

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,977	<b>32</b>	<b>1.09%</b>	2,894	2,802
<b>C2</b> (160It Tubarao - Rotterdam)	9,729	<b>0.058</b>	<b>0.60%</b>	9,598	11,308
<b>C3</b> (160mt Tubarao - Qingdao)	25,506	<b>0.266</b>	<b>1.05%</b>	24,993	25,587
<b>C5</b> (160mt W Australia - Qingdao)	11,215	<b>0.03</b>	<b>0.27%</b>	11,143	10,362
<b>C7</b> (150mt Bolivar - Rotterdam)	12,879	0.000	0.00%	12,838	13,214
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	22,793	<b>43</b>	<b>0.19%</b>	22,475	23,355
<b>C9_14</b> (180mt Continent/Med trip Far East)	49,250	<b>-31</b>	<b>-0.06%</b>	48,680	47,406
<b>C10_14</b> (180mt Nopac round V)	28,580	<b>225</b>	<b>0.79%</b>	27,904	23,152
<b>C14</b> (180mt China - Brazil RV)	23,728	<b>748</b>	<b>3.26%</b>	22,399	22,265
<b>C16</b> (180mt Revised backhaul)	-1,939	<b>122</b>	<b>-5.92%</b>	-2,207	944
<b>C17</b> (170mt Saldanha Bay to Qingdao)	18,98	<b>0.164</b>	<b>0.87%</b>	18,71	18,86
<b>BCI 5TC</b>	24,689	<b>265</b>	<b>1.08%</b>	24,004	23,237

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,255	<b>-3</b>	<b>-0.24%</b>	1,263	1,259
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	20,025	<b>-192</b>	<b>-0.95%</b>	20,294	24,923
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	18,436	<b>479</b>	<b>2.67%</b>	18,006	22,618
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	13,644	<b>-137</b>	<b>-0.99%</b>	13,857	12,253
<b>S3_58</b> (North China trip to Wes t Africa)	12,717	0	0.00%	12,771	9,690
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	14,136	<b>179</b>	<b>1.28%</b>	13,796	16,424
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	9,286	<b>-46</b>	<b>-0.49%</b>	9,362	12,208
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	18,354	<b>61</b>	<b>0.33%</b>	18,425	20,335
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	14,543	<b>-178</b>	<b>-1.21%</b>	14,780	12,740
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	10,550	<b>54</b>	<b>0.51%</b>	10,576	12,494
<b>S10_58</b> (South China trip via Indones ia to s outh China)	13,706	<b>-69</b>	<b>-0.50%</b>	13,866	12,466
<b>BSI 10TC</b>	13,809	<b>-31</b>	<b>-0.22%</b>	13,891	13,845

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,869	<b>17</b>	<b>0.92%</b>	1,836	1,820

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	36,022	<b>6</b>	<b>0.06%</b>	35,577	35,380
Cape Pacific (C10, C14)	26,154	<b>487</b>	<b>2.02%</b>	25,151	22,709
<b>Cape Atlantic vs. Pacific</b>	<b>9,868</b>	<b>-481</b>	<b>-1.96%</b>	<b>10,426</b>	<b>12,672</b>
Panamax Atlantic (1a, 2a)	17,263	<b>131</b>	<b>0.70%</b>	17,220	20,062
Panamax Pacific (3a, 4)	12,361	<b>142</b>	<b>0.96%</b>	12,218	10,811
<b>Panamax Atlantic vs. Pacific</b>	<b>4,902</b>	<b>-12</b>	<b>-0.26%</b>	<b>5,002</b>	<b>9,251</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,324	<b>62</b>	<b>0.43%</b>	11,244	13,709
Supramax Pacific 3TC (S2,S8,S10)	13,964	<b>-128</b>	<b>-0.90%</b>	14,168	12,486
<b>Supramax Atlantic vs. Pacific</b>	<b>-2,640</b>	<b>190</b>	<b>1.34%</b>	<b>-2,923</b>	<b>1,222</b>
Handysize Atlantic 4TC (HS1-HS4)	10,964	<b>71</b>	<b>0.77%</b>	10,968	12,863
Handysize Pacific 3TC (HS5,HS6,HS7)	14,650	<b>-8</b>	<b>-0.05%</b>	14,694	11,846
<b>Handysize Atlantic vs. Pacific</b>	<b>-3,687</b>	<b>79</b>	<b>0.82%</b>	<b>-3,727</b>	<b>1,017</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	23,625	<b>265</b>	<b>1.13%</b>	22,940	22,173
<b>BPI 4TC</b>	14,247	<b>266</b>	<b>1.90%</b>	13,950	14,503
<b>BHSI 6TC</b>	10,917	<b>31</b>	<b>0.28%</b>	10,946	10,452

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,731	<b>29</b>	<b>1.70%</b>	1,698	1,760
<b>P1A_82</b> (82500mt Transatlantic RV)	10,355	<b>55</b>	<b>0.53%</b>	10,385	14,527
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,170	<b>206</b>	<b>0.86%</b>	24,055	25,596
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	17,386	<b>251</b>	<b>1.46%</b>	17,134	14,896
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7336	<b>33</b>	<b>0.45%</b>	7302	6726
<b>P5_82</b> (82500mt S China/HK range Indo RV)	16,714	<b>108</b>	<b>0.65%</b>	16,625	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18323	<b>550</b>	<b>3.09%</b>	17568	17505
<b>P8</b> (66000mt Santos to China)	45,714	<b>0.465</b>	<b>1.03%</b>	45,134	45,737
<b>BPI82 5TC</b>	15,583	<b>266</b>	<b>1.74%</b>	15,286	15,839

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,237	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,839	12,854	20,757	12,693	39.19%
<b>Supramax 10TC</b>	13,845	11,240	16,441	11,301	29.03%
<b>Handysize 7TC</b>	12,418	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	716	<b>2</b>	<b>0.28%</b>	717	690
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,707	<b>-29</b>	<b>-0.43%</b>	6,847	9,923
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,586	<b>-21</b>	<b>-0.22%</b>	9,679	12,027
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	17,911	<b>-22</b>	<b>-0.12%</b>	17,999	17,117
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,650	<b>357</b>	<b>3.84%</b>	9,347	12,386
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	15,513	<b>-12</b>	<b>-0.08%</b>	15,557	12,434
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	14,544	<b>-12</b>	<b>-0.08%</b>	14,642	11,893
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	13,894	<b>0</b>	<b>0.00%</b>	13,885	11,211
<b>BHSI 7TC</b>	12,883	<b>31</b>	<b>0.24%</b>	12,912	12,418

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	9,106	9,107	8,718	7,397	3,536
<b>Pmx5TC / Smx10TC Spread</b>	1,774	1,477	1,395	1,994	1,614
<b>Cape5TC / Smx10TC Spread</b>	10,880	10,584	10,113	9,392	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	8,587	8,647	8,770	9,757	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,868	10,348	10,426	12,672	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	4,902	4,913	5,002	9,251	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-2,640</b>	<b>-2,831</b>	<b>-2,923</b>	<b>1,222</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.584	1.326	1.570	1.467	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.128	1.198	1.100	1.144	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.072	0.900	1.076	1.115	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.788	1.589	1.728	1.678	1.458

Source - The Baltic Exchange

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