

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,512	<b>96</b>	<b>6.78%</b>	1,220	1,486
<b>C2</b> (160It Tubarao - Rotterdam)	8,031	<b>0.293</b>	<b>3.79%</b>	7,485	8,796
<b>C3</b> (160mt Tubarao - Qingdao)	20,206	<b>0.139</b>	<b>0.69%</b>	19,346	19,637
<b>C5</b> (160mt W Australia - Qingdao)	8,560	<b>0.2</b>	<b>2.39%</b>	8,129	7,866
<b>C7</b> (150mt Bolivar - Rotterdam)	10,419	<b>0.263</b>	<b>2.59%</b>	9,348	10,140
<b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV)	11,656	<b>718</b>	<b>6.56%</b>	8,228	12,838
<b>C9 14</b> (180mt Continent/Med trip Far East)	33,125	<b>1,944</b>	<b>6.23%</b>	27,903	29,321
<b>C10 14</b> (180mt Nopac round V)	13,409	<b>868</b>	<b>6.92%</b>	11,593	11,651
<b>C14</b> (180mt China - Brazil RV)	11,470	<b>345</b>	<b>3.10%</b>	10,053	11,894
<b>C16</b> (180mt Revised backhaul)	-5,900	<b>544</b>	<b>-8.44%</b>	-6,744	-3,477
<b>C17</b> (170mt Saldanha Bay to Qingdao)	14,71	<b>0.122</b>	<b>0.84%</b>	14,28	14,41
<b>BCI 5TC</b>	12,537	<b>794</b>	<b>6.76%</b>	10,113	12,326

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,196	<b>40</b>	<b>3.46%</b>	1,072	915
<b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	21,875	<b>996</b>	<b>4.77%</b>	19,699	15,133
<b>S1C 58</b> (US Gulf trip to China-s outh Japan)	22,607	<b>118</b>	<b>0.52%</b>	21,523	17,364
<b>S2 58</b> (North China one Aus tralian or Pacific round voyage)	10,188	<b>363</b>	<b>3.69%</b>	9,009	8,391
<b>S3 58</b> (North China trip to Wes t Africa)	8,100	<b>300</b>	<b>3.85%</b>	7,593	8,374
<b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)	17,821	<b>157</b>	<b>0.89%</b>	16,987	12,922
<b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)	15,268	<b>1,125</b>	<b>7.95%</b>	12,484	9,374
<b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)	18,150	<b>375</b>	<b>2.11%</b>	16,763	13,792
<b>S8 58</b> (South China trip via Indones ia to eas t coas t India)	11,907	<b>393</b>	<b>3.41%</b>	10,374	9,105
<b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	13,071	<b>117</b>	<b>0.90%</b>	12,399	9,371
<b>S10 58</b> (South China trip via Indones ia to s outh China)	11,406	<b>518</b>	<b>4.76%</b>	9,475	8,357
<b>BSI 10TC</b>	13,155	<b>436</b>	<b>3.43%</b>	11,796	10,060

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,340	<b>50</b>	<b>3.88%</b>	1,169	1,143

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	22,391	<b>1,331</b>	<b>6.40%</b>	18,065	21,080
Cape Pacific (C10, C14)	12,440	<b>607</b>	<b>5.01%</b>	10,823	11,772
<b>Cape Atlantic vs. Pacific</b>	<b>9,951</b>	<b>725</b>	<b>1.39%</b>	<b>7,242</b>	<b>9,307</b>
Panamax Atlantic (1a, 2a)	19,869	<b>203</b>	<b>0.99%</b>	18,370	15,254
Panamax Pacific (3a, 4)	10,485	<b>151</b>	<b>1.33%</b>	9,456	7,878
<b>Panamax Atlantic vs. Pacific</b>	<b>9,385</b>	<b>52</b>	<b>-0.34%</b>	<b>8,914</b>	<b>7,377</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	15,387	<b>466</b>	<b>3.25%</b>	13,957	10,556
Supramax Pacific 3TC (S2,S8,S10)	11,167	<b>425</b>	<b>3.96%</b>	9,619	8,618
<b>Supramax Atlantic vs. Pacific</b>	<b>4,220</b>	<b>42</b>	<b>-0.71%</b>	<b>4,337</b>	<b>1,938</b>
Handysize Atlantic 4TC (HS1-HS4)	13,220	<b>727</b>	<b>6.67%</b>	11,499	9,928
Handysize Pacific 3TC (HS5,HS6,HS7)	9,071	<b>71</b>	<b>0.78%</b>	8,972	8,905
<b>Handysize Atlantic vs. Pacific</b>	<b>4,149</b>	<b>656</b>	<b>5.88%</b>	<b>2,527</b>	<b>1,023</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	11,473	<b>794</b>	<b>7.44%</b>	9,049	11,262
<b>B4I 4TC</b>	13,445	<b>171</b>	<b>1.29%</b>	12,356	10,264
<b>BHSI 6TC</b>	9,272	<b>401</b>	<b>4.52%</b>	8,360	7,532

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,642	<b>19</b>	<b>1.17%</b>	1,521	1,289
<b>P1A 82</b> (82500mt Transatlantic RV)	14,470	<b>120</b>	<b>0.84%</b>	13,590	10,358
<b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)	25,268	<b>286</b>	<b>1.14%</b>	23,150	20,151
<b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)	14,025	<b>238</b>	<b>1.73%</b>	12,491	10,401
<b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	6944	<b>64</b>	<b>0.93%</b>	6421	5354
<b>P5 82</b> (82500mt S China/HK range Indo RV)	12,194	<b>216</b>	<b>1.80%</b>	#N/A	#N/A
<b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	14786	<b>154</b>	<b>1.05%</b>	14049	12867
<b>P8</b> (66000mt Santos to China)	42,636	<b>0.353</b>	<b>0.83%</b>	41,069	38,182
<b>BPI82 5TC</b>	14,781	<b>171</b>	<b>1.17%</b>	13,692	11,600

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	12,326	16,177	21,814	2,246	147.69%
<b>Panamax 5TC</b>	11,600	20,736	16,669	7,277	46.97%
<b>Supramax 10TC</b>	10,060	22,152	14,703	6,874	23.12%
<b>Handysize 7TC</b>	9,498	21,337	12,703	7,007	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	624	<b>22</b>	<b>3.65%</b>	574	528
<b>HS1 38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	11,014	<b>1,457</b>	<b>15.25%</b>	8,433	6,942
<b>HS2 38</b> (Skaw/Passero trip Boston/Galveston)	13,536	<b>700</b>	<b>5.45%</b>	11,679	9,107
<b>HS3 38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	16,544	<b>250</b>	<b>1.53%</b>	15,794	13,625
<b>HS4 38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,786	<b>500</b>	<b>4.43%</b>	10,088	10,039
<b>HS5 38</b> (SE Asia trip via Australia to Singapore/Japan)	10,063	<b>75</b>	<b>0.75%</b>	9,967	9,568
<b>HS6 38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,000	<b>81</b>	<b>0.91%</b>	8,883	9,051
<b>HS7 38</b> (S Korea/Japan via NOPAC to SE Asia)	8,150	<b>56</b>	<b>0.69%</b>	8,065	8,096
<b>BHSI 7TC</b>	11,238	<b>401</b>	<b>3.70%</b>	10,326	9,498

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	<b>-2,244</b>	<b>-2,867</b>	<b>-3,579</b>	726	<b>-4,559</b>
<b>Pmx5TC / Smx10TC Spread</b>	1,626	1,891	1,896	1,540	<b>-1,416</b>
<b>Cape5TC / Smx10TC Spread</b>	<b>-618</b>	<b>-976</b>	<b>-1,683</b>	2,266	<b>-5,975</b>
<b>Pmx 2A / Pmx 5TC Spread</b>	10,487	10,372	9,458	8,551	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,951	9,227	7,242	9,307	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	9,385	9,333	8,914	7,377	6,747
<b>Supra Atlantic vs Supra Pacific</b>	4,220	4,178	4,337	1,938	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.848	1.326	0.739	1.063	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.124	1.198	1.161	1.153	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.171	0.900	1.142	1.059	1.038
<b>Cape5TC / Smx10TC Ratio</b>	0.953	1.589	0.857	1.225	0.730

Source - The Baltic Exchange

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