

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,957	<b>90</b>	<b>4.82%</b>	1,849	1,136
<b>C2</b> (160t Tubarao - Rotterdam)	10,156	<b>0.375</b>	<b>3.83%</b>	9,781	8,483
<b>C3</b> (160mt Tubarao - Qingdao)	22,706	<b>0.484</b>	<b>2.18%</b>	22,146	18,309
<b>C5</b> (160mt W Australia - Qingdao)	8,770	<b>-0.105</b>	<b>-1.18%</b>	8,607	7,307
<b>C7</b> (150mt Bolivar - Rotterdam)	10,383	<b>0.366</b>	<b>3.65%</b>	10,061	9,639
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	13,528	<b>1,028</b>	<b>8.22%</b>	12,787	10,625
<b>C9_14</b> (180mt Continent/Med trip Far East)	34,813	<b>1,813</b>	<b>5.49%</b>	33,011	24,703
<b>C10_14</b> (180mt Nopac round V)	15,727	<b>-155</b>	<b>-0.98%</b>	15,153	8,487
<b>C14</b> (180mt China - Brazil RV)	17,815	<b>900</b>	<b>5.32%</b>	16,798	8,884
<b>C16</b> (180mt Revised backhaul)	911	<b>644</b>	<b>241.20%</b>	195	-5,325
<b>C17</b> (170mt Saldanha Bay to Qingdao)	16,28	<b>0.222</b>	<b>1.38%</b>	16,00	13,33
<b>BCI 5TC</b>	16,233	<b>750</b>	<b>4.84%</b>	15,335	9,421

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,170	<b>-6</b>	<b>-0.51%</b>	1,178	936
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,183	<b>-488</b>	<b>-2.48%</b>	19,578	15,809
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	18,571	<b>-72</b>	<b>-0.39%</b>	18,674	17,028
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	10,964	<b>-111</b>	<b>-1.00%</b>	11,065	8,924
<b>S3_58</b> (North China trip to Wes t Africa)	12,210	<b>-15</b>	<b>-0.12%</b>	12,245	8,702
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	15,696	<b>-72</b>	<b>-0.46%</b>	15,845	12,675
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	12,404	<b>-182</b>	<b>-1.45%</b>	12,563	9,480
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,064	<b>7</b>	<b>0.04%</b>	17,108	13,386
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	11,675	<b>43</b>	<b>0.37%</b>	11,675	9,601
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	11,709	<b>-68</b>	<b>-0.58%</b>	11,827	8,969
<b>S10_58</b> (South China trip via Indones ia to s outh China)	10,536	<b>-8</b>	<b>-0.08%</b>	10,529	8,828
<b>BSI 10TC</b>	12,866	<b>-75</b>	<b>-0.58%</b>	12,954	10,295

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,525	<b>52</b>	<b>3.53%</b>	1,470	1,031

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	24,171	<b>1,421</b>	<b>6.86%</b>	22,899	17,664
Cape Pacific (C10, C14)	16,771	<b>373</b>	<b>2.17%</b>	15,976	8,685
<b>Cape Atlantic vs. Pacific</b>	<b>7,400</b>	<b>1,048</b>	<b>4.69%</b>	<b>6,923</b>	<b>8,979</b>
Panamax Atlantic (1a, 2a)	20,234	<b>1,384</b>	<b>7.91%</b>	18,981	14,646
Panamax Pacific (3a, 4)	11,980	<b>250</b>	<b>2.11%</b>	11,785	8,540
<b>Panamax Atlantic vs. Pacific</b>	<b>8,254</b>	<b>1,135</b>	<b>5.80%</b>	<b>7,196</b>	<b>6,106</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	13,270	<b>-107</b>	<b>-0.83%</b>	13,412	10,374
Supramax Pacific 3TC (S2,S8,S10)	11,058	<b>-25</b>	<b>-0.24%</b>	11,090	9,118
<b>Supramax Atlantic vs. Pacific</b>	<b>2,211</b>	<b>-82</b>	<b>-0.59%</b>	<b>2,322</b>	<b>1,257</b>
Handysize Atlantic 4TC (HS1-HS4)	12,390	<b>-72</b>	<b>-0.62%</b>	12,487	9,999
Handysize Pacific 3TC (HS5,HS6,HS7)	10,919	<b>-329</b>	<b>-2.92%</b>	11,306	9,434
<b>Handysize Atlantic vs. Pacific</b>	<b>1,471</b>	<b>258</b>	<b>2.31%</b>	<b>1,181</b>	<b>566</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	15,169	<b>750</b>	<b>5.20%</b>	14,271	8,357
<b>B4I 4TC</b>	14,978	<b>797</b>	<b>5.62%</b>	14,265	10,181
<b>BHSI 6TC</b>	9,782	<b>-200</b>	<b>-2.00%</b>	10,028	7,839

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,813	<b>89</b>	<b>5.16%</b>	1,734	1,280
<b>P1A_82</b> (82500mt Transatlantic RV)	14,700	<b>1,320</b>	<b>9.87%</b>	13,540	9,794
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	25,768	<b>1,448</b>	<b>5.95%</b>	24,422	19,498
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	14,772	<b>314</b>	<b>2.17%</b>	14,518	10,840
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	9188	<b>185</b>	<b>2.05%</b>	9051	6239
<b>P5_82</b> (82500mt S China/HK range Indo RV)	13,944	<b>294</b>	<b>2.15%</b>	13,743	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18168	<b>750</b>	<b>4.31%</b>	17464	12617
<b>P8</b> (66000mt Santos to China)	46,174	<b>1,094</b>	<b>2.43%</b>	44,991	38,306
<b>BPI82 5TC</b>	16,314	<b>797</b>	<b>5.14%</b>	15,601	11,517

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	9,421	16,177	17,500	2,246	147.69%
<b>Panamax 5TC</b>	11,517	20,736	16,314	7,277	46.97%
<b>Supramax 10TC</b>	10,295	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	9,805	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	653	<b>-11</b>	<b>-1.66%</b>	667	545
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	9,686	<b>-53</b>	<b>-0.54%</b>	9,732	7,115
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	12,007	<b>-36</b>	<b>-0.30%</b>	12,067	8,750
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	16,067	<b>-11</b>	<b>-0.07%</b>	16,108	13,238
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,800	<b>-186</b>	<b>-1.55%</b>	12,043	10,895
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,781	<b>-407</b>	<b>-3.34%</b>	12,238	10,197
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,988	<b>-256</b>	<b>-2.28%</b>	11,346	9,551
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	9,988	<b>-325</b>	<b>-3.15%</b>	10,336	8,553
<b>BHSI 7TC</b>	11,748	<b>-200</b>	<b>-1.67%</b>	11,994	9,805

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	<b>-81</b>	<b>-34</b>	<b>-266</b>	<b>-2,096</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	3,448	2,576	2,647	1,222	<b>-1,416</b>
<b>Cape5TC / Smx10TC Spread</b>	3,367	2,542	2,382	<b>-874</b>	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	9,454	8,803	8,821	7,980	7,607
<b>Cape Atlantic vs Cape Pacific</b>	7,400	6,352	6,923	8,979	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,254	7,120	7,196	6,106	6,747
<b>Supra Atlantic vs Supra Pacific</b>	2,211	2,293	2,322	1,257	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.995	1.326	0.983	0.818	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.268	1.198	1.204	1.119	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.095	0.900	1.080	1.050	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.262	1.589	1.184	0.915	0.730

Source - The Baltic Exchange

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