

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BCI Index | 1,913 | -63 | -3.19% | 1,600 | 978 |
| C2 (160It Tubarao - Rotterdam) | 9,919 | -0.05 | -0.50% | 9,183 | 8,209 |
| C3 (160mt Tubarao - Qingdao) | 20,589 | -0.105 | -0.51% | 19,708 | 17,709 |
| C5 (160mt W Australia - Qingdao) | 8,755 | 0.13 | 1.51% | 8,274 | 7,031 |
| C7 (150mt Bolivar - Rotterdam) | 11,050 | -0.461 | -4.00% | 10,630 | 9,507 |
| C8 14 (180mt Gibraltar/HH trans Atlantic RV) | 16,444 | -1,639 | -9.06% | 14,173 | 9,808 |
| C9 14 (180mt Continent/Med trip Far East) | 29,781 | -1,032 | -3.35% | 27,390 | 23,445 |
| C10 14 (180mt Nopac round V) | 17,114 | 364 | 2.17% | 13,702 | 6,810 |
| C14 (180mt China - Brazil RV) | 15,186 | -274 | -1.77% | 12,724 | 7,362 |
| C16 (180mt Revised backhaul) | -333 | -27 | 8.82% | -2,410 | -6,530 |
| C17 (170mt Saldanha Bay to Qingdao) | 15,92 | 0.016 | 0.10% | 14,50 | 12,82 |
| BCI 5TC | 15,867 | -520 | -3.17% | 13,272 | 8,109 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 1,318 | 6 | 0.46% | 1,219 | 855 |
| S1B 58 (Canakkale trip via Med or BI Sea to China-South Korea) | 19,042 | 88 | 0.46% | 17,193 | 14,905 |
| S1C 58 (US Gulf trip to China-s outh Japan) | 19,289 | 314 | 1.65% | 18,755 | 16,380 |
| S2 58 (North China one Aus tralian or Pacific round voyage) | 13,531 | -94 | -0.69% | 12,734 | 8,098 |
| S3 58 (North China trip to Wes t Africa) | 13,392 | 184 | 1.39% | 11,688 | 7,696 |
| S4A 58 (US Gulf trip to Skaw-Pas s ero) | 14,143 | 332 | 2.40% | 13,861 | 11,635 |
| S4B 58 (Skaw-Pas s ero trip to US Gulf) | 12,257 | 228 | 1.90% | 11,039 | 8,683 |
| S5 58 (Wes t Africa trip via eas t coas t South America to north China) | 17,201 | 165 | 0.97% | 15,847 | 12,400 |
| S8 58 (South China trip via Indones ia to eas t coas t India) | 15,493 | -153 | -0.98% | 14,532 | 8,653 |
| S9 58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 11,973 | 221 | 1.88% | 10,607 | 8,188 |
| S10 58 (South China trip via Indones ia to s outh China) | 15,019 | -69 | -0.46% | 14,039 | 7,894 |
| BSI 10TC | 14,502 | 72 | 0.50% | 13,412 | 9,401 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-----|
| BDI Index | 1,535 | -25 | -1.60% | 1,376 | 929 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|---------------|---------------|---------------|--------------|
| Cape Atlantic (C8, C9) | 23,113 | -1,336 | -6.21% | 20,782 | 16,626 |
| Cape Pacific (C10, C14) | 16,150 | 45 | 0.20% | 13,213 | 7,086 |
| Cape Atlantic vs. Pacific | 6,963 | -1,381 | -6.41% | 7,569 | 9,540 |
| Panamax Atlantic (1a, 2a) | 18,310 | -112 | -0.60% | 17,282 | 13,920 |
| Panamax Pacific (3a, 4) | 13,039 | -243 | -1.74% | 12,159 | 7,756 |
| Panamax Atlantic vs. Pacific | 5,272 | 131 | 1.14% | 5,123 | 6,164 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 12,791 | 260 | 2.06% | 11,836 | 9,502 |
| Supramax Pacific 3TC (S2,S8,S10) | 14,681 | -105 | -0.71% | 13,768 | 8,215 |
| Supramax Atlantic vs. Pacific | -1,890 | 366 | 2.77% | -1,933 | 1,287 |
| Handysize Atlantic 4TC (HS1-HS4) | 12,276 | 107 | 0.92% | 11,073 | 9,391 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 12,519 | 136 | 1.10% | 11,261 | 8,775 |
| Handysize Atlantic vs. Pacific | -243 | -29 | -0.18% | -188 | 616 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|-------|
| BCI 4TC | 14,803 | -520 | -3.39% | 12,208 | 7,045 |
| BPI 4TC | 14,173 | -207 | -1.44% | 13,430 | 9,404 |
| BHSI 6TC | 10,534 | 120 | 1.15% | 9,314 | 7,202 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,723 | -23 | -1.32% | 1,641 | 1,193 |
| P1A 82 (82500mt Transatlantic RV) | 13,343 | -77 | -0.57% | 12,452 | 9,122 |
| P2A 82 (82500mt SKAW-GIB/FAR EAST) | 23,277 | -146 | -0.62% | 22,112 | 18,719 |
| P3A 82 (82500mt Japan-SK/NOPAC/RV) | 16,208 | -345 | -2.08% | 15,440 | 9,957 |
| P4 82 (82500mt FAR EAST/NOPAC/SK-PASS) | 9869 | -140 | -1.40% | 8879 | 5556 |
| P5 82 (82500mt S China/HK range Indo RV) | 17,008 | -650 | -3.68% | 15,223 | #N/A |
| P6 82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 16023 | -241 | -1.48% | 15646 | 11809 |
| P8 (66000mt Santos to China) | 42,574 | -0.505 | -1.17% | 42,338 | 37,305 |
| BPI82 5TC | 15,509 | -207 | -1.32% | 14,766 | 10,740 |

| | Avg 2023 | Avg 2022 | Max 2023 | Min 2023 | 30D Vol 2022 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 8,109 | 16,177 | 17,500 | 2,246 | 147.69% |
| Panamax 5TC | 10,740 | 20,736 | 15,912 | 7,277 | 46.97% |
| Supramax 10TC | 9,401 | 22,152 | 14,502 | 6,874 | 23.12% |
| Handysize 7TC | 9,168 | 21,337 | 12,500 | 7,763 | 17.30% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 694 | 6 | 0.87% | 627 | 509 |
| HS1 38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 8,657 | 50 | 0.58% | 7,736 | 6,564 |
| HS2 38 (Skaw/Passero trip Boston/Galveston) | 10,800 | 200 | 1.89% | 9,466 | 8,040 |
| HS3 38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 16,389 | 100 | 0.61% | 15,419 | 12,522 |
| HS4 38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 13,257 | 78 | 0.59% | 11,670 | 10,440 |
| HS5 38 (SE Asia trip via Australia to Singapore/Japan) | 13,650 | 144 | 1.07% | 12,353 | 9,471 |
| HS6 38 (S Korea/Japan via NOPAC to Singapore/Japan) | 12,413 | 113 | 0.92% | 11,300 | 8,923 |
| HS7 38 (S Korea/Japan via NOPAC to SE Asia) | 11,494 | 150 | 1.32% | 10,129 | 7,933 |
| BHSI 7TC | 12,500 | 120 | 0.97% | 11,280 | 9,168 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|--------|-----------|--------|--------|--------|
| Cape5TC / Pmx5TC Spread | 358 | 671 | -1,493 | -2,630 | -4,559 |
| Pmx5TC / Smx10TC Spread | 1,007 | 1,286 | 1,354 | 1,339 | -1,416 |
| Cape5TC / Smx10TC Spread | 1,365 | 1,957 | -140 | -1,291 | -5,975 |
| Pmx 2A / Pmx 5TC Spread | 7,768 | 7,707 | 7,347 | 7,979 | 7,607 |
| Cape Atlantic vs Cape Pacific | 6,963 | 8,343 | 7,569 | 9,540 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 5,272 | 5,141 | 5,123 | 6,164 | 6,747 |
| Supra Atlantic vs Supra Pacific | -1,890 | -2,256 | -1,933 | 1,287 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.023 | 1.326 | 0.899 | 0.755 | 0.780 |
| Pmx5TC / Smx10TC Ratio | 1.069 | 1.198 | 1.101 | 1.142 | 0.936 |
| Smx10TC / Handy7TC Ratio | 1.160 | 0.900 | 1.189 | 1.025 | 1.038 |
| Cape5TC / Smx10TC Ratio | 1.094 | 1.589 | 0.990 | 0.863 | 0.730 |

Source - The Baltic Exchange

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