

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,080	<b>89</b>	<b>4.47%</b>	1,520	1,461
<b>C2</b> (160It Tubarao - Rotterdam)	9,869	<b>0.088</b>	<b>0.90%</b>	8,585	9,011
<b>C3</b> (160mt Tubarao - Qingdao)	21,733	<b>0.122</b>	<b>0.56%</b>	19,891	19,490
<b>C5</b> (160mt W Australia - Qingdao)	8,795	<b>0.285</b>	<b>3.35%</b>	8,315	7,820
<b>C7</b> (150mt Bolivar - Rotterdam)	11,169	<b>0.219</b>	<b>2.00%</b>	9,009	10,099
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	17,031	<b>625</b>	<b>3.81%</b>	9,193	12,765
<b>C9_14</b> (180mt Continent/Med trip Far East)	38,125	<b>312</b>	<b>0.83%</b>	29,518	28,497
<b>C10_14</b> (180mt Nopac round V)	16,464	<b>1,496</b>	<b>9.99%</b>	14,447	11,422
<b>C14</b> (180mt China - Brazil RV)	16,200	<b>485</b>	<b>3.09%</b>	13,309	11,698
<b>C16</b> (180mt Revised backhaul)	500	<b>378</b>	<b>309.84%</b>	-2,563	-3,341
<b>C17</b> (170mt Saldanha Bay to Qingdao)	16,07	<b>0.111</b>	<b>0.70%</b>	14.88	14.24
<b>BCI 5TC</b>	17,252	<b>738</b>	<b>4.47%</b>	12,607	12,116

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	743	<b>-8</b>	<b>-1.07%</b>	761	959
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	12,325	<b>-238</b>	<b>-1.89%</b>	13,977	16,326
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	14,371	<b>-193</b>	<b>-1.33%</b>	15,915	18,336
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	7,258	<b>-59</b>	<b>-0.81%</b>	7,040	8,761
<b>S3_58</b> (North China trip to Wes t Africa)	6,700	<b>-70</b>	<b>-1.03%</b>	6,821	8,911
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	8,471	<b>-243</b>	<b>-2.79%</b>	10,751	13,640
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	8,179	<b>-64</b>	<b>-0.78%</b>	8,211	9,996
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	12,291	<b>200</b>	<b>1.65%</b>	11,680	14,450
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	7,220	<b>-120</b>	<b>-1.63%</b>	6,948	9,280
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	7,600	<b>129</b>	<b>1.73%</b>	7,561	9,863
<b>S10_58</b> (South China trip via Indones ia to s outh China)	6,663	<b>-145</b>	<b>-2.13%</b>	6,187	8,524
<b>BSI 10TC</b>	8,178	<b>-82</b>	<b>-0.99%</b>	8,365	10,551

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,240	<b>24</b>	<b>1.97%</b>	1,061	1,157

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	27,578	<b>469</b>	<b>2.32%</b>	19,356	20,631
Cape Pacific (C10, C14)	16,332	<b>991</b>	<b>6.54%</b>	13,878	11,560
<b>Cape Atlantic vs. Pacific</b>	<b>11,246</b>	<b>-522</b>	<b>-4.22%</b>	<b>5,478</b>	<b>9,071</b>
Panamax Atlantic (1a, 2a)	12,838	<b>-161</b>	<b>-1.30%</b>	13,122	15,193
Panamax Pacific (3a, 4)	6,809	<b>-103</b>	<b>-1.43%</b>	6,683	8,486
<b>Panamax Atlantic vs. Pacific</b>	<b>6,029</b>	<b>-59</b>	<b>0.12%</b>	<b>6,439</b>	<b>6,707</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	8,083	<b>-59</b>	<b>-0.61%</b>	8,841	11,167
Supramax Pacific 3TC (S2,S8,S10)	7,047	<b>-108</b>	<b>-1.52%</b>	6,725	8,855
<b>Supramax Atlantic vs. Pacific</b>	<b>1,036</b>	<b>49</b>	<b>0.91%</b>	<b>2,116</b>	<b>2,312</b>
Handysize Atlantic 4TC (HS1-HS4)	8,079	<b>36</b>	<b>0.28%</b>	8,788	10,653
Handysize Pacific 3TC (HS5,HS6,HS7)	8,177	<b>-38</b>	<b>-0.44%</b>	8,724	9,425
<b>Handysize Atlantic vs. Pacific</b>	<b>-98</b>	<b>74</b>	<b>0.71%</b>	<b>64</b>	<b>1,228</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	16,188	<b>738</b>	<b>4.78%</b>	11,543	11,052
<b>BPI 4TC</b>	8,803	<b>-124</b>	<b>-1.39%</b>	8,864	10,527
<b>BHSI 6TC</b>	6,231	<b>-5</b>	<b>-0.08%</b>	6,881	8,162

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,127	<b>-13</b>	<b>-1.14%</b>	1,133	1,318
<b>P1A_82</b> (82500mt Transatlantic RV)	7,848	<b>-117</b>	<b>-1.47%</b>	8,063	10,170
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	17,827	<b>-205</b>	<b>-1.14%</b>	18,181	20,216
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	9,898	<b>-156</b>	<b>-1.55%</b>	9,673	10,990
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	3719	<b>-49</b>	<b>-1.30%</b>	3692	5982
<b>P5_82</b> (82500mt S China/HK range Indo RV)	9,631	<b>-482</b>	<b>-4.77%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	11827	<b>-100</b>	<b>-0.84%</b>	11929	13178
<b>P8</b> (66000mt Santos to China)	35,961	<b>-0.206</b>	<b>-0.57%</b>	35,757	38,648
<b>BPI82 5TC</b>	10,139	<b>-124</b>	<b>-1.21%</b>	10,200	11,863

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,116	16,177	21,814	2,246	147.69%
<b>Panamax 5TC</b>	11,863	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,551	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	10,128	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	455	<b>-1</b>	<b>-0.22%</b>	491	563
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	5,271	<b>7</b>	<b>0.13%</b>	5,789	7,624
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,471	<b>35</b>	<b>0.47%</b>	8,045	9,555
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	11,944	<b>188</b>	<b>1.60%</b>	12,275	14,313
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	7,629	<b>-85</b>	<b>-1.10%</b>	9,040	11,121
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	8,631	<b>-57</b>	<b>-0.66%</b>	9,356	10,123
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	8,419	<b>-56</b>	<b>-0.66%</b>	9,004	9,614
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	7,481	<b>0</b>	<b>0.00%</b>	7,812	8,539
<b>BHSI 7TC</b>	8,197	<b>-5</b>	<b>-0.06%</b>	8,847	10,128

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	7,113	6,251	2,407	252	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	1,961	2,003	1,835	1,312	<b>-1,416</b>
<b>Cape5TC / Smx10TC Spread</b>	9,074	8,254	4,241	1,564	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	7,688	7,769	7,981	8,352	7,607
<b>Cape Atlantic vs Cape Pacific</b>	11,246	11,768	5,478	9,071	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,029	6,088	6,439	6,707	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,036	988	2,116	2,312	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.702	1.326	1.236	1.021	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.240	1.198	1.219	1.124	0.936
<b>Smx10TC / Handy7TC Ratio</b>	0.998	0.900	0.946	1.042	1.038
<b>Cape5TC / Smx10TC Ratio</b>	2.110	1.589	1.507	1.148	0.730

Source - The Baltic Exchange

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