

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,584	0	0.00%	2,821	2,804
<b>C2</b> (160t Tubarao - Rotterdam)	9,436	-0.143	-1.49%	10,598	11,470
<b>C3</b> (160mt Tubarao - Qingdao)	24,975	-0.185	-0.74%	25,889	25,674
<b>C5</b> (160mt W Australia - Qingdao)	9,805	-0.435	-4.25%	10,797	10,327
<b>C7</b> (150mt Bolivar - Rotterdam)	12,786	0.150	1.19%	12,760	13,249
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	22,500	1,493	7.11%	22,432	23,434
<b>C9_14</b> (180mt Continent/Med trip Far East)	45,313	2,313	5.38%	46,229	47,379
<b>C10_14</b> (180mt Nopac round V)	20,786	-2,119	-9.25%	25,343	22,926
<b>C14</b> (180mt China - Brazil RV)	21,245	-350	-1.62%	22,844	22,328
<b>C16</b> (180mt Revised backhaul)	-2,917	-334	12.93%	-288	1,252
<b>C17</b> (170mt Saldanha Bay to Qingdao)	18,34	-0.144	-0.78%	19,48	18,90
<b>BCI 5TC</b>	21,432	3	0.01%	23,397	23,251

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,345	-26	-1.90%	1,440	1,257
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	21,971	-721	-3.18%	24,368	25,274
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	17,561	-1,114	-5.97%	20,596	23,072
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	14,488	13	0.09%	15,065	12,089
<b>S3_58</b> (North China trip to Wes t Africa)	12,808	83	0.65%	12,855	9,409
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	13,014	-747	-5.43%	15,286	16,701
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	10,043	-103	-1.02%	11,771	12,444
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	19,757	-775	-3.77%	21,181	20,486
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	16,900	-171	-1.00%	17,405	12,508
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	12,032	-682	-5.36%	13,348	12,642
<b>S10_58</b> (South China trip via Indones ia to s outh China)	15,941	-222	-1.37%	16,601	12,293
<b>BSI 10TC</b>	14,795	-281	-1.86%	15,844	13,821

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,796	-8	-0.44%	1,925	1,821

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	33,907	1,903	6.24%	34,330	35,407
Cape Pacific (C10, C14)	21,016	-1,235	-5.44%	24,094	22,627
<b>Cape Atlantic vs. Pacific</b>	<b>12,891</b>	<b>3,138</b>	<b>11.68%</b>	<b>10,236</b>	<b>12,780</b>
Panamax Atlantic (1a, 2a)	19,401	-234	-1.47%	21,489	20,257
Panamax Pacific (3a, 4)	12,589	229	1.60%	11,927	10,674
<b>Panamax Atlantic vs. Pacific</b>	<b>6,812</b>	<b>-463</b>	<b>-3.07%</b>	<b>9,562</b>	<b>9,583</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,696	-511	-3.94%	13,468	13,929
Supramax Pacific 3TC (S2,S8,S10)	15,776	-127	-0.76%	16,357	12,296
<b>Supramax Atlantic vs. Pacific</b>	<b>-4,080</b>	<b>-384</b>	<b>-3.17%</b>	<b>-2,889</b>	<b>1,633</b>
Handysize Atlantic 4TC (HS1-HS4)	10,966	-132	-1.41%	11,906	13,023
Handysize Pacific 3TC (HS5,HS6,HS7)	13,556	106	0.78%	13,308	11,616
<b>Handysize Atlantic vs. Pacific</b>	<b>-2,590</b>	<b>-238</b>	<b>-2.19%</b>	<b>-1,401</b>	<b>1,407</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	20,368	3	0.01%	22,333	22,187
<b>BPI 4TC</b>	15,156	16	0.11%	15,797	14,526
<b>BHSI 6TC</b>	10,377	-11	-0.11%	10,716	10,415

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,832	1	0.05%	1,904	1,762
<b>P1A_82</b> (82500mt Transatlantic RV)	12,920	-305	-2.31%	15,291	14,832
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	25,882	-163	-0.63%	27,686	25,682
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	17,693	385	2.22%	16,560	14,680
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7485	73	0.98%	7294	6669
<b>P5_82</b> (82500mt S China/HK range Indo RV)	17,447	#N/A	#N/A	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18341	18	0.10%	18909	17495
<b>P8</b> (66000mt Santos to China)	46,393	-0.243	-0.52%	47,710	45,776
<b>BPI82 5TC</b>	16,492	16	0.10%	17,133	15,862

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,251	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,862	12,854	20,757	12,693	39.19%
<b>Supramax 10TC</b>	13,821	11,240	16,441	11,301	29.03%
<b>Handysize 7TC</b>	12,381	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	686	0	0.00%	705	688
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,714	-143	-1.82%	8,893	10,170
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,557	-279	-2.57%	11,743	12,214
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	15,944	44	0.28%	16,717	17,049
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,650	-150	-1.53%	10,273	12,659
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	14,494	163	1.14%	14,088	12,177
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,431	62	0.46%	13,281	11,671
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,744	94	0.74%	12,554	10,999
<b>BHSI 7TC</b>	12,343	-11	-0.09%	12,682	12,381

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	4,940	4,953	6,264	7,389	3,536
<b>Pmx5TC / Smx10TC Spread</b>	1,697	1,400	1,289	2,040	1,614
<b>Cape5TC / Smx10TC Spread</b>	6,637	6,353	7,553	9,430	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	9,390	9,569	10,553	9,821	7,607
<b>Cape Atlantic vs Cape Pacific</b>	12,891	9,754	10,236	12,780	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,812	7,275	9,562	9,583	6,747
<b>Supra Atlantic vs Supra Pacific</b>	-4,080	-3,696	-2,889	1,633	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.300	1.326	1.366	1.466	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.115	1.198	1.081	1.148	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.199	0.900	1.249	1.116	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.449	1.589	1.477	1.682	1.458

Source - The Baltic Exchange

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