

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,888	<b>66</b>	<b>3.62%</b>	1,887	1,180
<b>C2</b> (160It Tubarao - Rotterdam)	10,394	<b>0.113</b>	<b>1.10%</b>	10,140	8,591
<b>C3</b> (160mt Tubarao - Qingdao)	22,028	<b>0.128</b>	<b>0.58%</b>	22,202	18,530
<b>C5</b> (160mt W Australia - Qingdao)	8,530	<b>0.475</b>	<b>5.90%</b>	8,425	7,363
<b>C7</b> (150mt Bolivar - Rotterdam)	10,728	<b>0.006</b>	<b>0.06%</b>	10,563	9,713
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	14,194	<b>55</b>	<b>0.39%</b>	14,131	10,879
<b>C9_14</b> (180mt Continent/Med trip Far East)	34,919	<b>888</b>	<b>2.61%</b>	34,056	25,274
<b>C10_14</b> (180mt Nopac round V)	14,318	<b>1,600</b>	<b>12.58%</b>	14,340	8,782
<b>C14</b> (180mt China - Brazil RV)	16,190	<b>40</b>	<b>0.25%</b>	16,773	9,327
<b>C16</b> (180mt Revised backhaul)	933	<b>127</b>	<b>15.76%</b>	652	-4,969
<b>C17</b> (170mt Saldanha Bay to Qingdao)	15,93	<b>0.017</b>	<b>0.11%</b>	16.03	13.49
<b>BCI 5TC</b>	15,657	<b>551</b>	<b>3.65%</b>	15,649	9,785

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,105	<b>-13</b>	<b>-1.16%</b>	1,150	947
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,167	<b>125</b>	<b>0.66%</b>	19,282	15,992
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	19,029	<b>350</b>	<b>1.87%</b>	18,683	17,122
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	9,756	<b>-244</b>	<b>-2.44%</b>	10,529	8,992
<b>S3_58</b> (North China trip to Wes t Africa)	11,583	<b>-150</b>	<b>-1.28%</b>	12,045	8,882
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	15,793	<b>229</b>	<b>1.47%</b>	15,726	12,842
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	12,086	<b>-50</b>	<b>-0.41%</b>	12,338	9,631
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	17,416	<b>143</b>	<b>0.83%</b>	17,202	13,605
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	10,111	<b>-432</b>	<b>-4.10%</b>	11,169	9,668
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	11,834	<b>79</b>	<b>0.67%</b>	11,791	9,126
<b>S10_58</b> (South China trip via Indones ia to s outh China)	8,919	<b>-553</b>	<b>-5.84%</b>	10,042	8,876
<b>BSI 10TC</b>	12,158	<b>-143</b>	<b>-1.16%</b>	12,648	10,415

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,463	0	0.00%	1,486	1,058

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	24,557	<b>472</b>	<b>1.50%</b>	24,093	18,077
Cape Pacific (C10, C14)	15,254	<b>820</b>	<b>6.41%</b>	15,557	9,054
<b>Cape Atlantic vs. Pacific</b>	<b>9,303</b>	<b>-349</b>	<b>-4.91%</b>	<b>8,537</b>	<b>9,022</b>
Panamax Atlantic (1a, 2a)	20,070	<b>-551</b>	<b>-2.82%</b>	19,922	14,983
Panamax Pacific (3a, 4)	11,543	<b>-295</b>	<b>-2.47%</b>	11,834	8,727
<b>Panamax Atlantic vs. Pacific</b>	<b>8,527</b>	<b>-256</b>	<b>-3.06%</b>	<b>8,088</b>	<b>6,256</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	13,238	<b>86</b>	<b>0.58%</b>	13,285	10,533
Supramax Pacific 3TC (S2,S8,S10)	9,595	<b>-410</b>	<b>-4.13%</b>	10,580	9,179
<b>Supramax Atlantic vs. Pacific</b>	<b>3,642</b>	<b>496</b>	<b>4.70%</b>	<b>2,705</b>	<b>1,354</b>
Handysize Atlantic 4TC (HS1-HS4)	12,448	<b>26</b>	<b>0.23%</b>	12,430	10,134
Handysize Pacific 3TC (HS5,HS6,HS7)	9,973	<b>-161</b>	<b>-1.58%</b>	10,717	9,481
<b>Handysize Atlantic vs. Pacific</b>	<b>2,475</b>	<b>186</b>	<b>1.80%</b>	<b>1,712</b>	<b>653</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	14,593	<b>551</b>	<b>3.92%</b>	14,585	8,721
<b>BPI 4TC</b>	14,388	<b>-588</b>	<b>-3.93%</b>	14,688	10,453
<b>BHSI 6TC</b>	9,329	<b>-70</b>	<b>-0.74%</b>	9,700	7,930

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,747	<b>-65</b>	<b>-3.59%</b>	1,780	1,310
<b>P1A_82</b> (82500mt Transatlantic RV)	14,530	<b>-510</b>	<b>-3.39%</b>	14,403	10,090
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	25,609	<b>-591</b>	<b>-2.26%</b>	25,441	19,876
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	14,175	<b>-375</b>	<b>-2.58%</b>	14,570	11,053
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	8910	<b>-215</b>	<b>-2.36%</b>	9098	6402
<b>P5_82</b> (82500mt S China/HK range Indo RV)	13,850	<b>-200</b>	<b>-1.42%</b>	13,928	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	16986	<b>-955</b>	<b>-5.32%</b>	17757	12919
<b>P8</b> (66000mt Santos to China)	44,404	<b>-1,497</b>	<b>-3.26%</b>	45,536	38,737
<b>BPI82 5TC</b>	15,724	<b>-588</b>	<b>-3.60%</b>	16,024	11,789

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	9,785	16,177	17,500	2,246	147.69%
<b>Panamax 5TC</b>	11,789	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,415	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	9,896	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	628	<b>-3</b>	<b>-0.48%</b>	648	550
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	9,907	<b>43</b>	<b>0.44%</b>	9,776	7,267
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	12,171	<b>35</b>	<b>0.29%</b>	12,086	8,938
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	16,044	<b>11</b>	<b>0.07%</b>	16,058	13,395
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,671	<b>14</b>	<b>0.12%</b>	11,800	10,936
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	10,625	<b>-213</b>	<b>-1.97%</b>	11,545	10,244
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,169	<b>-131</b>	<b>-1.27%</b>	10,816	9,600
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	9,125	<b>-138</b>	<b>-1.49%</b>	9,791	8,600
<b>BHSI 7TC</b>	11,295	<b>-70</b>	<b>-0.62%</b>	11,666	9,896

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	<b>-67</b>	<b>-1,206</b>	<b>-375</b>	<b>-2,004</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	3,566	4,011	3,376	1,374	-1,416
<b>Cape5TC / Smx10TC Spread</b>	3,499	2,805	3,001	<b>-630</b>	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	9,885	9,888	9,416	8,087	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,303	9,651	8,537	9,022	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,527	8,783	8,088	6,256	6,747
<b>Supra Atlantic vs Supra Pacific</b>	3,642	3,147	2,705	1,354	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.996	1.326	0.977	0.830	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.293	1.198	1.267	1.132	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.076	0.900	1.084	1.052	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.288	1.589	1.237	0.940	0.730

Source - The Baltic Exchange

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