

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,998	<b>21</b>	<b>0.71%</b>	2,915	2,804
<b>C2</b> (160It Tubarao - Rotterdam)	9,743	<b>0.014</b>	<b>0.14%</b>	9,627	11,294
<b>C3</b> (160mt Tubarao - Qingdao)	25,765	<b>0.259</b>	<b>1.02%</b>	25,147	25,589
<b>C5</b> (160mt W Australia - Qingdao)	11,245	<b>0.03</b>	<b>0.27%</b>	11,163	10,370
<b>C7</b> (150mt Bolivar - Rotterdam)	12,843	<b>-0.036</b>	<b>-0.28%</b>	12,839	13,210
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	22,864	<b>71</b>	<b>0.31%</b>	22,553	23,350
<b>C9_14</b> (180mt Continent/Med trip Far East)	49,156	<b>-94</b>	<b>-0.19%</b>	48,775	47,422
<b>C10_14</b> (180mt Nopac round V)	28,664	<b>84</b>	<b>0.29%</b>	28,056	23,202
<b>C14</b> (180mt China - Brazil RV)	24,285	<b>557</b>	<b>2.35%</b>	22,776	22,284
<b>C16</b> (180mt Revised backhaul)	-1,844	<b>95</b>	<b>-4.90%</b>	-2,134	918
<b>C17</b> (170mt Saldanha Bay to Qingdao)	19,08	<b>0.108</b>	<b>0.57%</b>	18,79	18,86
<b>BCI 5TC</b>	24,867	<b>178</b>	<b>0.72%</b>	24,176	23,252

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,254	<b>-1</b>	<b>-0.08%</b>	1,261	1,259
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,979	<b>-46</b>	<b>-0.23%</b>	20,231	24,878
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	18,646	<b>210</b>	<b>1.14%</b>	18,134	22,582
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	13,556	<b>-88</b>	<b>-0.64%</b>	13,796	12,265
<b>S3_58</b> (North China trip to Wes t Africa)	12,717	<b>0</b>	<b>0.00%</b>	12,760	9,717
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	14,325	<b>189</b>	<b>1.34%</b>	13,902	16,404
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	9,150	<b>-136</b>	<b>-1.46%</b>	9,319	12,180
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	18,329	<b>-25</b>	<b>-0.14%</b>	18,406	20,316
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	14,486	<b>-57</b>	<b>-0.39%</b>	14,721	12,756
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	10,564	<b>14</b>	<b>0.13%</b>	10,573	12,477
<b>S10_58</b> (South China trip via Indones ia to s outh China)	13,681	<b>-25</b>	<b>-0.18%</b>	13,829	12,477
<b>BSI 10TC</b>	13,789	<b>-20</b>	<b>-0.14%</b>	13,870	13,845

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,881	<b>12</b>	<b>0.64%</b>	1,845	1,821

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	36,010	<b>-12</b>	<b>0.06%</b>	35,664	35,386
Cape Pacific (C10, C14)	26,475	<b>321</b>	<b>1.32%</b>	25,416	22,743
<b>Cape Atlantic vs. Pacific</b>	<b>9,536</b>	<b>-332</b>	<b>-1.26%</b>	<b>10,248</b>	<b>12,643</b>
Panamax Atlantic (1a, 2a)	17,598	<b>335</b>	<b>2.68%</b>	17,295	20,039
Panamax Pacific (3a, 4)	12,369	<b>8</b>	<b>0.10%</b>	12,248	10,825
<b>Panamax Atlantic vs. Pacific</b>	<b>5,229</b>	<b>328</b>	<b>2.58%</b>	<b>5,047</b>	<b>9,214</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,346	<b>22</b>	<b>0.00%</b>	11,265	13,687
Supramax Pacific 3TC (S2,S8,S10)	13,908	<b>-57</b>	<b>-0.41%</b>	14,116	12,499
<b>Supramax Atlantic vs. Pacific</b>	<b>-2,561</b>	<b>79</b>	<b>0.41%</b>	<b>-2,851</b>	<b>1,188</b>
Handysize Atlantic 4TC (HS1-HS4)	10,937	<b>-26</b>	<b>-0.41%</b>	10,962	12,846
Handysize Pacific 3TC (HS5,HS6,HS7)	14,600	<b>-50</b>	<b>-0.35%</b>	14,676	11,871
<b>Handysize Atlantic vs. Pacific</b>	<b>-3,663</b>	<b>24</b>	<b>-0.06%</b>	<b>-3,714</b>	<b>975</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	23,803	<b>178</b>	<b>0.75%</b>	23,112	22,188
<b>BPI 4TC</b>	14,416	<b>169</b>	<b>1.19%</b>	14,043	14,503
<b>BHSI 6TC</b>	10,882	<b>-35</b>	<b>-0.32%</b>	10,933	10,456

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,750	<b>19</b>	<b>1.10%</b>	1,709	1,760
<b>P1A_82</b> (82500mt Transatlantic RV)	10,825	<b>470</b>	<b>4.54%</b>	10,473	14,494
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,370	<b>200</b>	<b>0.83%</b>	24,118	25,585
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	17,387	<b>1</b>	<b>0.01%</b>	17,185	14,918
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7350	<b>14</b>	<b>0.19%</b>	7312	6732
<b>P5_82</b> (82500mt S China/HK range Indo RV)	16,700	<b>-14</b>	<b>-0.08%</b>	16,640	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18423	<b>100</b>	<b>0.55%</b>	17739	17513
<b>P8</b> (66000mt Santos to China)	46,079	<b>0.365</b>	<b>0.80%</b>	45,323	45,740
<b>BPI82 5TC</b>	15,752	<b>169</b>	<b>1.08%</b>	15,379	15,839

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,252	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>	12,422	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	714	<b>-2</b>	<b>-0.28%</b>	717	690
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,607	<b>-100</b>	<b>-1.49%</b>	6,799	9,892
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,443	<b>-143</b>	<b>-1.49%</b>	9,631	12,004
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	17,928	<b>17</b>	<b>0.09%</b>	17,984	17,125
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,771	<b>121</b>	<b>1.25%</b>	9,432	12,362
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	15,494	<b>-19</b>	<b>-0.12%</b>	15,544	12,461
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	14,494	<b>-50</b>	<b>-0.34%</b>	14,613	11,917
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	13,813	<b>-81</b>	<b>-0.58%</b>	13,870	11,235
<b>BHSI 7TC</b>	12,848	<b>-35</b>	<b>-0.27%</b>	12,899	12,422

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	9,115	9,106	8,798	7,413	3,536
<b>Pmx5TC / Smx10TC Spread</b>	1,963	1,774	1,508	1,994	1,614
<b>Cape5TC / Smx10TC Spread</b>	11,078	10,880	10,306	9,407	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	8,618	8,587	8,739	9,746	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,536	9,868	10,248	12,643	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,229	4,902	5,047	9,214	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-2,561</b>	<b>-2,640</b>	<b>-2,851</b>	<b>1,188</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.579	1.326	1.572	1.468	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.142	1.198	1.109	1.144	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.073	0.900	1.075	1.115	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.803	1.589	1.743	1.679	1.458

Source - The Baltic Exchange

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