

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,911	-130	-6.37%	1,900	1,160
<b>C2</b> (160t Tubarao - Rotterdam)	10,381	-0.2	-1.89%	10,061	8,540
<b>C3</b> (160mt Tubarao - Qingdao)	22,222	-0.6	-2.63%	22,297	18,431
<b>C5</b> (160mt W Australia - Qingdao)	7,985	-0.6	-6.99%	8,478	7,336
<b>C7</b> (150mt Bolivar - Rotterdam)	11,089	-0.128	-1.14%	10,498	9,683
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	15,917	-389	-2.39%	14,117	10,784
<b>C9_14</b> (180mt Continent/Med trip Far East)	34,969	-469	-1.32%	33,888	25,008
<b>C10_14</b> (180mt Nopac round V)	12,782	-2,323	-15.38%	14,669	8,645
<b>C14</b> (180mt China - Brazil RV)	16,690	-1,295	-7.20%	17,014	9,129
<b>C16</b> (180mt Revised backhaul)	1,044	-150	-12.56%	564	-5,138
<b>C17</b> (170mt Saldanha Bay to Qingdao)	16,05	-0,278	-1.70%	16,08	13,42
<b>BCI 5TC</b>	15,849	-1,079	-6.37%	15,757	9,623

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,131	-30	-2.58%	1,165	942
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,000	-33	-0.17%	19,353	15,902
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	18,536	22	0.12%	18,614	17,072
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	10,088	-575	-5.39%	10,789	8,966
<b>S3_58</b> (North China trip to Wes t Africa)	12,050	-167	-1.37%	12,200	8,801
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	15,550	-89	-0.57%	15,745	12,759
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	12,207	-43	-0.35%	12,429	9,559
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,227	56	0.33%	17,145	13,497
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	10,893	-718	-6.18%	11,506	9,649
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	11,720	-28	-0.24%	11,790	9,049
<b>S10_58</b> (South China trip via Indones ia to s outh China)	9,806	-707	-6.73%	10,381	8,867
<b>BSI 10TC</b>	12,444	-329	-2.58%	12,816	10,363

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,507	-53	-3.40%	1,495	1,046

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	25,443	-429	-1.85%	24,002	17,896
Cape Pacific (C10, C14)	14,736	-1,809	-11.29%	15,842	8,887
<b>Cape Atlantic vs. Pacific</b>	<b>10,707</b>	<b>1,380</b>	<b>9.44%</b>	<b>8,161</b>	<b>9,009</b>
Panamax Atlantic (1a, 2a)	20,970	121	0.68%	19,752	14,828
Panamax Pacific (3a, 4)	12,021	-61	-0.45%	11,892	8,642
<b>Panamax Atlantic vs. Pacific</b>	<b>8,949</b>	<b>182</b>	<b>1.14%</b>	<b>7,861</b>	<b>6,186</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	13,159	-53	-0.39%	13,321	10,456
Supramax Pacific 3TC (S2,S8,S10)	10,262	-667	-6.10%	10,892	9,161
<b>Supramax Atlantic vs. Pacific</b>	<b>2,897</b>	<b>613</b>	<b>5.71%</b>	<b>2,429</b>	<b>1,295</b>
Handysize Atlantic 4TC (HS1-HS4)	12,362	48	0.48%	12,428	10,067
Handysize Pacific 3TC (HS5,HS6,HS7)	10,338	-321	-3.03%	10,983	9,465
<b>Handysize Atlantic vs. Pacific</b>	<b>2,025</b>	<b>369</b>	<b>3.51%</b>	<b>1,445</b>	<b>603</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	14,785	-1,079	-6.80%	14,693	8,559
<b>BPI 4TC</b>	15,333	8	0.05%	14,691	10,331
<b>BHSI 6TC</b>	9,477	-135	-1.40%	9,835	7,888

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,852	1	0.05%	1,781	1,296
<b>P1A_82</b> (82500mt Transatlantic RV)	15,395	162	1.06%	14,250	9,954
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	26,545	80	0.30%	25,255	19,701
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	14,804	-100	-0.67%	14,653	10,957
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	9238	-22	-0.24%	9130	6327
<b>P5_82</b> (82500mt S China/HK range Indo RV)	14,214	64	0.45%	13,919	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18470	-43	-0.23%	17875	12787
<b>P8</b> (66000mt Santos to China)	46,646	-0,181	-0.39%	45,689	38,551
<b>BPI82 5TC</b>	16,669	8	0.05%	16,027	11,667

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	9,623	16,177	17,500	2,246	147.69%
<b>Panamax 5TC</b>	11,667	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,363	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	9,854	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	636	-7	-1.09%	656	548
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	9,814	164	1.70%	9,732	7,191
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	12,121	150	1.25%	12,058	8,845
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	16,000	-6	-0.04%	16,066	13,318
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,514	-115	-0.99%	11,854	10,914
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	11,169	-300	-2.62%	11,870	10,230
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,438	-331	-3.07%	11,049	9,581
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	9,406	-332	-3.41%	10,030	8,583
<b>BHSI 7TC</b>	11,443	-135	-1.17%	11,801	9,854

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	-820	267	-270	-2,043	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	4,225	3,888	3,211	1,304	-1,416
<b>Cape5TC / Smx10TC Spread</b>	3,405	4,155	2,941	-739	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	9,876	9,804	9,228	8,034	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,707	9,327	8,161	9,009	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,949	8,767	7,861	6,186	6,747
<b>Supra Atlantic vs Supra Pacific</b>	2,897	2,283	2,429	1,295	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.951	1.326	0.983	0.825	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.340	1.198	1.251	1.126	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.087	0.900	1.086	1.052	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.274	1.589	1.229	0.929	0.730

Source - The Baltic Exchange

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