

## Cape 5TC

|   | Today  | Change | Change | MTD    | YTD    |
|---|--------|--------|--------|--------|--------|
| <b>BCI Index</b>                                    | 1,850  | -38    | -2.01% | 1,882  | 1,189  |
| <b>C2</b> (160t Tubarao - Rotterdam)                | 10,381 | -0.013 | -0.13% | 10,170 | 8,616  |
| <b>C3</b> (160mt Tubarao - Qingdao)                 | 22,150 | 0.122  | 0.55%  | 22,195 | 18,581 |
| <b>C5</b> (160mt W Australia - Qingdao)             | 8,180  | -0.35  | -4.10% | 8,394  | 7,374  |
| <b>C7</b> (150mt Bolivar - Rotterdam)               | 10,744 | 0.016  | 0.15%  | 10,585 | 9,727  |
| <b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV) | 14,067 | -127   | -0.89% | 14,123 | 10,924 |
| <b>C9_14</b> (180mt Continent/Med trip Far East)    | 34,906 | -13    | -0.04% | 34,162 | 25,408 |
| <b>C10_14</b> (180mt Nopac round V)                 | 13,209 | -1,109 | -7.75% | 14,199 | 8,844  |
| <b>C14</b> (180mt China - Brazil RV)                | 16,198 | 8      | 0.05%  | 16,701 | 9,422  |
| <b>C16</b> (180mt Revised backhaul)                 | 894    | -39    | -4.18% | 682    | -4,888 |
| <b>C17</b> (170mt Saldanha Bay to Qingdao)          | 15,96  | 0.028  | 0.18%  | 16,02  | 13,52  |
| <b>BCI 5TC</b>                                      | 15,344 | -313   | -2.00% | 15,611 | 9,863  |

## Supramax 10TC

|   | Today  | Change | Change | MTD    | YTD    |
|---|--------|--------|--------|--------|--------|
| <b>BSI Index</b>  | 1,096  | -9     | -0.81% | 1,143  | 949    |
| <b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)             | 19,292 | 125    | 0.65%  | 19,283 | 16,038 |
| <b>S1C_58</b> (US Gulf trip to China-s outh Japan)                                | 19,393 | 364    | 1.91%  | 18,772 | 17,153 |
| <b>S2_58</b> (North China one Aus tralian or Pacific round voyage)                | 9,541  | -215   | -2.20% | 10,405 | 9,000  |
| <b>S3_58</b> (North China trip to Wes t Africa)                                   | 11,500 | -83    | -0.72% | 11,977 | 8,918  |
| <b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)                                    | 16,229 | 436    | 2.76%  | 15,789 | 12,889 |
| <b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)                                    | 12,036 | -50    | -0.41% | 12,301 | 9,664  |
| <b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)    | 17,543 | 127    | 0.73%  | 17,244 | 13,660 |
| <b>S8_58</b> (South China trip via Indones ia to eas t coas t India)              | 9,679  | -432   | -4.27% | 10,983 | 9,668  |
| <b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 11,924 | 90     | 0.76%  | 11,808 | 9,165  |
| <b>S10_58</b> (South China trip via Indones ia to s outh China)                   | 8,475  | -444   | -4.98% | 9,846  | 8,871  |
| <b>BSI 10TC</b>   | 12,059 | -99    | -0.81% | 12,575 | 10,438 |

## BDI Index

|                  | Today | Change | Change | MTD   | YTD   |
|------------------|-------|--------|--------|-------|-------|
| <b>BDI Index</b> | 1,435 | -28    | -1.91% | 1,480 | 1,063 |

## Atlantic vs. Pacific (5TC)

|                                       | Today        | Change      | Change        | MTD          | YTD          |
|---------------------------------------|--------------|-------------|---------------|--------------|--------------|
| Cape Atlantic (C8, C9)                | 24,487       | -70         | -0.47%        | 24,142       | 18,166       |
| Cape Pacific (C10, C14)               | 14,704       | -551        | -3.85%        | 15,450       | 9,133        |
| <b>Cape Atlantic vs. Pacific</b>      | <b>9,783</b> | <b>481</b>  | <b>3.38%</b>  | <b>8,693</b> | <b>9,033</b> |
| Panamax Atlantic (1a, 2a)             | 19,585       | -485        | -2.48%        | 19,880       | 15,047       |
| Panamax Pacific (3a, 4)               | 11,305       | -238        | -2.12%        | 11,768       | 8,763        |
| <b>Panamax Atlantic vs. Pacific</b>   | <b>8,281</b> | <b>-247</b> | <b>-0.36%</b> | <b>8,112</b> | <b>6,284</b> |
| Supramax Atlantic 3TC (S4A,S4B,S9)    | 13,396       | 159         | 1.04%         | 13,299       | 10,573       |
| Supramax Pacific 3TC (S2,S8,S10)      | 9,232        | -364        | -3.82%        | 10,412       | 9,179        |
| <b>Supramax Atlantic vs. Pacific</b>  | <b>4,165</b> | <b>522</b>  | <b>4.85%</b>  | <b>2,888</b> | <b>1,393</b> |
| Handysize Atlantic 4TC (HS1-HS4)      | 12,576       | 128         | 1.06%         | 12,448       | 10,168       |
| Handysize Pacific 3TC (HS5,HS6,HS7)   | 9,869        | -104        | -1.04%        | 10,611       | 9,487        |
| <b>Handysize Atlantic vs. Pacific</b> | <b>2,707</b> | <b>232</b>  | <b>2.10%</b>  | <b>1,837</b> | <b>681</b>   |

## Previous TC

|                 | Today  | Change | Change | MTD    | YTD    |
|-----------------|--------|--------|--------|--------|--------|
| <b>BCI 4TC</b>  | 14,280 | -313   | -2.14% | 14,547 | 8,799  |
| <b>BPI 4TC</b>  | 13,981 | -407   | -2.83% | 14,600 | 10,502 |
| <b>BHSI 6TC</b> | 9,340  | 11     | 0.12%  | 9,655  | 7,949  |

## Panamax 5TC

|   | Today  | Change | Change | MTD    | YTD    |
|---|--------|--------|--------|--------|--------|
| <b>BPI Index</b>  | 1,702  | -45    | -2.58% | 1,771  | 1,315  |
| <b>P1A_82</b> (82500mt Transatlantic RV)                                    | 14,135 | -395   | -2.72% | 14,369 | 10,146 |
| <b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)                                   | 25,035 | -574   | -2.24% | 25,390 | 19,947 |
| <b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)                                   | 13,911 | -264   | -1.86% | 14,487 | 11,092 |
| <b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)                               | 8698   | -212   | -2.38% | 9048   | 6434   |
| <b>P5_82</b> (82500mt S China/HK range Indo RV)                             | 13,544 | -306   | -2.21% | 13,880 | #N/A   |
| <b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 16440  | -546   | -3.21% | 17593  | 12968  |
| <b>P8</b> (66000mt Santos to China)   | 43,787 | -0.617 | -1.39% | 45,317 | 38,807 |
| <b>BPI82 5TC</b>  | 15,317 | -407   | -2.59% | 15,936 | 11,838 |

|                      | Avg 2023 | Avg 2022 | Max 2023 | Min 2023 | 30D Vol 2022 |
|----------------------|----------|----------|----------|----------|--------------|
| <b>Cape 5TC</b>      | 9,863    | 16,177   | 17,500   | 2,246    | 147.69%      |
| <b>Panamax 5TC</b>   | 11,838   | 20,736   | 16,669   | 7,277    | 46.97%       |
| <b>Supramax 10TC</b> | 10,438   | 22,152   | 14,703   | 6,874    | 23.12%       |
| <b>Handysize 7TC</b> | 9,915    | 21,337   | 12,703   | 7,763    | 17.30%       |

## Handysize 7TC

|   | Today  | Change | Change | MTD    | YTD    |
|---|--------|--------|--------|--------|--------|
| <b>BHSI Index</b>   | 628    | 0      | 0.00%  | 646    | 551    |
| <b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)     | 10,000 | 93     | 0.94%  | 9,804  | 7,305  |
| <b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)            | 12,400 | 229    | 1.88%  | 12,125 | 8,986  |
| <b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)    | 16,133 | 89     | 0.55%  | 16,067 | 13,433 |
| <b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 11,771 | 100    | 0.86%  | 11,796 | 10,947 |
| <b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan) | 10,531 | -94    | -0.88% | 11,418 | 10,248 |
| <b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)    | 10,038 | -131   | -1.29% | 10,719 | 9,606  |
| <b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)            | 9,038  | -87    | -0.95% | 9,697  | 8,606  |
| <b>BHSI 7TC</b>   | 11,306 | 11     | 0.10%  | 11,621 | 9,915  |

## Spreads and Ratio (5TC)

|  | Today | Yesterday | MTD   | YTD    | 2022   |
|--|-------|-----------|-------|--------|--------|
| <b>Cape5TC / Pmx5TC Spread</b>         | 27    | -67       | -325  | -1,976 | -4,559 |
| <b>Pmx5TC / Smx10TC Spread</b>         | 3,258 | 3,566     | 3,361 | 1,400  | -1,416 |
| <b>Cape5TC / Smx10TC Spread</b>        | 3,285 | 3,499     | 3,037 | -575   | -5,975 |
| <b>Pmx 2A / Pmx 5TC Spread</b>         | 9,718 | 9,885     | 9,454 | 8,109  | 7,607  |
| <b>Cape Atlantic vs Cape Pacific</b>   | 9,783 | 9,303     | 8,693 | 9,033  | 6,947  |
| <b>Pmx Atlantic vs Pmx Pacific</b>     | 8,281 | 8,527     | 8,112 | 6,284  | 6,747  |
| <b>Supra Atlantic vs Supra Pacific</b> | 4,165 | 3,642     | 2,888 | 1,393  | 3,063  |
| <b>Cape5TC / Pmx5TC Ratio</b>          | 1.002 | 1.326     | 0.980 | 0.833  | 0.780  |
| <b>Pmx5TC / Smx10TC Ratio</b>          | 1.270 | 1.198     | 1.267 | 1.134  | 0.936  |
| <b>Smx10TC / Handy7TC Ratio</b>        | 1.067 | 0.900     | 1.082 | 1.053  | 1.038  |
| <b>Cape5TC / Smx10TC Ratio</b>         | 1.272 | 1.589     | 1.242 | 0.945  | 0.730  |

Source - The Baltic Exchange

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