

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,820	<b>70</b>	<b>2.55%</b>	2,791	2,798
<b>C2</b> (160It Tubarao - Rotterdam)	9,507	<b>0.043</b>	<b>0.45%</b>	10,324	11,373
<b>C3</b> (160mt Tubarao - Qingdao)	24,255	<b>0.285</b>	<b>1.19%</b>	25,519	25,610
<b>C5</b> (160mt W Australia - Qingdao)	11,135	<b>0.25</b>	<b>2.30%</b>	10,712	10,333
<b>C7</b> (150mt Bolivar - Rotterdam)	12,793	<b>0.064</b>	<b>0.50%</b>	12,772	13,228
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	22,250	<b>214</b>	<b>0.97%</b>	22,439	23,388
<b>C9_14</b> (180mt Continent/Med trip Far East)	48,563	<b>63</b>	<b>0.13%</b>	46,394	47,358
<b>C10_14</b> (180mt Nopac round V)	27,345	<b>1,563</b>	<b>6.06%</b>	24,991	22,971
<b>C14</b> (180mt China - Brazil RV)	20,885	<b>425</b>	<b>2.08%</b>	22,384	22,260
<b>C16</b> (180mt Revised backhaul)	-2,411	<b>183</b>	<b>-7.05%</b>	-865	1,064
<b>C17</b> (170mt Saldanha Bay to Qingdao)	18,37	<b>0.14</b>	<b>0.77%</b>	19,20	18,87
<b>BCI 5TC</b>	23,389	<b>581</b>	<b>2.55%</b>	23,145	23,208

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,278	<b>-8</b>	<b>-0.62%</b>	1,407	1,259
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	20,767	<b>-1,016</b>	<b>-4.66%</b>	23,708	25,099
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	17,650	<b>393</b>	<b>2.28%</b>	19,792	22,794
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	14,119	<b>-87</b>	<b>-0.61%</b>	14,873	12,192
<b>S3_58</b> (North China trip to Wes t Africa)	12,917	<b>34</b>	<b>0.26%</b>	12,852	9,573
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	13,225	<b>232</b>	<b>1.79%</b>	14,737	16,524
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	9,543	<b>-257</b>	<b>-2.62%</b>	11,291	12,316
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	18,575	<b>-39</b>	<b>-0.21%</b>	20,623	20,407
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	15,214	<b>-107</b>	<b>-0.70%</b>	17,012	12,663
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	10,650	<b>-93</b>	<b>-0.87%</b>	12,806	12,567
<b>S10_58</b> (South China trip via Indones ia to s outh China)	14,225	<b>-131</b>	<b>-0.91%</b>	16,176	12,413
<b>BSI 10TC</b>	14,060	<b>-90</b>	<b>-0.64%</b>	15,473	13,843

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,815	<b>14</b>	<b>0.78%</b>	1,895	1,819

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	35,407	<b>139</b>	<b>0.55%</b>	34,417	35,373
Cape Pacific (C10, C14)	24,115	<b>994</b>	<b>4.07%</b>	23,687	22,615
<b>Cape Atlantic vs. Pacific</b>	<b>11,292</b>	<b>-856</b>	<b>-3.52%</b>	<b>10,729</b>	<b>12,757</b>
Panamax Atlantic (1a, 2a)	17,593	<b>-396</b>	<b>-2.59%</b>	20,759	20,170
Panamax Pacific (3a, 4)	12,197	<b>-43</b>	<b>-0.31%</b>	12,044	10,757
<b>Panamax Atlantic vs. Pacific</b>	<b>5,396</b>	<b>-353</b>	<b>-2.28%</b>	<b>8,716</b>	<b>9,413</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,139	<b>-39</b>	<b>-0.57%</b>	12,945	13,802
Supramax Pacific 3TC (S2,S8,S10)	14,519	<b>-108</b>	<b>-0.74%</b>	16,020	12,422
<b>Supramax Atlantic vs. Pacific</b>	<b>-3,380</b>	<b>69</b>	<b>0.17%</b>	<b>-3,075</b>	<b>1,380</b>
Handysize Atlantic 4TC (HS1-HS4)	11,139	<b>-119</b>	<b>-1.23%</b>	11,735	12,935
Handysize Pacific 3TC (HS5,HS6,HS7)	14,625	<b>221</b>	<b>1.54%</b>	13,512	11,737
<b>Handysize Atlantic vs. Pacific</b>	<b>-3,487</b>	<b>-340</b>	<b>-2.77%</b>	<b>-1,777</b>	

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	22,325	<b>581</b>	<b>2.67%</b>	22,081	22,144
<b>BFI 4TC</b>	13,904	<b>-226</b>	<b>-1.60%</b>	15,489	14,525
<b>BHSI 6TC</b>	11,000	<b>48</b>	<b>0.44%</b>	10,736	10,433

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,693	<b>-25</b>	<b>-1.46%</b>	1,869	1,762
<b>P1A_82</b> (82500mt Transatlantic RV)	10,830	<b>-410</b>	<b>-3.65%</b>	14,447	14,685
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,355	<b>-381</b>	<b>-1.54%</b>	27,072	25,655
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	17,048	<b>-71</b>	<b>-0.41%</b>	16,764	14,811
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7346	<b>-15</b>	<b>-0.20%</b>	7323	6704
<b>P5_82</b> (82500mt S China/HK range Indo RV)	16,650	<b>-211</b>	<b>-1.25%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	17000	<b>-223</b>	<b>-1.29%</b>	18609	17502
<b>P8</b> (66000mt Santos to China)	44,693	<b>-0.336</b>	<b>-0.75%</b>	47,167	45,760
<b>BPI82 5TC</b>	15,240	<b>-226</b>	<b>-1.46%</b>	16,825	15,861

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,208	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,861	12,854	20,757	12,693	39.19%
<b>Supramax 10TC</b>	13,843	11,240	16,441	11,301	29.03%
<b>Handysize 7TC</b>	12,399	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	720	<b>2</b>	<b>0.28%</b>	706	689
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,189	<b>-182</b>	<b>-2.47%</b>	8,548	10,040
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,929	<b>-107</b>	<b>-1.07%</b>	11,371	12,117
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	18,211	<b>-117</b>	<b>-0.64%</b>	16,970	17,084
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,225	<b>-68</b>	<b>-0.73%</b>	10,052	12,501
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	15,494	<b>250</b>	<b>1.64%</b>	14,322	12,315
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	14,594	<b>156</b>	<b>1.08%</b>	13,483	11,788
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	13,788	<b>257</b>	<b>1.90%</b>	12,732	11,109
<b>BHSI 7TC</b>	12,966	<b>48</b>	<b>0.37%</b>	12,702	12,399

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	8,149	7,342	6,320	7,347	3,536
<b>Pmx5TC / Smx10TC Spread</b>	1,180	1,316	1,352	2,017	1,614
<b>Cape5TC / Smx10TC Spread</b>	9,329	8,658	7,672	9,364	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	9,115	9,270	10,247	9,794	7,607
<b>Cape Atlantic vs Cape Pacific</b>	11,292	12,147	10,729	12,757	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,396	5,748	8,716	9,413	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-3,380</b>	<b>-3,449</b>	<b>-3,075</b>	<b>1,380</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.535	1.326	1.376	1.463	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.084	1.198	1.087	1.146	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.084	0.900	1.218	1.116	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.664	1.589	1.496	1.676	1.458

Source - The Baltic Exchange

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