

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	701	<b>65</b>	<b>10.22%</b>	438	782
<b>C2</b> (160lt Tubarao - Rotterdam)	6.969	<b>0.163</b>	<b>2.39%</b>	6.779	7.920
<b>C3</b> (160mt Tubarao - Qingdao)	17.122	<b>0.055</b>	<b>0.32%</b>	16.439	17.073
<b>C5</b> (160mt W Australia - Qingdao)	7.070	<b>0.245</b>	<b>3.59%</b>	6.333	6.625
<b>C7</b> (150mt Bolivar - Rotterdam)	8.239	<b>0.117</b>	<b>1.44%</b>	7.960	9.173
<b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV)	4.861	<b>361</b>	<b>8.02%</b>	3,923	8,508
<b>C9 14</b> (180mt Continent/Med trip Far East)	16.881	<b>256</b>	<b>1.54%</b>	17,350	22,313
<b>C10 14</b> (180mt Nopac round V)	7,209	<b>1,014</b>	<b>16.37%</b>	3,165	4,555
<b>C14</b> (180mt China - Brazil RV)	7,415	<b>380</b>	<b>5.40%</b>	4,173	5,616
<b>C16</b> (180mt Revised backhaul)	-9,333	<b>584</b>	<b>-5.89%</b>	-10,843	-7,807
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12.09	<b>0.061</b>	<b>0.51%</b>	11.77	12.30
<b>BCI 5TC</b>	5,815	<b>544</b>	<b>10.32%</b>	3,629	6,483

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,050	<b>54</b>	<b>5.42%</b>	734	730
<b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	14,046	<b>142</b>	<b>1.02%</b>	13,227	14,173
<b>S1C 58</b> (US Gulf trip to China-s outh Japan)	18,954	<b>208</b>	<b>1.11%</b>	13,960	15,537
<b>S2 58</b> (North China one Aus tralian or Pacific round voyage)	11,094	<b>656</b>	<b>6.28%</b>	7,504	6,502
<b>S3 58</b> (North China trip to Wes t Africa)	9,700	<b>625</b>	<b>6.89%</b>	7,020	6,335
<b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)	13,754	<b>336</b>	<b>2.50%</b>	9,177	10,850
<b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)	8,993	<b>332</b>	<b>3.83%</b>	7,272	7,901
<b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)	11,782	<b>509</b>	<b>4.52%</b>	9,925	11,277
<b>S8 58</b> (South China trip via Indones ia to eas t coas t India)	12,843	<b>1,004</b>	<b>8.48%</b>	7,573	6,618
<b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	6,834	<b>354</b>	<b>5.46%</b>	5,654	7,413
<b>S10 58</b> (South China trip via Indones ia to s outh China)	12,706	<b>931</b>	<b>7.91%</b>	6,896	5,756
<b>BSI 10TC</b>	11,553	<b>596</b>	<b>5.44%</b>	8,075	8,028

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	935	<b>52</b>	<b>5.89%</b>	641	782

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	10,871	<b>309</b>	<b>4.78%</b>	10,637	15,410
Cape Pacific (C10, C14)	7,312	<b>697</b>	<b>10.88%</b>	3,669	5,085
<b>Cape Atlantic vs. Pacific</b>	<b>3,559</b>	<b>-389</b>	<b>-6.10%</b>	<b>6,967</b>	<b>10,325</b>
Panamax Atlantic (1a, 2a)	14,886	<b>464</b>	<b>4.01%</b>	10,899	12,789
Panamax Pacific (3a, 4)	8,387	<b>458</b>	<b>6.33%</b>	6,293	6,286
<b>Panamax Atlantic vs. Pacific</b>	<b>6,499</b>	<b>6</b>	<b>-2.32%</b>	<b>4,606</b>	<b>6,503</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	9,860	<b>341</b>	<b>3.93%</b>	7,368	8,721
Supramax Pacific 3TC (S2,S8,S10)	12,214	<b>864</b>	<b>7.56%</b>	7,325	6,292
<b>Supramax Atlantic vs. Pacific</b>	<b>-2,354</b>	<b>-523</b>	<b>-3.62%</b>	<b>43</b>	<b>2,429</b>
Handysize Atlantic 4TC (HS1-HS4)	9,022	<b>261</b>	<b>2.78%</b>	8,156	8,849
Handysize Pacific 3TC (HS5,HS6,HS7)	9,402	<b>169</b>	<b>1.82%</b>	7,871	7,940
<b>Handysize Atlantic vs. Pacific</b>	<b>-380</b>	<b>92</b>	<b>0.97%</b>	<b>284</b>	<b>909</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	4,751	<b>544</b>	<b>12.93%</b>	2,565	5,419
<b>BPI 4TC</b>	10,517	<b>414</b>	<b>4.10%</b>	7,115	8,044
<b>BHSI 6TC</b>	7,336	<b>216</b>	<b>3.03%</b>	6,140	6,503

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,317	<b>46</b>	<b>3.62%</b>	939	1,042
<b>P1A 82</b> (82500mt Transatlantic RV)	9,883	<b>583</b>	<b>6.27%</b>	5,883	8,005
<b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)	19,889	<b>344</b>	<b>1.76%</b>	15,915	17,573
<b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)	11,133	<b>500</b>	<b>4.70%</b>	8,530	8,115
<b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	5641	<b>416</b>	<b>7.96%</b>	4057	4456
<b>P5 82</b> (82500mt S China/HK range Indo RV)	11,139	<b>653</b>	<b>6.23%</b>	7,173	#N/A
<b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13487	<b>223</b>	<b>1.68%</b>	9501	10492
<b>P8</b> (66000mt Santos to China)	38,843	<b>0.607</b>	<b>1.59%</b>	34,253	35,600
<b>BPI82 5TC</b>	11,853	<b>414</b>	<b>3.62%</b>	8,451	9,380

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	6,483	16,177	13,561	2,246	147.69%
<b>Panamax 5TC</b>	9,380	20,736	12,944	7,277	46.97%
<b>Supramax 10TC</b>	8,028	22,152	11,553	6,874	23.12%
<b>Handysize 7TC</b>	8,469	21,337	11,051	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	517	<b>12</b>	<b>2.38%</b>	450	471
<b>HS1 38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,236	<b>157</b>	<b>2.58%</b>	5,791	6,188
<b>HS2 38</b> (Skaw/Passero trip Boston/Galveston)	7,646	<b>153</b>	<b>2.04%</b>	7,233	7,582
<b>HS3 38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	12,939	<b>525</b>	<b>4.23%</b>	10,667	11,560
<b>HS4 38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,268	<b>207</b>	<b>2.28%</b>	8,931	10,066
<b>HS5 38</b> (SE Asia trip via Australia to Singapore/Japan)	10,150	<b>244</b>	<b>2.46%</b>	8,524	8,503
<b>HS6 38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,556	<b>106</b>	<b>1.12%</b>	8,146	8,123
<b>HS7 38</b> (S Korea/Japan via NOPAC to SE Asia)	8,500	<b>156</b>	<b>1.87%</b>	6,944	7,194
<b>BHSI 7TC</b>	9,302	<b>216</b>	<b>2.38%</b>	8,106	8,469

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	<b>-6,038</b>	<b>-6,168</b>	<b>-4,822</b>	<b>-2,897</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	300	482	376	1,352	-1,416
<b>Cape5TC / Smx10TC Spread</b>	<b>-5,738</b>	<b>-5,686</b>	<b>-4,446</b>	<b>-1,545</b>	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	8,036	8,106	7,464	8,192	7,607
<b>Cape Atlantic vs Cape Pacific</b>	3,559	3,948	6,967	10,325	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,499	6,494	4,606	6,503	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-2,354</b>	<b>-1,831</b>	43	2,429	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.491	1.326	0.429	0.691	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.026	1.198	1.047	1.168	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.242	0.900	0.996	0.948	1.038
<b>Cape5TC / Smx10TC Ratio</b>	0.503	1.589	0.449	0.808	0.730

Source - The Baltic Exchange

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