

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|---------------|----------------|--------|--------|
| BCI Index | 2,202 | 49 | 2.28% | 2,287 | 2,864 |
| C2 (160It Tubarao - Rotterdam) | 10,964 | -0.015 | -0.14% | 11,211 | 11,814 |
| C3 (160mt Tubarao - Qingdao) | 24,950 | 0.825 | 3.42% | 24,196 | 25,568 |
| C5 (160mt W Australia - Qingdao) | 8,990 | 0.075 | 0.84% | 9,317 | 10,142 |
| C7 (150mt Bolivar - Rotterdam) | 11,321 | 0.007 | 0.06% | 11,520 | 13,871 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 14,750 | -71 | -0.48% | 15,763 | 25,781 |
| C9_14 (180mt Continent/Med trip Far East) | 43,375 | -313 | -0.72% | 45,505 | 48,099 |
| C10_14 (180mt Nopac round V) | 16,635 | 544 | 3.38% | 18,050 | 22,041 |
| C14 (180mt China - Brazil RV) | 20,000 | 1,255 | 6.70% | 19,053 | 22,214 |
| C16 (180mt Revised backhaul) | -18 | 149 | -89.22% | 525 | 1,866 |
| C17 (170mt Saldanha Bay to Qingdao) | 18,24 | 0.244 | 1.36% | 18,21 | 18,71 |
| BCI 5TC | 18,266 | 412 | 2.31% | 18,970 | 23,755 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BSI Index | 1,260 | 1 | 0.08% | 1,271 | 1,188 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 26,404 | -88 | -0.33% | 26,609 | 25,268 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 18,943 | 75 | 0.40% | 19,445 | 23,833 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 13,238 | -25 | -0.19% | 13,327 | 10,956 |
| S3_58 (North China trip to Wes t Africa) | 10,750 | 0 | 0.00% | 10,665 | 8,110 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 11,343 | -275 | -2.37% | 12,610 | 17,477 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 13,607 | 314 | 2.36% | 13,178 | 12,326 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 20,250 | -18 | -0.09% | 20,683 | 20,226 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 12,907 | 21 | 0.16% | 12,900 | 10,874 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 12,093 | 114 | 0.95% | 12,184 | 12,396 |
| S10_58 (South China trip via Indones ia to s outh China) | 12,681 | 25 | 0.20% | 12,672 | 10,845 |
| BSI 10TC | 13,863 | 19 | 0.14% | 13,982 | 13,063 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|-----------|--------------|-------|-------|
| BDI Index | 1,587 | 17 | 1.08% | 1,639 | 1,805 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 29,063 | -192 | -0.60% | 30,634 | 36,940 |
| Cape Pacific (C10, C14) | 18,318 | 900 | 5.04% | 18,551 | 22,127 |
| Cape Atlantic vs. Pacific | 10,745 | -1,092 | -5.64% | 12,083 | 14,812 |
| Panamax Atlantic (1a, 2a) | 18,016 | -191 | -1.41% | 18,935 | 19,788 |
| Panamax Pacific (3a, 4) | 10,081 | -167 | -1.58% | 10,709 | 10,333 |
| Panamax Atlantic vs. Pacific | 7,935 | -24 | 0.17% | 8,226 | 9,455 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 12,348 | 51 | 0.32% | 12,657 | 14,066 |
| Supramax Pacific 3TC (S2,S8,S10) | 12,942 | 7 | 0.06% | 12,966 | 10,892 |
| Supramax Atlantic vs. Pacific | -594 | 44 | 0.26% | -309 | 3,174 |
| Handysize Atlantic 4TC (HS1-HS4) | 13,684 | -39 | -0.20% | 13,861 | 13,126 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 12,273 | -68 | -0.55% | 12,666 | 11,017 |
| Handysize Atlantic vs. Pacific | 1,411 | 29 | 0.35% | 1,195 | 2,109 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|------------|---------------|--------|--------|
| BCI 4TC | 17,202 | 412 | 2.45% | 17,906 | 22,691 |
| BPI 4TC | 13,344 | -19 | -0.14% | 14,025 | 14,102 |
| BHSI 6TC | 11,071 | -54 | -0.49% | 11,355 | 10,164 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------------|---------------|--------|--------|
| BPI Index | 1,631 | -2 | -0.12% | 1,707 | 1,715 |
| P1A_82 (82500mt Transatlantic RV) | 11,980 | -310 | -2.52% | 13,183 | 14,647 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 24,051 | -72 | -0.30% | 24,687 | 24,929 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 13,455 | -236 | -1.72% | 14,315 | 14,220 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 6707 | -98 | -1.44% | 7103 | 6446 |
| P5_82 (82500mt S China/HK range Indo RV) | #N/A | #N/A | #N/A | #N/A | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 17486 | 450 | 2.64% | 17691 | 16947 |
| P8 (66000mt Santos to China) | 46,764 | 0.285 | 0.61% | 47,184 | 44,848 |
| BPI82 5TC | 14,680 | -19 | -0.13% | 15,361 | 15,438 |

| | Avg 2024 | Avg 2023 | Max 2024 | Min 2024 | 30D Vol 2023 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 23,755 | 16,389 | 35,780 | 14,375 | 120.00% |
| Panamax 5TC | 15,438 | 12,854 | 20,757 | 12,693 | 39.19% |
| Supramax 10TC | 13,063 | 11,240 | 15,248 | 11,301 | 29.03% |
| Handysize 7TC | 12,130 | 10,420 | 14,537 | 10,197 | 17.67% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|-------------|---------------|--------|--------|
| BHSI Index | 724 | -3 | -0.41% | 740 | 674 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 11,525 | 0 | 0.00% | 11,590 | 10,266 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 13,861 | 22 | 0.16% | 13,856 | 12,040 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 18,647 | -175 | -0.93% | 19,117 | 16,735 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 10,704 | -3 | -0.03% | 10,883 | 13,463 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 12,669 | -69 | -0.54% | 13,098 | 11,530 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 12,463 | -68 | -0.54% | 12,806 | 11,090 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 11,688 | -68 | -0.58% | 12,095 | 10,430 |
| BHSI 7TC | 13,037 | -54 | -0.41% | 13,321 | 12,130 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|-------------|-------------|-------------|--------------|--------------|
| Cape5TC / Pmx5TC Spread | 3,586 | 3,155 | 3,610 | 8,316 | 3,536 |
| Pmx5TC / Smx10TC Spread | 817 | 855 | 1,379 | 2,376 | 1,614 |
| Cape5TC / Smx10TC Spread | 4,403 | 4,010 | 4,989 | 10,692 | 5,150 |
| Pmx 2A / Pmx 5TC Spread | 9,371 | 9,424 | 9,326 | 9,490 | 7,607 |
| Cape Atlantic vs Cape Pacific | 10,745 | 11,837 | 12,083 | 14,812 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 7,935 | 7,959 | 8,226 | 9,455 | 6,747 |
| Supra Atlantic vs Supra Pacific | -594 | -638 | -309 | 3,174 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.244 | 1.326 | 1.235 | 1.539 | 1.275 |
| Pmx5TC / Smx10TC Ratio | 1.059 | 1.198 | 1.099 | 1.182 | 1.144 |
| Smx10TC / Handy7TC Ratio | 1.063 | 0.900 | 1.050 | 1.077 | 1.079 |
| Cape5TC / Smx10TC Ratio | 1.318 | 1.589 | 1.357 | 1.819 | 1.458 |

Source - The Baltic Exchange

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