

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,509	<b>125</b>	<b>5.24%</b>	2,362	1,344
<b>C2</b> (160t Tubarao - Rotterdam)	11,063	<b>0.219</b>	<b>2.02%</b>	10,891	8,948
<b>C3</b> (160mt Tubarao - Qingdao)	22,444	<b>0.125</b>	<b>0.56%</b>	22,456	19,181
<b>C5</b> (160mt W Australia - Qingdao)	9,435	<b>0.525</b>	<b>5.89%</b>	8,941	7,579
<b>C7</b> (150mt Bolivar - Rotterdam)	12,706	<b>0.234</b>	<b>1.88%</b>	12,387	10,037
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	23,556	<b>973</b>	<b>4.31%</b>	21,920	12,146
<b>C9_14</b> (180mt Continent/Med trip Far East)	39,719	<b>875</b>	<b>2.25%</b>	38,928	27,385
<b>C10_14</b> (180mt Nopac round V)	20,273	<b>2,108</b>	<b>11.60%</b>	17,884	9,959
<b>C14</b> (180mt China - Brazil RV)	18,705	<b>383</b>	<b>2.09%</b>	18,447	10,743
<b>C16</b> (180mt Revised backhaul)	1,667	<b>511</b>	<b>44.20%</b>	1,289	-3,895
<b>C17</b> (170mt Saldanha Bay to Qingdao)	16,18	<b>0.145</b>	<b>0.90%</b>	16,09	13,93
<b>BCI 5TC</b>	20,807	<b>1,039</b>	<b>5.26%</b>	19,590	11,148

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,097	<b>1</b>	<b>0.09%</b>	1,113	984
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	18,500	<b>-313</b>	<b>-1.66%</b>	19,162	16,637
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	21,768	<b>-139</b>	<b>-0.63%</b>	22,284	18,189
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	9,094	<b>1</b>	<b>0.01%</b>	9,153	9,116
<b>S3_58</b> (North China trip to Wes t Africa)	10,117	<b>-91</b>	<b>-0.89%</b>	10,498	9,300
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	16,171	<b>-29</b>	<b>-0.18%</b>	16,519	13,699
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	12,225	<b>-89</b>	<b>-0.72%</b>	12,511	10,161
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	18,872	<b>-15</b>	<b>-0.08%</b>	18,957	14,519
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	9,457	<b>289</b>	<b>3.15%</b>	9,374	9,721
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	13,713	<b>-112</b>	<b>-0.81%</b>	13,846	9,877
<b>S10_58</b> (South China trip via Indones ia to s outh China)	8,963	<b>320</b>	<b>3.70%</b>	8,836	8,959
<b>BSI 10TC</b>	12,072	<b>19</b>	<b>0.16%</b>	12,244	10,824

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,598	<b>40</b>	<b>2.57%</b>	1,562	1,140

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	31,638	<b>924</b>	<b>3.28%</b>	30,424	19,765
Cape Pacific (C10, C14)	19,489	<b>1,246</b>	<b>6.85%</b>	18,166	10,351
<b>Cape Atlantic vs. Pacific</b>	<b>12,149</b>	<b>-322</b>	<b>-3.57%</b>	<b>12,258</b>	<b>9,414</b>
Panamax Atlantic (1a, 2a)	17,231	<b>-27</b>	<b>-0.01%</b>	17,476	15,642
Panamax Pacific (3a, 4)	9,534	<b>-109</b>	<b>-1.21%</b>	9,782	9,063
<b>Panamax Atlantic vs. Pacific</b>	<b>7,697</b>	<b>82</b>	<b>1.20%</b>	<b>7,694</b>	<b>6,579</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	14,036	<b>-77</b>	<b>-0.57%</b>	14,292	11,246
Supramax Pacific 3TC (S2,S8,S10)	9,171	<b>203</b>	<b>2.29%</b>	9,121	9,266
<b>Supramax Atlantic vs. Pacific</b>	<b>4,865</b>	<b>-280</b>	<b>-2.86%</b>	<b>5,171</b>	<b>1,980</b>
Handysize Atlantic 4TC (HS1-HS4)	13,426	<b>-154</b>	<b>-1.19%</b>	13,727	10,757
Handysize Pacific 3TC (HS5,HS6,HS7)	9,421	<b>-13</b>	<b>-0.14%</b>	9,531	9,534
<b>Handysize Atlantic vs. Pacific</b>	<b>4,005</b>	<b>-142</b>	<b>-1.05%</b>	<b>4,197</b>	<b>1,223</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	19,743	<b>1,039</b>	<b>5.55%</b>	18,526	10,084
<b>BPI 4TC</b>	12,114	<b>-62</b>	<b>-0.51%</b>	12,368	10,959
<b>BHSI 6TC</b>	9,556	<b>-83</b>	<b>-0.86%</b>	9,749	8,266

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,494	<b>-7</b>	<b>-0.47%</b>	1,522	1,366
<b>P1A_82</b> (82500mt Transatlantic RV)	11,830	<b>55</b>	<b>0.47%</b>	12,053	10,641
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	22,632	<b>-109</b>	<b>-0.48%</b>	22,899	20,642
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	12,138	<b>-112</b>	<b>-0.91%</b>	12,463	11,456
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	6930	<b>-106</b>	<b>-1.51%</b>	7100	6670
<b>P5_82</b> (82500mt S China/HK range Indo RV)	11,861	<b>-520</b>	<b>-4.20%</b>	12,674	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	15007	<b>-88</b>	<b>-0.58%</b>	15250	13466
<b>P8</b> (66000mt Santos to China)	40,631	<b>-0.027</b>	<b>-0.07%</b>	41,103	39,460
<b>BPI82 5TC</b>	13,450	<b>-62</b>	<b>-0.46%</b>	13,704	12,295

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	11,148	16,177	20,807	2,246	147.69%
<b>Panamax 5TC</b>	12,295	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,824	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	10,232	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	640	<b>-5</b>	<b>-0.78%</b>	651	568
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	9,936	<b>-143</b>	<b>-1.42%</b>	10,286	7,832
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	12,207	<b>-186</b>	<b>-1.50%</b>	12,553	9,625
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	18,361	<b>-145</b>	<b>-0.78%</b>	18,668	14,252
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	13,200	<b>-143</b>	<b>-1.07%</b>	13,403	11,318
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	10,031	<b>-5</b>	<b>-0.05%</b>	10,082	10,262
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,800	<b>-14</b>	<b>-0.14%</b>	9,845	9,671
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	8,431	<b>-19</b>	<b>-0.22%</b>	8,665	8,669
<b>BHSI 7TC</b>	11,522	<b>-83</b>	<b>-0.72%</b>	11,715	10,232

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	7,357	6,256	5,886	<b>-1,147</b>	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	1,378	1,459	1,460	1,471	<b>-1,416</b>
<b>Cape5TC / Smx10TC Spread</b>	8,735	7,715	7,346	325	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	9,182	9,229	9,195	8,347	7,607
<b>Cape Atlantic vs Cape Pacific</b>	12,149	12,470	12,258	9,414	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,697	7,615	7,694	6,579	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,865	5,145	5,171	1,980	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.547	1.326	1.430	0.907	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.114	1.198	1.119	1.136	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.048	0.900	1.045	1.058	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.724	1.589	1.600	1.030	0.730

Source - The Baltic Exchange

Freight Investor Services  
Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998