

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,329	<b>134</b>	<b>11.21%</b>	1,113	810
<b>C2</b> (160It Tubarao - Rotterdam)	8,781	<b>0.306</b>	<b>3.61%</b>	8,189	7,926
<b>C3</b> (160mt Tubarao - Qingdao)	19,033	<b>0.283</b>	<b>1.51%</b>	18,433	17,195
<b>C5</b> (160mt W Australia - Qingdao)	8,090	<b>0.34</b>	<b>4.39%</b>	7,666	6,728
<b>C7</b> (150mt Bolivar - Rotterdam)	9,678	<b>0.295</b>	<b>3.14%</b>	9,118	9,148
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	10,294	<b>1,100</b>	<b>11.96%</b>	8,229	8,406
<b>C9_14</b> (180mt Continent/Med trip Far East)	24,438	<b>1,094</b>	<b>4.69%</b>	22,344	22,207
<b>C10_14</b> (180mt Nopac round V)	12,086	<b>1,563</b>	<b>14.85%</b>	10,200	5,120
<b>C14</b> (180mt China - Brazil RV)	11,225	<b>725</b>	<b>6.90%</b>	9,996	6,047
<b>C16</b> (180mt Revised backhaul)	-3,444	<b>1,056</b>	<b>-23.47%</b>	-5,326	-7,613
<b>C17</b> (170mt Saldanha Bay to Qingdao)	13,61	<b>0.456</b>	<b>3.47%</b>	13,00	12,36
<b>BCI 5TC</b>	11,026	<b>1,116</b>	<b>11.26%</b>	9,234	6,718

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,180	<b>-9</b>	<b>-0.76%</b>	1,179	778
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	16,125	<b>350</b>	<b>2.22%</b>	15,493	14,296
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	18,911	<b>-46</b>	<b>-0.24%</b>	19,066	15,932
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	12,375	<b>-406</b>	<b>-3.18%</b>	12,670	7,165
<b>S3_58</b> (North China trip to Wes t Africa)	10,825	<b>-42</b>	<b>-0.39%</b>	10,763	6,816
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	14,136	<b>-71</b>	<b>-0.50%</b>	14,221	11,222
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	10,511	<b>282</b>	<b>2.76%</b>	10,090	8,128
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	15,331	<b>296</b>	<b>1.97%</b>	14,546	11,595
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	14,175	<b>-304</b>	<b>-2.10%</b>	14,479	7,473
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	10,061	<b>375</b>	<b>3.87%</b>	9,355	7,592
<b>S10_58</b> (South China trip via Indones ia to s outh China)	13,709	<b>-491</b>	<b>-3.46%</b>	14,196	6,679
<b>BSI 10TC</b>	12,980	<b>-101</b>	<b>-0.77%</b>	12,972	8,559

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,258	<b>47</b>	<b>3.88%</b>	1,178	821

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	17,366	<b>1,097</b>	<b>8.33%</b>	15,286	15,307
Cape Pacific (C10, C14)	11,656	<b>1,144</b>	<b>10.88%</b>	10,098	5,584
<b>Cape Atlantic vs. Pacific</b>	<b>5,711</b>	<b>-47</b>	<b>-2.55%</b>	<b>5,188</b>	<b>9,723</b>
Panamax Atlantic (1a, 2a)	16,842	<b>81</b>	<b>0.59%</b>	16,593	13,187
Panamax Pacific (3a, 4)	11,204	<b>236</b>	<b>2.55%</b>	10,829	6,758
<b>Panamax Atlantic vs. Pacific</b>	<b>5,638</b>	<b>-156</b>	<b>-1.95%</b>	<b>5,764</b>	<b>6,429</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,569	<b>195</b>	<b>2.04%</b>	11,222	8,981
Supramax Pacific 3TC (S2,S8,S10)	13,420	<b>-400</b>	<b>-2.91%</b>	13,782	7,106
<b>Supramax Atlantic vs. Pacific</b>	<b>-1,850</b>	<b>596</b>	<b>4.95%</b>	<b>-2,560</b>	<b>1,875</b>
Handysize Atlantic 4TC (HS1-HS4)	10,452	<b>345</b>	<b>3.97%</b>	9,981	8,958
Handysize Pacific 3TC (HS5,HS6,HS7)	10,692	<b>-7</b>	<b>-0.07%</b>	10,578	8,218
<b>Handysize Atlantic vs. Pacific</b>	<b>-240</b>	<b>352</b>	<b>4.04%</b>	<b>-597</b>	<b>740</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	9,962	<b>1,116</b>	<b>12.62%</b>	8,170	5,654
<b>BPI 4TC</b>	12,904	<b>153</b>	<b>1.20%</b>	12,656	8,530
<b>BHSI 6TC</b>	8,717	<b>170</b>	<b>1.99%</b>	8,424	6,700

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,582	<b>17</b>	<b>1.09%</b>	1,555	1,096
<b>P1A_82</b> (82500mt Transatlantic RV)	12,210	<b>120</b>	<b>0.99%</b>	11,850	8,403
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	21,473	<b>41</b>	<b>0.19%</b>	21,336	17,971
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	14,458	<b>177</b>	<b>1.24%</b>	14,132	8,744
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7949	<b>295</b>	<b>3.85%</b>	7525	4772
<b>P5_82</b> (82500mt S China/HK range Indo RV)	13,639	<b>264</b>	<b>1.97%</b>	13,287	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	15436	<b>150</b>	<b>0.98%</b>	15368	11017
<b>P8</b> (66000mt Santos to China)	41,771	<b>-0.115</b>	<b>-0.27%</b>	41,754	36,247
<b>BPI82 5TC</b>	14,240	<b>153</b>	<b>1.09%</b>	13,992	9,866

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	6,718	16,177	13,561	2,246	147.69%
<b>Panamax 5TC</b>	9,866	20,736	14,240	7,277	46.97%
<b>Supramax 10TC</b>	8,559	22,152	13,113	6,874	23.12%
<b>Handysize 7TC</b>	8,666	21,337	11,051	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	594	<b>10</b>	<b>1.71%</b>	577	481
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,186	<b>450</b>	<b>6.68%</b>	6,765	6,243
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	8,907	<b>493</b>	<b>5.86%</b>	8,447	7,664
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	15,000	<b>294</b>	<b>2.00%</b>	14,489	11,860
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	10,714	<b>143</b>	<b>1.35%</b>	10,224	10,065
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,675	<b>-13</b>	<b>-0.11%</b>	11,533	8,821
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,825	<b>12</b>	<b>0.11%</b>	10,725	8,396
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	9,575	<b>-19</b>	<b>-0.20%</b>	9,475	7,436
<b>BHSI 7TC</b>	10,683	<b>170</b>	<b>1.62%</b>	10,390	8,666

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	<b>-3,214</b>	<b>-4,177</b>	<b>-4,758</b>	<b>-3,148</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	1,260	1,006	1,020	1,307	-1,416
<b>Cape5TC / Smx10TC Spread</b>	<b>-1,954</b>	<b>-3,171</b>	<b>-3,738</b>	<b>-1,842</b>	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	7,233	7,345	7,344	8,105	7,607
<b>Cape Atlantic vs Cape Pacific</b>	5,711	5,758	5,188	9,723	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,638	5,794	5,764	6,429	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-1,850</b>	<b>-2,446</b>	<b>-2,560</b>	<b>1,875</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	0.774	1.326	0.660	0.681	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.097	1.198	1.079	1.153	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.215	0.900	1.249	0.988	1.038
<b>Cape5TC / Smx10TC Ratio</b>	0.849	1.589	0.712	0.785	0.730

Source - The Baltic Exchange

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