

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BCI Index | 2,816 | -4 | -0.14% | 2,816 | 2,798 |
| C2 (160It Tubarao - Rotterdam) | 9,479 | -0.028 | -0.29% | 9,479 | 11,355 |
| C3 (160mt Tubarao - Qingdao) | 24,515 | 0.26 | 1.07% | 24,515 | 25,599 |
| C5 (160mt W Australia - Qingdao) | 11,065 | -0.07 | -0.63% | 11,065 | 10,339 |
| C7 (150mt Bolivar - Rotterdam) | 12,807 | 0.014 | 0.11% | 12,807 | 13,224 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 22,214 | -36 | -0.16% | 22,214 | 23,377 |
| C9_14 (180mt Continent/Med trip Far East) | 48,313 | -250 | -0.51% | 48,313 | 47,367 |
| C10_14 (180mt Nopac round V) | 27,168 | -177 | -0.65% | 27,168 | 23,010 |
| C14 (180mt China - Brazil RV) | 21,086 | 201 | 0.96% | 21,086 | 22,249 |
| C16 (180mt Revised backhaul) | -2,394 | 17 | -0.71% | -2,394 | 1,031 |
| C17 (170mt Saldanha Bay to Qingdao) | 18,46 | 0.086 | 0.47% | 18,46 | 18,86 |
| BCI 5TC | 23,357 | -32 | -0.14% | 23,357 | 23,209 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 1,272 | -6 | -0.47% | 1,272 | 1,259 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 20,575 | -192 | -0.92% | 20,575 | 25,056 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 17,739 | 89 | 0.50% | 17,739 | 22,746 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 14,088 | -31 | -0.22% | 14,088 | 12,210 |
| S3_58 (North China trip to Wes t Africa) | 12,833 | -84 | -0.65% | 12,833 | 9,603 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 13,379 | 154 | 1.16% | 13,379 | 16,494 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 9,421 | -122 | -1.28% | 9,421 | 12,289 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 18,596 | 21 | 0.11% | 18,596 | 20,390 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 15,021 | -193 | -1.27% | 15,021 | 12,685 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 10,643 | -7 | -0.07% | 10,643 | 12,549 |
| S10_58 (South China trip via Indones ia to s outh China) | 14,094 | -131 | -0.92% | 14,094 | 12,429 |
| BSI 10TC | 13,994 | -66 | -0.47% | 13,994 | 13,845 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 1,808 | -7 | -0.39% | 1,808 | 1,819 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|-------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 35,264 | -143 | -0.34% | 35,264 | 35,372 |
| Cape Pacific (C10, C14) | 24,127 | 12 | 0.16% | 24,127 | 22,630 |
| Cape Atlantic vs. Pacific | 11,137 | -155 | -0.60% | 11,137 | 12,742 |
| Panamax Atlantic (1a, 2a) | 17,318 | -275 | -1.89% | 17,318 | 20,143 |
| Panamax Pacific (3a, 4) | 12,146 | -51 | -0.51% | 12,146 | 10,770 |
| Panamax Atlantic vs. Pacific | 5,172 | -224 | -1.38% | 5,172 | 9,373 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 11,148 | 8 | -0.06% | 11,148 | 13,777 |
| Supramax Pacific 3TC (S2,S8,S10) | 14,401 | -118 | -0.80% | 14,401 | 12,441 |
| Supramax Atlantic vs. Pacific | -3,253 | 127 | 0.74% | -3,253 | 1,336 |
| Handysize Atlantic 4TC (HS1-HS4) | 11,078 | -60 | -0.67% | 11,078 | 12,918 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 14,754 | 129 | 0.88% | 14,754 | 11,766 |
| Handysize Atlantic vs. Pacific | -3,676 | -189 | -1.54% | -3,676 | 1,152 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|--------|
| BCI 4TC | 22,293 | -32 | -0.14% | 22,293 | 22,145 |
| BPI 4TC | 13,794 | -110 | -0.79% | 13,794 | 14,518 |
| BHSI 6TC | 11,039 | 39 | 0.35% | 11,039 | 10,439 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,681 | -12 | -0.71% | 1,681 | 1,762 |
| P1A_82 (82500mt Transatlantic RV) | 10,535 | -295 | -2.72% | 10,535 | 14,646 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 24,100 | -255 | -1.05% | 24,100 | 25,640 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 17,000 | -48 | -0.28% | 17,000 | 14,831 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 7292 | -54 | -0.74% | 7292 | 6710 |
| P5_82 (82500mt S China/HK range Indo RV) | 16,600 | -50 | -0.30% | 16,600 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 17025 | 25 | 0.15% | 17025 | 17498 |
| P8 (66000mt Santos to China) | 44,779 | 0.086 | 0.19% | 44,779 | 45,750 |
| BPI82 5TC | 15,130 | -110 | -0.72% | 15,130 | 15,854 |

| | Avg 2024 | Avg 2023 | Max 2024 | Min 2024 | 30D Vol 2023 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 23,209 | 16,389 | 35,780 | 14,375 | 120.00% |
| Panamax 5TC | 15,854 | 12,854 | 20,757 | 12,693 | 39.19% |
| Supramax 10TC | 13,845 | 11,240 | 16,441 | 11,301 | 29.03% |
| Handysize 7TC | 12,405 | 10,420 | 14,537 | 10,197 | 17.67% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 722 | 2 | 0.28% | 722 | 689 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 7,096 | -93 | -1.29% | 7,096 | 10,012 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 9,850 | -79 | -0.80% | 9,850 | 12,096 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 18,178 | -33 | -0.18% | 18,178 | 17,094 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 9,189 | -36 | -0.39% | 9,189 | 12,470 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 15,619 | 125 | 0.81% | 15,619 | 12,346 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 14,775 | 181 | 1.24% | 14,775 | 11,816 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 13,869 | 81 | 0.59% | 13,869 | 11,135 |
| BHSI 7TC | 13,005 | 39 | 0.30% | 13,005 | 12,405 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|--------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | 8,227 | 8,149 | 8,227 | 7,355 | 3,536 |
| Pmx5TC / Smx10TC Spread | 1,136 | 1,180 | 1,136 | 2,009 | 1,614 |
| Cape5TC / Smx10TC Spread | 9,363 | 9,329 | 9,363 | 9,364 | 5,150 |
| Pmx 2A / Pmx 5TC Spread | 8,970 | 9,115 | 8,970 | 9,786 | 7,607 |
| Cape Atlantic vs Cape Pacific | 11,137 | 11,292 | 11,137 | 12,742 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 5,172 | 5,396 | 5,172 | 9,373 | 6,747 |
| Supra Atlantic vs Supra Pacific | -3,253 | -3,380 | -3,253 | 1,336 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.544 | 1.326 | 1.544 | 1.464 | 1.275 |
| Pmx5TC / Smx10TC Ratio | 1.081 | 1.198 | 1.081 | 1.145 | 1.144 |
| Smx10TC / Handy7TC Ratio | 1.076 | 0.900 | 1.076 | 1.116 | 1.079 |
| Cape5TC / Smx10TC Ratio | 1.669 | 1.589 | 1.669 | 1.676 | 1.458 |

Source - The Baltic Exchange

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