

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,882	<b>26</b>	<b>1.40%</b>	1,673	1,053
<b>C2</b> (160It Tubarao - Rotterdam)	9,713	<b>0.05</b>	<b>0.52%</b>	9,322	8,334
<b>C3</b> (160mt Tubarao - Qingdao)	20,450	<b>0.272</b>	<b>1.35%</b>	19,846	17,920
<b>C5</b> (160mt W Australia - Qingdao)	8,850	<b>-0.078</b>	<b>-0.87%</b>	8,435	7,185
<b>C7</b> (150mt Bolivar - Rotterdam)	10,400	<b>0.100</b>	<b>0.97%</b>	10,575	9,585
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	15,083	<b>216</b>	<b>1.45%</b>	14,456	10,264
<b>C9_14</b> (180mt Continent/Med trip Far East)	30,000	<b>1,000</b>	<b>3.45%</b>	27,796	23,903
<b>C10_14</b> (180mt Nopac round V)	17,341	<b>-309</b>	<b>-1.75%</b>	14,778	7,722
<b>C14</b> (180mt China - Brazil RV)	15,080	<b>375</b>	<b>2.55%</b>	13,301	7,993
<b>C16</b> (180mt Revised backhaul)	-122	<b>156</b>	<b>-56.12%</b>	-1,840	-6,007
<b>C17</b> (170mt Saldanha Bay to Qingdao)	15,32	<b>0.161</b>	<b>1.06%</b>	14.75	13.04
<b>BCI 5TC</b>	15,611	<b>215</b>	<b>1.40%</b>	13,878	8,732

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,332	<b>-1</b>	<b>-0.08%</b>	1,251	895
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,500	<b>4</b>	<b>0.02%</b>	17,808	15,287
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	20,557	<b>21</b>	<b>0.10%</b>	19,170	16,708
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	13,069	<b>-31</b>	<b>-0.24%</b>	12,868	8,532
<b>S3_58</b> (North China trip to Wes t Africa)	13,267	<b>-83</b>	<b>-0.62%</b>	12,150	8,175
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	18,229	<b>158</b>	<b>0.87%</b>	14,812	12,114
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	12,929	<b>36</b>	<b>0.28%</b>	11,528	9,032
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,772	<b>43</b>	<b>0.24%</b>	16,336	12,841
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	14,521	<b>-36</b>	<b>-0.25%</b>	14,619	9,178
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	12,419	<b>32</b>	<b>0.26%</b>	11,094	8,541
<b>S10_58</b> (South China trip via Indones ia to s outh China)	13,925	<b>-75</b>	<b>-0.54%</b>	14,101	8,434
<b>BSI 10TC</b>	14,657	<b>-11</b>	<b>-0.07%</b>	13,760	9,847

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,489	<b>5</b>	<b>0.34%</b>	1,410	977

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	22,542	<b>608</b>	<b>2.45%</b>	21,126	17,083
Cape Pacific (C10, C14)	16,211	<b>33</b>	<b>0.40%</b>	14,040	7,857
<b>Cape Atlantic vs. Pacific</b>	<b>6,331</b>	<b>575</b>	<b>2.05%</b>	<b>7,086</b>	<b>9,226</b>
Panamax Atlantic (1a, 2a)	17,052	<b>-125</b>	<b>-0.75%</b>	17,344	14,224
Panamax Pacific (3a, 4)	11,572	<b>-150</b>	<b>-1.24%</b>	12,137	8,123
<b>Panamax Atlantic vs. Pacific</b>	<b>5,481</b>	<b>25</b>	<b>0.49%</b>	<b>5,207</b>	<b>6,101</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	14,526	<b>75</b>	<b>0.47%</b>	12,478	9,896
Supramax Pacific 3TC (S2,S8,S10)	13,838	<b>-47</b>	<b>-0.34%</b>	13,863	8,715
<b>Supramax Atlantic vs. Pacific</b>	<b>687</b>	<b>123</b>	<b>0.81%</b>	<b>-1,385</b>	<b>1,181</b>
Handysize Atlantic 4TC (HS1-HS4)	12,537	<b>15</b>	<b>0.22%</b>	11,464	9,653
Handysize Pacific 3TC (HS5,HS6,HS7)	12,548	<b>-40</b>	<b>-0.32%</b>	11,646	9,104
<b>Handysize Atlantic vs. Pacific</b>	<b>-11</b>	<b>55</b>	<b>0.54%</b>	<b>-183</b>	<b>549</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	14,547	<b>215</b>	<b>1.50%</b>	12,814	7,668
<b>BPI 4TC</b>	12,813	<b>-111</b>	<b>-0.86%</b>	13,387	9,732
<b>BHSI 6TC</b>	10,686	<b>-11</b>	<b>-0.10%</b>	9,700	7,498

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,572	<b>-12</b>	<b>-0.76%</b>	1,636	1,230
<b>P1A_82</b> (82500mt Transatlantic RV)	12,145	<b>-100</b>	<b>-0.82%</b>	12,484	9,414
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	21,959	<b>-150</b>	<b>-0.68%</b>	22,204	19,034
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	14,180	<b>-202</b>	<b>-1.40%</b>	15,283	10,373
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8963	<b>-97</b>	<b>-1.07%</b>	8990	5872
<b>P5_82</b> (82500mt S China/HK range Indo RV)	14,217	<b>-183</b>	<b>-1.27%</b>	15,224	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	14919	<b>-36</b>	<b>-0.24%</b>	15538	12101
<b>P8</b> (66000mt Santos to China)	41,047	<b>-0.01</b>	<b>-0.02%</b>	42,082	37,654
<b>BPI82 5TC</b>	14,149	<b>-111</b>	<b>-0.78%</b>	14,723	11,068

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	8,732	16,177	17,500	2,246	147.69%
<b>Panamax 5TC</b>	11,068	20,736	15,912	7,277	46.97%
<b>Supramax 10TC</b>	9,847	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	9,464	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	703	<b>-1</b>	<b>-0.14%</b>	648	526
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	9,196	<b>67</b>	<b>0.73%</b>	8,098	6,774
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	11,564	<b>71</b>	<b>0.62%</b>	9,978	8,317
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	16,267	<b>-69</b>	<b>-0.42%</b>	15,672	12,845
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	13,121	<b>-8</b>	<b>-0.06%</b>	12,107	10,677
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	13,681	<b>-19</b>	<b>-0.14%</b>	12,739	9,833
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	12,513	<b>-50</b>	<b>-0.40%</b>	11,662	9,234
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	11,450	<b>-50</b>	<b>-0.43%</b>	10,539	8,244
<b>BHSI 7TC</b>	12,652	<b>-11</b>	<b>-0.09%</b>	11,666	9,464

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	1,462	1,136	<b>-844</b>	<b>-2,336</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	<b>-508</b>	<b>-408</b>	962	1,221	<b>-1,416</b>
<b>Cape5TC / Smx10TC Spread</b>	954	728	118	<b>-1,115</b>	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	7,810	7,849	7,482	7,966	7,607
<b>Cape Atlantic vs Cape Pacific</b>	6,331	5,756	7,086	9,226	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,481	5,456	5,207	6,101	6,747
<b>Supra Atlantic vs Supra Pacific</b>	687	565	<b>-1,385</b>	1,181	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.103	1.326	0.943	0.789	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	0.965	1.198	1.070	1.124	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.158	0.900	1.180	1.040	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.065	1.589	1.009	0.887	0.730

Source - The Baltic Exchange

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