

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BCI Index | 2,985 | -13 | -0.43% | 2,927 | 2,805 |
| C2 (160It Tubarao - Rotterdam) | 9,771 | 0.028 | 0.29% | 9,651 | 11,280 |
| C3 (160mt Tubarao - Qingdao) | 26,085 | 0.32 | 1.24% | 25,304 | 25,593 |
| C5 (160mt W Australia - Qingdao) | 10,875 | -0.37 | -3.29% | 11,115 | 10,375 |
| C7 (150mt Bolivar - Rotterdam) | 12,829 | -0.014 | -0.11% | 12,837 | 13,207 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 22,829 | -35 | -0.15% | 22,599 | 23,346 |
| C9_14 (180mt Continent/Med trip Far East) | 49,125 | -31 | -0.06% | 48,833 | 47,437 |
| C10_14 (180mt Nopac round V) | 27,645 | -1,019 | -3.55% | 27,988 | 23,242 |
| C14 (180mt China - Brazil RV) | 24,905 | 620 | 2.55% | 23,131 | 22,307 |
| C16 (180mt Revised backhaul) | -1,811 | 33 | -1.79% | -2,080 | 894 |
| C17 (170mt Saldanha Bay to Qingdao) | 19,20 | 0.117 | 0.61% | 18,86 | 18,87 |
| BCI 5TC | 24,759 | -108 | -0.43% | 24,274 | 23,265 |

Supramax 10TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 1,257 | 3 | 0.24% | 1,260 | 1,259 |
| S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea) | 19,675 | -304 | -1.52% | 20,138 | 24,831 |
| S1C_58 (US Gulf trip to China-s outh Japan) | 19,504 | 858 | 4.60% | 18,363 | 22,554 |
| S2_58 (North China one Aus tralian or Pacific round voyage) | 13,407 | -149 | -1.10% | 13,732 | 12,275 |
| S3_58 (North China trip to Wes t Africa) | 12,560 | -157 | -1.23% | 12,727 | 9,743 |
| S4A_58 (US Gulf trip to Skaw-Pas s ero) | 14,843 | 518 | 3.62% | 14,059 | 16,390 |
| S4B_58 (Skaw-Pas s ero trip to US Gulf) | 9,114 | -36 | -0.39% | 9,285 | 12,153 |
| S5_58 (Wes t Africa trip via eas t coas t South America to north China) | 18,407 | 78 | 0.43% | 18,406 | 20,299 |
| S8_58 (South China trip via Indones ia to eas t coas t India) | 14,567 | 81 | 0.56% | 14,696 | 12,772 |
| S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero) | 10,611 | 47 | 0.44% | 10,580 | 12,460 |
| S10_58 (South China trip via Indones ia to s outh China) | 13,757 | 76 | 0.56% | 13,817 | 12,489 |
| BSI 10TC | 13,826 | 37 | 0.27% | 13,863 | 13,844 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 1,883 | 2 | 0.11% | 1,851 | 1,821 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|------------|--------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 35,977 | -33 | -0.11% | 35,716 | 35,391 |
| Cape Pacific (C10, C14) | 26,275 | -200 | -0.50% | 25,559 | 22,775 |
| Cape Atlantic vs. Pacific | 9,702 | 167 | 0.39% | 10,157 | 12,617 |
| Panamax Atlantic (1a, 2a) | 17,954 | 357 | 2.66% | 17,405 | 20,020 |
| Panamax Pacific (3a, 4) | 12,329 | -40 | -0.36% | 12,262 | 10,839 |
| Panamax Atlantic vs. Pacific | 5,626 | 397 | 3.02% | 5,144 | 9,182 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 11,523 | 176 | 1.22% | 11,308 | 13,668 |
| Supramax Pacific 3TC (S2,S8,S10) | 13,910 | 3 | 0.01% | 14,081 | 12,512 |
| Supramax Atlantic vs. Pacific | -2,388 | 174 | 1.22% | -2,774 | 1,155 |
| Handysize Atlantic 4TC (HS1-HS4) | 10,965 | 27 | 0.15% | 10,962 | 12,829 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 14,594 | -6 | -0.04% | 14,662 | 11,895 |
| Handysize Atlantic vs. Pacific | -3,630 | 34 | 0.20% | -3,700 | 933 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|--------|
| BCI 4TC | 23,695 | -108 | -0.45% | 23,210 | 22,201 |
| BFI 4TC | 14,583 | 167 | 1.16% | 14,133 | 14,503 |
| BHSI 6TC | 10,892 | 10 | 0.09% | 10,927 | 10,460 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,769 | 19 | 1.09% | 1,719 | 1,760 |
| P1A_82 (82500mt Transatlantic RV) | 11,290 | 465 | 4.30% | 10,609 | 14,465 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 24,618 | 248 | 1.02% | 24,201 | 25,576 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 17,341 | -46 | -0.26% | 17,211 | 14,940 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 7316 | -34 | -0.46% | 7313 | 6737 |
| P5_82 (82500mt S China/HK range Indo RV) | 16,669 | -31 | -0.19% | 16,645 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 18559 | 136 | 0.74% | 17876 | 17523 |
| P8 (66000mt Santos to China) | 46,143 | 0.064 | 0.14% | 45,460 | 45,743 |
| BPI82 5TC | 15,919 | 167 | 1.06% | 15,469 | 15,839 |

Avg 2024 Avg 2023 Max 2024 Min 2024 30D Vol 2023

| | Avg 2024 | Avg 2023 | Max 2024 | Min 2024 | 30D Vol 2023 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 23,265 | 16,389 | 35,780 | 14,375 | 120.00% |
| Panamax 5TC | 15,839 | 12,854 | 20,757 | 12,693 | 39.19% |
| Supramax 10TC | 13,844 | 11,240 | 16,441 | 11,301 | 29.03% |
| Handysize 7TC | 12,426 | 10,420 | 14,537 | 10,197 | 17.67% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 714 | 0 | 0.00% | 716 | 690 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 6,550 | -57 | -0.86% | 6,758 | 9,862 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 9,379 | -64 | -0.68% | 9,589 | 11,980 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 17,972 | 44 | 0.25% | 17,982 | 17,132 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 9,957 | 186 | 1.90% | 9,520 | 12,340 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 15,488 | -6 | -0.04% | 15,535 | 12,489 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 14,488 | -6 | -0.04% | 14,592 | 11,940 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 13,806 | -7 | -0.05% | 13,860 | 11,258 |
| BHSI 7TC | 12,858 | 10 | 0.08% | 12,893 | 12,426 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|--------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | 8,840 | 9,115 | 8,805 | 7,426 | 3,536 |
| Pmx5TC / Smx10TC Spread | 2,093 | 1,963 | 1,606 | 1,995 | 1,614 |
| Cape5TC / Smx10TC Spread | 10,933 | 11,078 | 10,411 | 9,421 | 5,150 |
| Pmx 2A / Pmx 5TC Spread | 8,699 | 8,618 | 8,733 | 9,737 | 7,607 |
| Cape Atlantic vs Cape Pacific | 9,702 | 9,536 | 10,157 | 12,617 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 5,626 | 5,229 | 5,144 | 9,182 | 6,747 |
| Supra Atlantic vs Supra Pacific | -2,388 | -2,561 | -2,774 | 1,155 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.555 | 1.326 | 1.569 | 1.469 | 1.275 |
| Pmx5TC / Smx10TC Ratio | 1.151 | 1.198 | 1.116 | 1.144 | 1.144 |
| Smx10TC / Handy7TC Ratio | 1.075 | 0.900 | 1.075 | 1.114 | 1.079 |
| Cape5TC / Smx10TC Ratio | 1.791 | 1.589 | 1.751 | 1.680 | 1.458 |

Source - The Baltic Exchange

Freight Investor Services

Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998