

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,822	-115	-5.94%	1,584	1,473
<b>C2</b> (160It Tubarao - Rotterdam)	9,531	-0,219	-2.25%	8,757	9,028
<b>C3</b> (160mt Tubarao - Qingdao)	20,511	-0,611	-2.89%	20,074	19,530
<b>C5</b> (160mt W Australia - Qingdao)	8,210	0,048	0.59%	8,319	7,833
<b>C7</b> (150mt Bolivar - Rotterdam)	10,300	-0,550	-5.07%	9,277	10,116
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	14,313	-2,062	-12.59%	10,208	12,843
<b>C9_14</b> (180mt Continent/Med trip Far East)	34,500	-1,875	-5.15%	30,553	28,692
<b>C10_14</b> (180mt Nopac round V)	14,441	282	1.99%	14,510	11,506
<b>C14</b> (180mt China - Brazil RV)	14,330	-1,035	-6.74%	13,607	11,786
<b>C16</b> (180mt Revised backhaul)	233	-139	-37.37%	-2,121	-3,250
<b>C17</b> (170mt Saldanha Bay to Qingdao)	15,40	-0,344	-2.18%	15,01	14,27
<b>BCI 5TC</b>	15,113	-955	-5.94%	13,135	12,214

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	752	6	0.80%	758	954
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	11,279	-434	-3.71%	13,631	16,211
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	13,629	-367	-2.62%	15,619	18,227
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	7,344	100	1.38%	7,073	8,724
<b>S3_58</b> (North China trip to Wes t Africa)	7,058	16	0.23%	6,851	8,864
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	8,086	-110	-1.34%	10,367	13,506
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	8,071	-122	-1.49%	8,202	9,951
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	12,620	82	0.65%	11,806	14,403
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	7,743	343	4.64%	7,023	9,235
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	7,825	75	0.97%	7,589	9,811
<b>S10_58</b> (South China trip via Indones ia to s outh China)	7,013	363	5.46%	6,267	8,480
<b>BSI 10TC</b>	8,267	59	0.72%	8,342	10,494

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,138	-45	-3.80%	1,080	1,158

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	24,407	-1,969	-8.87%	20,381	20,767
Cape Pacific (C10, C14)	14,386	-377	-2.37%	14,058	11,646
<b>Cape Atlantic vs. Pacific</b>	<b>10,021</b>	<b>-1,592</b>	<b>-6.50%</b>	<b>6,322</b>	<b>9,121</b>
Panamax Atlantic (1a, 2a)	12,063	-272	-2.58%	13,004	15,123
Panamax Pacific (3a, 4)	6,418	-201	-3.60%	6,669	8,440
<b>Panamax Atlantic vs. Pacific</b>	<b>5,645</b>	<b>-72</b>	<b>1.02%</b>	<b>6,336</b>	<b>6,683</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	7,994	-52	-0.62%	8,720	11,090
Supramax Pacific 3TC (S2,S8,S10)	7,367	269	3.82%	6,787	8,813
<b>Supramax Atlantic vs. Pacific</b>	<b>627</b>	<b>-321</b>	<b>-4.45%</b>	<b>1,932</b>	<b>2,277</b>
Handysize Atlantic 4TC (HS1-HS4)	8,187	31	0.15%	8,692	10,592
Handysize Pacific 3TC (HS5,HS6,HS7)	7,942	-121	-1.49%	8,621	9,391
<b>Handysize Atlantic vs. Pacific</b>	<b>246</b>	<b>151</b>	<b>1.64%</b>	<b>70</b>	<b>1,201</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	14,049	-955	-6.36%	12,071	11,150
<b>BPI 4TC</b>	8,190	-271	-3.20%	8,801	10,476
<b>BHSI 6TC</b>	6,166	-46	-0.74%	6,778	8,113

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,058	-31	-2.85%	1,126	1,312
<b>P1A_82</b> (82500mt Transatlantic RV)	7,170	-263	-3.54%	7,968	10,103
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	16,955	-281	-1.63%	18,041	20,143
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	9,398	-225	-2.34%	9,663	10,956
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	3438	-176	-4.87%	3674	5923
<b>P5_82</b> (82500mt S China/HK range Indo RV)	9,439	-55	-0.58%	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	11,148	-345	-3.00%	11,859	13,136
<b>P8</b> (66000mt Santos to China)	35,021	-0,408	-1.15%	35,706	38,568
<b>BPI82 5TC</b>	9,526	-271	-2.77%	10,137	11,812

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,214	16,177	21,814	2,246	147.69%
<b>Panamax 5TC</b>	11,812	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,494	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	10,079	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	452	-2	-0.44%	486	560
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	5,271	0	0.00%	5,712	7,566
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,471	-8	-0.11%	7,960	9,504
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	12,600	194	1.56%	12,288	14,265
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	7,407	-64	-0.86%	8,807	11,032
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	8,306	-175	-2.06%	9,219	10,081
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	8,250	-81	-0.97%	8,899	9,581
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	7,269	-106	-1.44%	7,746	8,510
<b>BHSI 7TC</b>	8,132	-46	-0.56%	8,744	10,079

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	5,587	6,271	2,998	402	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	1,259	1,589	1,795	1,318	-1,416
<b>Cape5TC / Smx10TC Spread</b>	6,846	7,860	4,793	1,721	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	7,429	7,439	7,905	8,331	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,021	11,613	6,322	9,121	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,645	5,716	6,336	6,683	6,747
<b>Supra Atlantic vs Supra Pacific</b>	627	948	1,932	2,277	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.587	1.326	1.296	1.034	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.152	1.198	1.215	1.126	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.017	0.900	0.954	1.041	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.828	1.589	1.575	1.164	0.730

Source - The Baltic Exchange

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