

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|---------------|---------------|--------|--------|
| BCI Index | 2,041 | 84 | 4.29% | 1,897 | 1,149 |
| C2 (160t Tubarao - Rotterdam) | 10,581 | 0.425 | 4.18% | 9,981 | 8,513 |
| C3 (160mt Tubarao - Qingdao) | 22,822 | 0.116 | 0.51% | 22,315 | 18,375 |
| C5 (160mt W Australia - Qingdao) | 8,585 | -0.185 | -2.11% | 8,601 | 7,326 |
| C7 (150mt Bolivar - Rotterdam) | 11,217 | 0.834 | 8.03% | 10,350 | 9,663 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 16,306 | 2,778 | 20.54% | 13,667 | 10,709 |
| C9_14 (180mt Continent/Med trip Far East) | 35,438 | 625 | 1.80% | 33,618 | 24,861 |
| C10_14 (180mt Nopac round V) | 15,105 | -622 | -3.95% | 15,141 | 8,584 |
| C14 (180mt China - Brazil RV) | 17,985 | 170 | 0.95% | 17,095 | 9,017 |
| C16 (180mt Revised backhaul) | 1,194 | 283 | 31.06% | 445 | -5,229 |
| C17 (170mt Saldanha Bay to Qingdao) | 16,33 | 0.045 | 0.28% | 16,08 | 13,38 |
| BCI 5TC | 16,928 | 695 | 4.28% | 15,734 | 9,532 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BSI Index | 1,161 | -9 | -0.77% | 1,174 | 939 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 19,033 | -150 | -0.78% | 19,442 | 15,856 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 18,514 | -57 | -0.31% | 18,634 | 17,050 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 10,663 | -301 | -2.75% | 10,965 | 8,950 |
| S3_58 (North China trip to Wes t Africa) | 12,217 | 7 | 0.06% | 12,238 | 8,754 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 15,639 | -57 | -0.36% | 15,794 | 12,718 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 12,250 | -154 | -1.24% | 12,485 | 9,520 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 17,171 | 107 | 0.63% | 17,124 | 13,442 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 11,611 | -64 | -0.55% | 11,659 | 9,631 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 11,748 | 39 | 0.33% | 11,807 | 9,010 |
| S10_58 (South China trip via Indones ia to s outh China) | 10,513 | -23 | -0.22% | 10,525 | 8,853 |
| BSI 10TC | 12,773 | -93 | -0.72% | 12,909 | 10,332 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|-----------|--------------|-------|-------|
| BDI Index | 1,560 | 35 | 2.30% | 1,493 | 1,039 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|--------------|--------------|---------------|--------------|--------------|
| Cape Atlantic (C8, C9) | 25,872 | 1,702 | 11.17% | 23,642 | 17,785 |
| Cape Pacific (C10, C14) | 16,545 | -226 | -1.50% | 16,118 | 8,801 |
| Cape Atlantic vs. Pacific | 9,327 | 1,928 | 12.67% | 7,524 | 8,984 |
| Panamax Atlantic (1a, 2a) | 20,849 | 615 | 3.17% | 19,448 | 14,737 |
| Panamax Pacific (3a, 4) | 12,082 | 102 | 0.84% | 11,859 | 8,592 |
| Panamax Atlantic vs. Pacific | 8,767 | 513 | 2.33% | 7,589 | 6,145 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 13,212 | -57 | -0.42% | 13,362 | 10,416 |
| Supramax Pacific 3TC (S2,S8,S10) | 10,929 | -129 | -1.17% | 11,049 | 9,144 |
| Supramax Atlantic vs. Pacific | 2,283 | 72 | 0.75% | 2,313 | 1,272 |
| Handysize Atlantic 4TC (HS1-HS4) | 12,314 | -76 | -0.63% | 12,444 | 10,033 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 10,659 | -260 | -2.38% | 11,145 | 9,452 |
| Handysize Atlantic vs. Pacific | 1,655 | 184 | 1.76% | 1,300 | 582 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|-------------|---------------|--------|--------|
| BCI 4TC | 15,864 | 695 | 4.58% | 14,670 | 8,468 |
| BPI 4TC | 15,325 | 347 | 2.32% | 14,530 | 10,257 |
| BHSI 6TC | 9,612 | -170 | -1.74% | 9,924 | 7,865 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|--------------|--------|--------|
| BPI Index | 1,851 | 38 | 2.10% | 1,763 | 1,288 |
| P1A_82 (82500mt Transatlantic RV) | 15,233 | 533 | 3.63% | 13,963 | 9,874 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 26,465 | 697 | 2.70% | 24,933 | 19,600 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 14,904 | 132 | 0.89% | 14,615 | 10,900 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 9260 | 72 | 0.78% | 9104 | 6284 |
| P5_82 (82500mt S China/HK range Indo RV) | 14,150 | 206 | 1.48% | 13,845 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 18513 | 345 | 1.90% | 17726 | 12704 |
| P8 (66000mt Santos to China) | 46,827 | 0.653 | 1.41% | 45,450 | 38,432 |
| BPI82 5TC | 16,661 | 347 | 2.13% | 15,866 | 11,593 |

| | Avg 2023 | Avg 2022 | Max 2023 | Min 2023 | 30D Vol 2022 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 9,532 | 16,177 | 17,500 | 2,246 | 147.69% |
| Panamax 5TC | 11,593 | 20,736 | 16,661 | 7,277 | 46.97% |
| Supramax 10TC | 10,332 | 22,152 | 14,703 | 6,874 | 23.12% |
| Handysize 7TC | 9,831 | 21,337 | 12,703 | 7,763 | 17.30% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BHSI Index | 643 | -10 | -1.53% | 661 | 546 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 9,650 | -36 | -0.37% | 9,712 | 7,152 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 11,971 | -36 | -0.30% | 12,043 | 8,797 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 16,006 | -61 | -0.38% | 16,082 | 13,279 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 11,629 | -171 | -1.45% | 11,940 | 10,906 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 11,469 | -312 | -2.65% | 12,046 | 10,216 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 10,769 | -219 | -1.99% | 11,202 | 9,569 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 9,738 | -250 | -2.50% | 10,186 | 8,571 |
| BHSI 7TC | 11,578 | -170 | -1.45% | 11,890 | 9,831 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|-------|------------|-------------|---------------|---------------|
| Cape5TC / Pmx5TC Spread | 267 | -81 | -133 | -2,061 | -4,559 |
| Pmx5TC / Smx10TC Spread | 3,888 | 3,448 | 2,958 | 1,261 | -1,416 |
| Cape5TC / Smx10TC Spread | 4,155 | 3,367 | 2,825 | -800 | -5,975 |
| Pmx 2A / Pmx 5TC Spread | 9,804 | 9,454 | 9,067 | 8,007 | 7,607 |
| Cape Atlantic vs Cape Pacific | 9,327 | 7,400 | 7,524 | 8,984 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 8,767 | 8,254 | 7,589 | 6,145 | 6,747 |
| Supra Atlantic vs Supra Pacific | 2,283 | 2,211 | 2,313 | 1,272 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.016 | 1.326 | 0.992 | 0.822 | 0.780 |
| Pmx5TC / Smx10TC Ratio | 1.304 | 1.198 | 1.229 | 1.122 | 0.936 |
| Smx10TC / Handy7TC Ratio | 1.103 | 0.900 | 1.086 | 1.051 | 1.038 |
| Cape5TC / Smx10TC Ratio | 1.325 | 1.589 | 1.219 | 0.923 | 0.730 |

Source - The Baltic Exchange

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