5TC</b>	9,261	20,736	12,944	7,277	46.97%
<b>Supramax 10TC</b>	7,858	22,152	10,646	6,874	23.12%
<b>Handysize 7TC</b>	8,431	21,337	11,051	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	493	<b>20</b>	<b>4.23%</b>	443	468
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	5,950	<b>129</b>	<b>2.22%</b>	5,748	6,190
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,421	<b>92</b>	<b>1.26%</b>	7,193	7,583
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	11,994	<b>622</b>	<b>5.47%</b>	10,431	11,501
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	8,857	<b>464</b>	<b>5.53%</b>	8,904	10,113
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	9,693	<b>424</b>	<b>4.57%</b>	8,347	8,423
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,250	<b>369</b>	<b>4.15%</b>	7,986	8,051
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	8,086	<b>423</b>	<b>5.52%</b>	6,770	7,129
<b>BHSI 7TC</b>	8,875	<b>364</b>	<b>4.28%</b>	7,978	8,431

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	<b>-5,766</b>	<b>-5,322</b>	<b>-4,671</b>	<b>-2,729</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	184	<b>-1,034</b>	374	1,403	<b>-1,416</b>
<b>Cape5TC / Smx10TC Spread</b>	<b>-5,582</b>	<b>-6,356</b>	<b>-4,297</b>	<b>-1,326</b>	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	7,889	7,057	7,393	8,199	7,607
<b>Cape Atlantic vs Cape Pacific</b>	4,142	5,079	7,346	10,671	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,119	4,491	4,383	6,504	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-1,433</b>	<b>-864</b>	294	2,667	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.452	1.326	0.422	0.705	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.018	1.198	1.049	1.179	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.165	0.900	0.965	0.932	1.038
<b>Cape5TC / Smx10TC Ratio</b>	0.460	1.589	0.442	0.831	0.730

Source - The Baltic Exchange

Freight Investor Services

Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998