

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,550	-5	-0.32%	1,548	1,481
<b>C2</b> (160kt Tubarao - Rotterdam)	8,581	-0.013	-0.15%	8,794	9,021
<b>C3</b> (160mt Tubarao - Qingdao)	19,739	-0.111	-0.56%	20,131	19,578
<b>C5</b> (160mt W Australia - Qingdao)	8,095	-0.21	-2.53%	8,116	7,856
<b>C7</b> (150mt Bolivar - Rotterdam)	9,419	0.250	2.73%	9,113	10,055
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	11,188	844	8.16%	10,146	12,681
<b>C9_14</b> (180mt Continent/Med trip Far East)	30,475	187	0.62%	30,305	28,842
<b>C10_14</b> (180mt Nopac round V)	13,218	-855	-6.08%	13,289	11,652
<b>C14</b> (180mt China - Brazil RV)	13,120	-185	-1.39%	13,633	11,925
<b>C16</b> (180mt Revised backhaul)	-2,667	-84	3.25%	-1,759	-3,117
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14,65	-0.2	-1.35%	15,05	14,33
<b>BCI 5TC</b>	12,858	-36	-0.28%	12,835	12,280

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	728	4	0.55%	734	939
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	10,567	0	0.00%	10,604	15,830
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	14,411	347	2.47%	13,483	17,897
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	7,056	-19	-0.27%	7,278	8,628
<b>S3_58</b> (North China trip to Wes t Africa)	7,033	-84	-1.18%	7,163	8,746
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	11,029	668	6.45%	8,990	13,175
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	7,004	-46	-0.65%	7,244	9,773
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	10,436	-139	-1.31%	11,487	14,222
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	7,257	71	0.99%	7,567	9,127
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	6,529	-139	-2.08%	7,105	9,634
<b>S10_58</b> (South China trip via Indones ia to s outh China)	6,694	58	0.87%	6,949	8,380
<b>BSI 10TC</b>	8,012	45	0.56%	8,070	10,330

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,032	8	0.78%	1,023	1,150

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	20,832	516	4.39%	20,225	20,761
Cape Pacific (C10, C14)	13,169	-520	-3.73%	13,461	11,789
<b>Cape Atlantic vs. Pacific</b>	<b>7,663</b>	<b>1,036</b>	<b>8.12%</b>	<b>6,764</b>	<b>8,972</b>
Panamax Atlantic (1a, 2a)	12,495	515	5.01%	11,818	14,896
Panamax Pacific (3a, 4)	5,411	-75	-1.30%	5,672	8,259
<b>Panamax Atlantic vs. Pacific</b>	<b>7,085</b>	<b>589</b>	<b>6.32%</b>	<b>6,145</b>	<b>6,638</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	8,187	161	1.24%	7,780	10,861
Supramax Pacific 3TC (S2,S8,S10)	7,002	37	0.53%	7,265	8,711
<b>Supramax Atlantic vs. Pacific</b>	<b>1,185</b>	<b>124</b>	<b>0.71%</b>	<b>515</b>	<b>2,149</b>
Handysize Atlantic 4TC (HS1-HS4)	7,670	-42	-0.58%	7,825	10,406
Handysize Pacific 3TC (HS5,HS6,HS7)	7,252	-104	-1.38%	7,479	9,266
<b>Handysize Atlantic vs. Pacific</b>	<b>417</b>	<b>62</b>	<b>0.79%</b>	<b>346</b>	<b>1,140</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	11,794	-36	-0.30%	11,771	11,216
<b>BFI 4TC</b>	7,907	277	3.63%	7,598	10,284
<b>BHSI 6TC</b>	5,551	-81	-1.44%	5,748	7,956

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,027	31	3.11%	993	1,291
<b>P1A_82</b> (82500mt Transatlantic RV)	7,445	470	6.74%	6,852	9,881
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	17,545	559	3.29%	16,783	19,912
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	7,894	-114	-1.42%	8,303	10,788
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	2927	-35	-1.18%	3041	5730
<b>P5_82</b> (82500mt S China/HK range Indo RV)	7,436	-145	-1.91%	8,137	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	11205	455	4.23%	10543	12963
<b>P8</b> (66000mt Santos to China)	34,951	0.664	1.94%	34,154	38,274
<b>BPI82 5TC</b>	9,243	277	3.09%	8,934	11,620

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,280	16,177	21,814	2,246	147.69%
<b>Panamax 5TC</b>	11,620	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,330	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	9,922	21,337	12,703	7,517	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	418	-4	-0.95%	429	551
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	4,686	-71	-1.49%	4,802	7,381
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	7,064	-36	-0.51%	7,137	9,345
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	11,828	-89	-0.75%	12,249	14,132
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	7,100	29	0.41%	7,113	10,765
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	7,669	-131	-1.68%	7,884	9,936
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	7,400	-150	-1.99%	7,691	9,459
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	6,688	-31	-0.46%	6,862	8,403
<b>BHSI 7TC</b>	7,517	-81	-1.07%	7,714	9,922

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	3,615	3,928	3,901	660	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	1,231	999	864	1,290	-1,416
<b>Cape5TC / Smx10TC Spread</b>	4,846	4,927	4,765	1,950	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	8,302	8,020	7,848	8,292	7,607
<b>Cape Atlantic vs Cape Pacific</b>	7,663	6,627	6,764	8,972	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,085	6,496	6,145	6,638	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,185	1,061	515	2,149	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.391	1.326	1.437	1.057	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.154	1.198	1.107	1.125	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.066	0.900	1.046	1.041	1.038
<b>Cape5TC / Smx10TC Ratio</b>	1.605	1.589	1.590	1.189	0.730

Source - The Baltic Exchange

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