

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	5,161	-785	-13.20%	5,982	1,873
<b>C2</b> (160It Tubarao - Rotterdam)	19,188	-1.25	-6.12%	20,422	9,772
<b>C3</b> (160mt Tubarao - Qingdao)	29,417	-2.75	-8.55%	32,763	20,799
<b>C5</b> (160mt W Australia - Qingdao)	11,740	-1,005	-7.89%	12,834	8,468
<b>C7</b> (150mt Bolivar - Rotterdam)	22,475	-2,625	-10.46%	25,072	11,550
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	62,813	-9,500	-13.14%	72,563	18,037
<b>C9_14</b> (180mt Continent/Med trip Far East)	78,625	-10,000	-11.28%	88,735	33,812
<b>C10_14</b> (180mt Nopac round V)	30,064	-4,586	-13.24%	34,809	14,191
<b>C14</b> (180mt China - Brazil RV)	29,650	-5,065	-14.59%	35,495	13,576
<b>C16</b> (180mt Revised backhaul)	18,722	-3,778	-16.79%	22,375	-1,162
<b>C17</b> (170mt Saldanha Bay to Qingdao)	22,16	-2,078	-8.57%	24,57	15,32
<b>BCI 5TC</b>	42,800	-6,510	-13.20%	49,605	15,532

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,552	-13	-0.83%	1,533	1,000
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	27,142	38	0.14%	26,637	17,058
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	39,532	193	0.49%	38,868	20,005
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	11,588	-200	-1.70%	11,368	8,755
<b>S3_58</b> (North China trip to Wes t Africa)	7,442	-41	-0.55%	7,431	8,358
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	36,236	443	1.24%	35,524	15,160
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	19,557	25	0.13%	18,848	10,957
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	23,250	-182	-0.78%	23,324	15,255
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	13,396	-525	-3.77%	13,564	9,891
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	16,204	-10	-0.06%	15,987	10,119
<b>S10_58</b> (South China trip via Indones ia to s outh China)	12,484	-485	-3.74%	12,513	9,065
<b>BSI 10TC</b>	17,077	-136	-0.79%	16,864	11,003

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,848	-295	-9.39%	3,132	1,330

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	70,719	-9,750	-12.21%	80,649	25,925
Cape Pacific (C10, C14)	29,857	-4,826	-13.91%	35,152	13,884
<b>Cape Atlantic vs. Pacific</b>	<b>40,862</b>	<b>-4,925</b>	<b>1.70%</b>	<b>45,497</b>	<b>12,041</b>
Panamax Atlantic (1a, 2a)	31,055	-1,638	-5.01%	32,024	16,950
Panamax Pacific (3a, 4)	12,407	-431	-3.01%	12,622	8,329
<b>Panamax Atlantic vs. Pacific</b>	<b>18,648</b>	<b>-1,207</b>	<b>-2.01%</b>	<b>19,402</b>	<b>8,620</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	23,999	153	0.43%	23,453	12,079
Supramax Pacific 3TC (S2,S8,S10)	12,489	-403	-3.07%	12,481	9,237
<b>Supramax Atlantic vs. Pacific</b>	<b>11,510</b>	<b>556</b>	<b>3.50%</b>	<b>10,972</b>	<b>2,842</b>
Handysize Atlantic 4TC (HS1-HS4)	21,338	533	2.73%	20,314	11,162
Handysize Pacific 3TC (HS5,HS6,HS7)	9,179	173	1.91%	8,878	8,947
<b>Handysize Atlantic vs. Pacific</b>	<b>12,159</b>	<b>360</b>	<b>0.82%</b>	<b>11,436</b>	<b>2,215</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	41,736	-6,510	-13.49%	48,541	14,468
<b>BCI 4TC</b>	19,466	-1,021	-4.98%	20,079	11,268
<b>BHSI 6TC</b>	13,345	358	2.76%	12,675	8,167

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,311	-114	-4.70%	2,380	1,400
<b>P1A_82</b> (82500mt Transatlantic RV)	29,750	-1,620	-5.16%	30,741	12,437
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	32,359	-1,655	-4.87%	33,307	21,462
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	17,100	-694	-3.90%	17,515	11,178
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7713	-167	-2.12%	7728	5481
<b>P5_82</b> (82500mt S China/HK range Indo RV)	17,939	-105	-0.58%	17,658	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	16941	-868	-4.87%	17490	13353
<b>P8</b> (66000mt Santos to China)	45,356	-1,264	-2.71%	46,198	39,244
<b>BPI82 5TC</b>	20,802	-1,021	-4.68%	21,415	12,604

	Avg 2023	Avg 2022	Max 2023	Min 2023	30D Vol 2022
<b>Cape 5TC</b>	15,532	16,177	54,584	2,246	147.69%
<b>Panamax 5TC</b>	12,604	20,736	21,966	7,277	46.97%
<b>Supramax 10TC</b>	11,003	22,152	17,213	6,874	23.12%
<b>Handysize 7TC</b>	10,133	21,337	15,311	7,007	17.30%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	851	20	2.41%	814	563
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	14,821	321	2.21%	13,973	8,211
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	17,643	786	4.66%	16,664	10,401
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	26,139	917	3.64%	24,486	14,361
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	26,750	107	0.40%	26,134	11,675
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	9,294	206	2.27%	8,963	9,614
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,588	188	2.00%	9,247	9,068
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	8,656	125	1.47%	8,425	8,159
<b>BHSI 7TC</b>	15,311	358	2.39%	14,641	10,133

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	21,998	27,487	28,191	2,928	-4,559
<b>Pmx5TC / Smx10TC Spread</b>	3,725	4,610	4,551	1,602	-1,416
<b>Cape5TC / Smx10TC Spread</b>	25,723	32,097	32,741	4,530	-5,975
<b>Pmx 2A / Pmx 5TC Spread</b>	11,557	12,191	11,892	8,858	7,607
<b>Cape Atlantic vs Cape Pacific</b>	40,862	45,787	45,497	12,041	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	18,648	19,855	19,402	8,620	6,747
<b>Supra Atlantic vs Supra Pacific</b>	11,510	10,954	10,972	2,842	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	2.057	1.326	2.316	1.232	0.780
<b>Pmx5TC / Smx10TC Ratio</b>	1.218	1.198	1.270	1.146	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.115	0.900	1.152	1.086	1.038
<b>Cape5TC / Smx10TC Ratio</b>	2.506	1.589	2.941	1.412	0.730

Source - The Baltic Exchange

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