

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|---------------|----------------|--------|--------|
| BCI Index | 1,662 | 16 | 0.97% | 1,677 | 1,084 |
| C2 (160It Tubarao - Rotterdam) | 9,494 | 0.063 | 0.67% | 9,350 | 8,391 |
| C3 (160mt Tubarao - Qingdao) | 20,833 | 0.823 | 4.11% | 19,919 | 18,038 |
| C5 (160mt W Australia - Qingdao) | 7,820 | -0.023 | -0.29% | 8,377 | 7,226 |
| C7 (150mt Bolivar - Rotterdam) | 10,028 | -0.016 | -0.16% | 10,509 | 9,611 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 13,583 | -350 | -2.51% | 14,402 | 10,449 |
| C9_14 (180mt Continent/Med trip Far East) | 29,000 | 500 | 1.75% | 27,959 | 24,147 |
| C10_14 (180mt Nopac round V) | 12,618 | -368 | -2.83% | 14,630 | 8,013 |
| C13 (180mt China - Brazil RV) | 14,735 | 950 | 6.89% | 13,461 | 8,303 |
| C16 (180mt Revised backhaul) | -572 | 100 | -14.88% | -1,654 | -5,742 |
| C17 (170mt Saldanha Bay to Qingdao) | 15,16 | 0.239 | 1.60% | 14,80 | 13,14 |
| BCI 5TC | 13,788 | 133 | 0.97% | 13,912 | 8,992 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BSI Index | 1,285 | -30 | -2.28% | 1,259 | 915 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 19,725 | 100 | 0.51% | 18,066 | 15,496 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 19,957 | -164 | -0.82% | 19,312 | 16,875 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 12,494 | -419 | -3.24% | 12,857 | 8,738 |
| S3_58 (North China trip to Wes t Africa) | 12,808 | -209 | -1.61% | 12,275 | 8,410 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 17,579 | -257 | -1.44% | 15,244 | 12,391 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 12,971 | 35 | 0.27% | 11,731 | 9,222 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 17,591 | -189 | -1.06% | 16,535 | 13,078 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 13,589 | -690 | -4.83% | 14,543 | 9,416 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 12,329 | -86 | -0.69% | 11,281 | 8,728 |
| S10_58 (South China trip via Indones ia to s outh China) | 12,747 | -756 | -5.60% | 13,991 | 8,671 |
| BSI 10TC | 14,137 | -329 | -2.27% | 13,851 | 10,067 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|----------|--------------|-------|-----|
| BDI Index | 1,407 | 5 | 0.36% | 1,411 | 998 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|--------------|-------------|---------------|---------------|--------------|
| Cape Atlantic (C8, C9) | 21,292 | 75 | -0.38% | 21,180 | 17,298 |
| Cape Pacific (C10, C14) | 13,677 | 291 | 2.03% | 14,046 | 8,158 |
| Cape Atlantic vs. Pacific | 7,615 | -216 | -2.41% | 7,135 | 9,139 |
| Panamax Atlantic (1a, 2a) | 16,928 | 95 | 0.49% | 17,280 | 14,354 |
| Panamax Pacific (3a, 4) | 11,449 | 14 | 0.02% | 12,041 | 8,284 |
| Panamax Atlantic vs. Pacific | 5,479 | 81 | 0.47% | 5,240 | 6,069 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 14,293 | -103 | -0.62% | 12,752 | 10,113 |
| Supramax Pacific 3TC (S2,S8,S10) | 12,943 | -622 | -4.56% | 13,797 | 8,942 |
| Supramax Atlantic vs. Pacific | 1,350 | 519 | 3.94% | -1,045 | 1,172 |
| Handysize Atlantic 4TC (HS1-HS4) | 12,561 | -32 | -0.15% | 11,622 | 9,794 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 12,240 | -137 | -1.10% | 11,750 | 9,262 |
| Handysize Atlantic vs. Pacific | 321 | 106 | 0.95% | -128 | 532 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|------------|---------------|--------|-------|
| BCI 4TC | 12,724 | 133 | 1.06% | 12,848 | 7,928 |
| BPI 4TC | 13,050 | 335 | 2.63% | 13,308 | 9,882 |
| BHSI 6TC | 10,542 | -87 | -0.82% | 9,831 | 7,649 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|---------------|--------|--------|
| BPI Index | 1,598 | 37 | 2.37% | 1,627 | 1,246 |
| P1A_82 (82500mt Transatlantic RV) | 11,955 | 30 | 0.25% | 12,411 | 9,538 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 21,900 | 159 | 0.73% | 22,150 | 19,169 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 14,057 | 65 | 0.46% | 15,107 | 10,551 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 8841 | -38 | -0.43% | 8974 | 6017 |
| P5_82 (82500mt S China/HK range Indo RV) | 14,164 | -164 | -1.14% | 15,083 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 16030 | 998 | 6.64% | 15508 | 12257 |
| P8 (66000mt Santos to China) | 42,190 | 1,086 | 2.64% | 41,990 | 37,837 |
| BPI82 5TC | 14,386 | 335 | 2.38% | 14,644 | 11,218 |

| | Avg 2023 | Avg 2022 | Max 2023 | Min 2023 | 30D Vol 2022 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 8,992 | 16,177 | 17,500 | 2,246 | 147.69% |
| Panamax 5TC | 11,218 | 20,736 | 15,912 | 7,277 | 46.97% |
| Supramax 10TC | 10,067 | 22,152 | 14,703 | 6,874 | 23.12% |
| Handysize 7TC | 9,615 | 21,337 | 12,703 | 7,763 | 17.30% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BHSI Index | 695 | -5 | -0.71% | 655 | 534 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 9,586 | 86 | 0.91% | 8,297 | 6,905 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 11,829 | 79 | 0.67% | 10,228 | 8,482 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 16,100 | -56 | -0.35% | 15,742 | 13,005 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 12,729 | -235 | -1.81% | 12,223 | 10,786 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 13,313 | -168 | -1.25% | 12,843 | 10,009 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 12,238 | -137 | -1.11% | 11,762 | 9,386 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 11,169 | -106 | -0.94% | 10,645 | 8,391 |
| BHSI 7TC | 12,508 | -87 | -0.69% | 11,797 | 9,615 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|-------------|-------------|---------------|---------------|---------------|
| Cape5TC / Pmx5TC Spread | -598 | -396 | -733 | -2,226 | -4,559 |
| Pmx5TC / Smx10TC Spread | 249 | -415 | 793 | 1,151 | -1,416 |
| Cape5TC / Smx10TC Spread | -349 | -811 | 60 | -1,075 | -5,975 |
| Pmx 2A / Pmx 5TC Spread | 7,514 | 7,690 | 7,506 | 7,951 | 7,607 |
| Cape Atlantic vs Cape Pacific | 7,615 | 7,831 | 7,135 | 9,139 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 5,479 | 5,398 | 5,240 | 6,069 | 6,747 |
| Supra Atlantic vs Supra Pacific | 1,350 | 831 | -1,045 | 1,172 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 0.958 | 1.326 | 0.950 | 0.802 | 0.780 |
| Pmx5TC / Smx10TC Ratio | 1.018 | 1.198 | 1.057 | 1.114 | 0.936 |
| Smx10TC / Handy7TC Ratio | 1.130 | 0.900 | 1.174 | 1.047 | 1.038 |
| Cape5TC / Smx10TC Ratio | 0.975 | 1.589 | 1.004 | 0.893 | 0.730 |

Source - The Baltic Exchange

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