

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,631	<b>102</b>	<b>4.03%</b>	2,382	2,847
<b>C2</b> (160It Tubarao - Rotterdam)	11,114	<b>0.064</b>	<b>0.58%</b>	11,186	11,777
<b>C3</b> (160mt Tubarao - Qingdao)	26,410	<b>0.665</b>	<b>2.58%</b>	24,822	25,587
<b>C5</b> (160mt W Australia - Qingdao)	10,915	<b>0.345</b>	<b>3.26%</b>	9,802	10,170
<b>C7</b> (150mt Bolivar - Rotterdam)	11,379	<b>-0.164</b>	<b>-1.42%</b>	11,512	13,742
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	15,571	<b>-36</b>	<b>-0.23%</b>	15,710	25,231
<b>C9_14</b> (180mt Continent/Med trip Far East)	45,594	<b>563</b>	<b>1.25%</b>	45,350	47,936
<b>C10_14</b> (180mt Nopac round V)	25,500	<b>1,750</b>	<b>7.37%</b>	20,209	22,146
<b>C14</b> (180mt China - Brazil RV)	23,130	<b>1,280</b>	<b>5.86%</b>	20,160	22,208
<b>C16</b> (180mt Revised backhaul)	556	<b>239</b>	<b>75.39%</b>	504	1,791
<b>C17</b> (170mt Saldanha Bay to Qingdao)	19,33	<b>0.433</b>	<b>2.29%</b>	18,49	18,73
<b>BCI 5TC</b>	21,819	<b>849</b>	<b>4.05%</b>	19,752	23,612

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,311	<b>31</b>	<b>2.42%</b>	1,275	1,193
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	26,225	<b>0</b>	<b>0.00%</b>	26,475	25,320
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	21,139	<b>568</b>	<b>2.76%</b>	19,758	23,643
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	13,538	<b>200</b>	<b>1.50%</b>	13,341	11,086
<b>S3_58</b> (North China trip to Wes t Africa)	11,350	<b>517</b>	<b>4.77%</b>	10,753	8,261
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	12,761	<b>440</b>	<b>3.57%</b>	12,428	17,187
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	13,782	<b>75</b>	<b>0.55%</b>	13,370	12,400
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	20,832	<b>632</b>	<b>3.13%</b>	20,557	20,232
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	13,436	<b>411</b>	<b>3.16%</b>	12,967	10,993
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	12,596	<b>460</b>	<b>3.79%</b>	12,194	12,386
<b>S10_58</b> (South China trip via Indones ia to s outh China)	13,075	<b>312</b>	<b>2.44%</b>	12,720	10,951
<b>BSI 10TC</b>	14,423	<b>346</b>	<b>2.46%</b>	14,021	13,118

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,779	<b>49</b>	<b>2.83%</b>	1,673	1,801

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	30,583	<b>264</b>	<b>0.51%</b>	30,530	36,583
Cape Pacific (C10, C14)	24,315	<b>1,515</b>	<b>6.61%</b>	20,185	22,177
<b>Cape Atlantic vs. Pacific</b>	<b>6,268</b>	<b>-1,252</b>	<b>-6.10%</b>	<b>10,345</b>	<b>14,406</b>
Panamax Atlantic (1a, 2a)	19,313	<b>375</b>	<b>2.18%</b>	18,884	19,734
Panamax Pacific (3a, 4)	10,860	<b>116</b>	<b>1.06%</b>	10,674	10,348
<b>Panamax Atlantic vs. Pacific</b>	<b>8,453</b>	<b>259</b>	<b>1.12%</b>	<b>8,209</b>	<b>9,386</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	13,046	<b>325</b>	<b>2.64%</b>	12,664	13,991
Supramax Pacific 3TC (S2,S8,S10)	13,350	<b>308</b>	<b>2.37%</b>	13,009	11,010
<b>Supramax Atlantic vs. Pacific</b>	<b>-303</b>	<b>17</b>	<b>0.27%</b>	<b>-345</b>	<b>2,981</b>
Handysize Atlantic 4TC (HS1-HS4)	13,615	<b>6</b>	<b>0.01%</b>	13,777	13,153
Handysize Pacific 3TC (HS5,HS6,HS7)	12,311	<b>92</b>	<b>0.75%</b>	12,518	11,084
<b>Handysize Atlantic vs. Pacific</b>	<b>1,305</b>	<b>-85</b>	<b>-0.74%</b>	<b>1,259</b>	<b>2,069</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	20,755	<b>849</b>	<b>4.27%</b>	18,688	22,548
<b>BPI 4TC</b>	14,449	<b>162</b>	<b>1.13%</b>	14,068	14,105
<b>BHSI 6TC</b>	11,059	<b>51</b>	<b>0.46%</b>	11,240	10,211

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,754	<b>18</b>	<b>1.04%</b>	1,712	1,716
<b>P1A_82</b> (82500mt Transatlantic RV)	13,230	<b>360</b>	<b>2.80%</b>	13,000	14,541
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	25,395	<b>390</b>	<b>1.56%</b>	24,767	24,928
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	14,654	<b>162</b>	<b>1.12%</b>	14,303	14,223
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7065	<b>70</b>	<b>1.00%</b>	7045	6473
<b>P5_82</b> (82500mt S China/HK range Indo RV)	14,117	<b>161</b>	<b>1.15%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18559	<b>-48</b>	<b>-0.26%</b>	17989	17032
<b>P8</b> (66000mt Santos to China)	48,030	<b>0.073</b>	<b>0.15%</b>	47,425	45,011
<b>BPI82 5TC</b>	15,785	<b>162</b>	<b>1.04%</b>	15,404	15,441

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,612	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,441	12,854	20,757	12,693	39.19%
<b>Supramax 10TC</b>	13,118	11,240	15,248	11,301	29.03%
<b>Handysize 7TC</b>	12,177	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	724	<b>3</b>	<b>0.42%</b>	734	676
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	11,279	<b>-64</b>	<b>-0.56%</b>	11,520	10,327
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	13,704	<b>-14</b>	<b>-0.10%</b>	13,819	12,133
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	18,692	<b>67</b>	<b>0.36%</b>	18,941	16,837
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	10,786	<b>36</b>	<b>0.33%</b>	10,828	13,315
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	12,850	<b>131</b>	<b>1.03%</b>	12,978	11,597
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	12,388	<b>69</b>	<b>0.56%</b>	12,648	11,160
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	11,694	<b>75</b>	<b>0.65%</b>	11,929	10,496
<b>BHSI 7TC</b>	13,025	<b>51</b>	<b>0.39%</b>	13,206	12,177

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	6.034	5.347	4.348	8.172	3.536
<b>Pmx5TC / Smx10TC Spread</b>	1.362	1.546	1.382	2.322	1.614
<b>Cape5TC / Smx10TC Spread</b>	7.396	6.893	5.730	10.494	5.150
<b>Pmx 2A / Pmx 5TC Spread</b>	9.610	9.382	9.363	9.487	7.607
<b>Cape Atlantic vs Cape Pacific</b>	6,268	7,519	10,345	14,406	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	8,453	8,194	8,209	9,386	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-303</b>	<b>-321</b>	<b>-345</b>	<b>2,981</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.382	1.326	1.282	1.529	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.094	1.198	1.099	1.177	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.107	0.900	1.062	1.077	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.513	1.589	1.409	1.800	1.458

Source - The Baltic Exchange

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