

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|----------------|--------|--------|
| BCI Index | 1,723 | 58 | 3.48% | 1,723 | 1,112 |
| C2 (160It Tubarao - Rotterdam) | 9,406 | 0.1 | 1.07% | 9,406 | 8,437 |
| C3 (160mt Tubarao - Qingdao) | 21,511 | 0.511 | 2.43% | 21,511 | 18,181 |
| C5 (160mt W Australia - Qingdao) | 8,175 | 0.275 | 3.48% | 8,175 | 7,261 |
| C7 (150mt Bolivar - Rotterdam) | 9,783 | 0.022 | 0.23% | 9,783 | 9,622 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 12,333 | 89 | 0.73% | 12,333 | 10,552 |
| C9_14 (180mt Continent/Med trip Far East) | 31,219 | 1,281 | 4.28% | 31,219 | 24,420 |
| C10_14 (180mt Nopac round V) | 13,850 | 609 | 4.60% | 13,850 | 8,261 |
| C14 (180mt China - Brazil RV) | 15,665 | 515 | 3.40% | 15,665 | 8,623 |
| C16 (180mt Revised backhaul) | -594 | 167 | -21.94% | -594 | -5,507 |
| C17 (170mt Saldanha Bay to Qingdao) | 15,66 | 0.211 | 1.37% | 15,66 | 13,25 |
| BCI 5TC | 14,290 | 484 | 3.51% | 14,290 | 9,223 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BSI Index | 1,187 | -11 | -0.92% | 1,187 | 929 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 19,879 | 16 | 0.08% | 19,879 | 15,697 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 18,807 | -236 | -1.24% | 18,807 | 16,980 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 11,156 | -38 | -0.34% | 11,156 | 8,860 |
| S3_58 (North China trip to Wes t Africa) | 12,300 | -42 | -0.34% | 12,300 | 8,594 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 16,071 | -386 | -2.35% | 16,071 | 12,581 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 12,700 | -93 | -0.73% | 12,700 | 9,387 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 17,204 | -114 | -0.66% | 17,204 | 13,273 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 11,718 | -182 | -1.53% | 11,718 | 9,538 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 11,995 | -100 | -0.83% | 11,995 | 8,884 |
| S10_58 (South China trip via Indones ia to s outh China) | 10,506 | -169 | -1.58% | 10,506 | 8,776 |
| BSI 10TC | 13,054 | -121 | -0.92% | 13,054 | 10,215 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|-----------|--------------|-------|-------|
| BDI Index | 1,412 | 23 | 1.66% | 1,412 | 1,017 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|--------------|-------------|---------------|--------------|--------------|
| Cape Atlantic (C8, C9) | 21,776 | 685 | 2.50% | 21,776 | 17,486 |
| Cape Pacific (C10, C14) | 14,758 | 562 | 4.00% | 14,758 | 8,442 |
| Cape Atlantic vs. Pacific | 7,019 | 123 | -1.50% | 7,019 | 9,044 |
| Panamax Atlantic (1a, 2a) | 17,859 | 581 | 3.31% | 17,859 | 14,495 |
| Panamax Pacific (3a, 4) | 11,644 | 37 | 0.36% | 11,644 | 8,438 |
| Panamax Atlantic vs. Pacific | 6,215 | 544 | 2.95% | 6,215 | 6,058 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 13,589 | -193 | -1.30% | 13,589 | 10,284 |
| Supramax Pacific 3TC (S2,S8,S10) | 11,127 | -130 | -1.15% | 11,127 | 9,058 |
| Supramax Atlantic vs. Pacific | 2,462 | -63 | -0.15% | 2,462 | 1,226 |
| Handysize Atlantic 4TC (HS1-HS4) | 12,611 | -4 | -0.01% | 12,611 | 9,925 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 11,752 | -138 | -1.15% | 11,752 | 9,383 |
| Handysize Atlantic vs. Pacific | 859 | 134 | 1.14% | 859 | 542 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|------------|---------------|--------|--------|
| BCI 4TC | 13,226 | 484 | 3.80% | 13,226 | 8,159 |
| BFI 4TC | 13,636 | 254 | 1.90% | 13,636 | 10,046 |
| BHSI 6TC | 10,320 | -72 | -0.69% | 10,320 | 7,776 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|---------------|--------|--------|
| BPI Index | 1,664 | 29 | 1.77% | 1,664 | 1,265 |
| P1A_82 (82500mt Transatlantic RV) | 12,540 | 380 | 3.13% | 12,540 | 9,663 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 23,177 | 782 | 3.49% | 23,177 | 19,327 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 14,325 | 27 | 0.19% | 14,325 | 10,724 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 8963 | 47 | 0.53% | 8963 | 6151 |
| P5_82 (82500mt S China/HK range Indo RV) | 13,636 | -147 | -1.07% | 13,636 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 16805 | 232 | 1.40% | 16805 | 12458 |
| P8 (66000mt Santos to China) | 43,719 | 0.792 | 1.84% | 43,719 | 38,081 |
| BPI82 5TC | 14,972 | 254 | 1.73% | 14,972 | 11,382 |

| | Avg 2023 | Avg 2022 | Max 2023 | Min 2023 | 30D Vol 2022 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 9,223 | 16,177 | 17,500 | 2,246 | 147.69% |
| Panamax 5TC | 11,382 | 20,736 | 15,912 | 7,277 | 46.97% |
| Supramax 10TC | 10,215 | 22,152 | 14,703 | 6,874 | 23.12% |
| Handysize 7TC | 9,742 | 21,337 | 12,703 | 7,763 | 17.30% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BHSI Index | 683 | -4 | -0.58% | 683 | 541 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 9,771 | 42 | 0.43% | 9,771 | 7,035 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 12,150 | 57 | 0.47% | 12,150 | 8,649 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 16,178 | 22 | 0.14% | 16,178 | 13,151 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 12,343 | -136 | -1.09% | 12,343 | 10,864 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 12,744 | -175 | -1.35% | 12,744 | 10,142 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 11,806 | -113 | -0.95% | 11,806 | 9,503 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 10,706 | -125 | -1.15% | 10,706 | 8,504 |
| BHSI 7TC | 12,286 | -72 | -0.58% | 12,286 | 9,742 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|-------------|-------------|-------------|---------------|---------------|
| Cape5TC / Pmx5TC Spread | -682 | -912 | -682 | -2,159 | -4,559 |
| Pmx5TC / Smx10TC Spread | 1,918 | 1,543 | 1,918 | 1,167 | -1,416 |
| Cape5TC / Smx10TC Spread | 1,236 | 631 | 1,236 | -992 | -5,975 |
| Pmx 2A / Pmx 5TC Spread | 8,205 | 7,677 | 8,205 | 7,945 | 7,607 |
| Cape Atlantic vs Cape Pacific | 7,019 | 6,896 | 7,019 | 9,044 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 6,215 | 5,671 | 6,215 | 6,058 | 6,747 |
| Supra Atlantic vs Supra Pacific | 2,462 | 2,525 | 2,462 | 1,226 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 0.954 | 1.326 | 0.954 | 0.810 | 0.780 |
| Pmx5TC / Smx10TC Ratio | 1.147 | 1.198 | 1.147 | 1.114 | 0.936 |
| Smx10TC / Handy7TC Ratio | 1.063 | 0.900 | 1.063 | 1.049 | 1.038 |
| Cape5TC / Smx10TC Ratio | 1.095 | 1.589 | 1.095 | 0.903 | 0.730 |

Source - The Baltic Exchange

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