

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,759	-63	-3.46%	1,592	1,475
<b>C2</b> (160t Tubarao - Rotterdam)	9,344	-0.187	-1.96%	8,785	9,031
<b>C3</b> (160mt Tubarao - Qingdao)	20,483	-0.028	-0.14%	20,093	19,537
<b>C5</b> (160mt W Australia - Qingdao)	8,345	0.135	1.64%	8,320	7,837
<b>C7</b> (150mt Bolivar - Rotterdam)	9,788	-0.512	-4.97%	9,301	10,113
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	12,188	-2,125	-14.85%	10,302	12,838
<b>C9_14</b> (180mt Continent/Med trip Far East)	33,875	-625	-1.81%	30,711	28,734
<b>C10_14</b> (180mt Nopac round V)	14,882	441	3.05%	14,527	11,534
<b>C14</b> (180mt China - Brazil RV)	14,225	-105	-0.73%	13,636	11,806
<b>C16</b> (180mt Revised backhaul)	250	17	7.30%	-2,008	-3,221
<b>C17</b> (170mt Saldanha Bay to Qingdao)	15,38	-0.017	-0.11%	15,03	14,28
<b>BCI 5TC</b>	14,589	-524	-3.47%	13,204	12,234

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	750	-2	-0.27%	758	952
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	10,988	-291	-2.58%	13,505	16,169
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	13,375	-254	-1.86%	15,512	18,188
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	7,431	87	1.18%	7,090	8,713
<b>S3_58</b> (North China trip to Wes t Africa)	7,017	-41	-0.58%	6,859	8,849
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	7,757	-329	-4.07%	10,243	13,459
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	7,843	-228	-2.82%	8,185	9,934
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	12,784	164	1.30%	11,853	14,390
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	7,957	214	2.76%	7,067	9,224
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	7,650	-175	-2.24%	7,592	9,794
<b>S10_58</b> (South China trip via Indones ia to s outh China)	7,213	200	2.85%	6,312	8,470
<b>BSI 10TC</b>	8,251	-16	-0.19%	8,338	10,475

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,112	-26	-2.28%	1,081	1,157

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	23,032	-1,375	-8.33%	20,507	20,786
Cape Pacific (C10, C14)	14,554	168	1.16%	14,082	11,670
<b>Cape Atlantic vs. Pacific</b>	<b>8,478</b>	<b>-1,543</b>	<b>-9.49%</b>	<b>6,425</b>	<b>9,116</b>
Panamax Atlantic (1a, 2a)	11,907	-156	-1.58%	12,952	15,097
Panamax Pacific (3a, 4)	6,334	-85	-1.48%	6,653	8,422
<b>Panamax Atlantic vs. Pacific</b>	<b>5,574</b>	<b>-71</b>	<b>-0.10%</b>	<b>6,300</b>	<b>6,674</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	7,750	-244	-3.04%	8,673	11,062
Supramax Pacific 3TC (S2,S8,S10)	7,534	167	2.27%	6,823	8,802
<b>Supramax Atlantic vs. Pacific</b>	<b>216</b>	<b>-411</b>	<b>-5.31%</b>	<b>1,850</b>	<b>2,260</b>
Handysize Atlantic 4TC (HS1-HS4)	8,115	-73	-1.24%	8,664	10,572
Handysize Pacific 3TC (HS5,HS6,HS7)	7,883	-58	-0.73%	8,586	9,379
<b>Handysize Atlantic vs. Pacific</b>	<b>231</b>	<b>-14</b>	<b>-0.52%</b>	<b>78</b>	<b>1,193</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	13,525	-524	-3.73%	12,140	11,170
<b>BPI 4TC</b>	8,032	-158	-1.93%	8,764	10,456
<b>BHSI 6TC</b>	6,099	-67	-1.09%	6,746	8,097

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,041	-17	-1.61%	1,122	1,310
<b>P1A_82</b> (82500mt Transatlantic RV)	7,005	-165	-2.30%	7,922	10,078
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	16,809	-146	-0.86%	17,983	20,116
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	9,292	-106	-1.13%	9,645	10,943
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	3375	-63	-1.83%	3660	5902
<b>P5_82</b> (82500mt S China/HK range Indo RV)	#N/A	#N/A	#N/A	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	10918	-230	-2.06%	11814	13118
<b>P8</b> (66000mt Santos to China)	34,849	-0.172	-0.49%	35,665	38,538
<b>BPI82 5TC</b>	9,368	-158	-1.66%	10,100	11,792

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,234	16,177	21,814	2,246	147.69%
<b>Panamax 5TC</b>	11,792	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,475	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	10,063	21,337	12,703	7,763	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	448	-4	-0.88%	484	559
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	5,100	-171	-3.24%	5,683	7,546
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,400	-71	-0.95%	7,933	9,487
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	12,622	22	0.17%	12,304	14,251
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	7,336	-71	-0.96%	8,737	11,002
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	8,231	-75	-0.90%	9,172	10,066
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	8,194	-56	-0.68%	8,866	9,570
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	7,225	-44	-0.61%	7,721	8,500
<b>BHSI 7TC</b>	8,065	-67	-0.82%	8,712	10,063

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	5,221	5,587	3,104	441	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	1,117	1,259	1,762	1,317	-1,416
<b>Cape5TC / Smx10TC Spread</b>	6,338	6,846	4,867	1,758	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	7,441	7,429	7,883	8,323	7,607
<b>Cape Atlantic vs Cape Pacific</b>	8,478	10,021	6,425	9,116	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,574	5,645	6,300	6,674	6,747
<b>Supra Atlantic vs Supra Pacific</b>	216	627	1,850	2,260	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.557	1.326	1.307	1.037	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.135	1.198	1.211	1.126	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.023	0.900	0.957	1.041	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.768	1.589	1.584	1.168	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