

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,966	<b>28</b>	<b>0.95%</b>	2,910	2,810
<b>C2</b> (160It Tubarao - Rotterdam)	10,043	<b>0.05</b>	<b>0.50%</b>	9,745	11,206
<b>C3</b> (160mt Tubarao - Qingdao)	26,595	<b>-0.05</b>	<b>-0.19%</b>	25,830	25,632
<b>C5</b> (160mt W Australia - Qingdao)	10,740	<b>0.15</b>	<b>1.42%</b>	10,840	10,385
<b>C7</b> (150mt Bolivar - Rotterdam)	12,350	<b>-0.043</b>	<b>-0.35%</b>	12,588	13,162
<b>C8 14</b> (180mt Gibraltar/HH trans Atlantic RV)	21,107	<b>-143</b>	<b>-0.67%</b>	21,808	23,226
<b>C9 14</b> (180mt Continent/Med trip Far East)	49,438	<b>719</b>	<b>1.48%</b>	48,690	47,494
<b>C10 14</b> (180mt Nopac round V)	26,386	<b>659</b>	<b>2.56%</b>	26,819	23,365
<b>C14</b> (180mt China - Brazil RV)	25,670	<b>-125</b>	<b>-0.48%</b>	24,200	22,459
<b>C16</b> (180mt Revised backhaul)	1,000	<b>361</b>	<b>56.49%</b>	-1,296	822
<b>C17</b> (170mt Saldanha Bay to Qingdao)	19,61	<b>-0.011</b>	<b>-0.06%</b>	19,15	18,90
<b>BCI 5TC</b>	24,596	<b>233</b>	<b>0.96%</b>	24,131	23,302

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	23,532	<b>233</b>	<b>1.00%</b>	23,067	22,238
<b>BPI 4TC</b>	16,249	<b>-52</b>	<b>-0.32%</b>	14,990	14,572
<b>BHSI 6TC</b>	11,084	<b>157</b>	<b>1.44%</b>	10,900	10,481

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,954	<b>-6</b>	<b>-0.31%</b>	1,814	1,768
<b>P1A 82</b> (82500mt Transatlantic RV)	16,005	<b>50</b>	<b>0.31%</b>	12,709	14,482
<b>P2A 82</b> (82500mt SKAW-GIB/FAR EAST)	28,214	<b>153</b>	<b>0.55%</b>	25,607	25,650
<b>P3A 82</b> (82500mt Japan-SK/NOPAC/RV)	16,644	<b>-88</b>	<b>-0.53%</b>	17,028	15,038
<b>P4 82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7165	<b>-38</b>	<b>-0.53%</b>	7263	6761
<b>P5 82</b> (82500mt S China/HK range Indo RV)	16,200	<b>#N/A</b>	<b>#N/A</b>	<b>#N/A</b>	<b>#N/A</b>
<b>P6 82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	19616	<b>-179</b>	<b>-0.90%</b>	18681	17623
<b>P8</b> (66000mt Santos to China)	47,536	<b>-0.15</b>	<b>-0.31%</b>	46,364	45,822
<b>BPI82 5TC</b>	17,585	<b>-52</b>	<b>-0.29%</b>	16,326	15,908

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,362	<b>16</b>	<b>1.19%</b>	1,290	1,262
<b>S1B 58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	21,621	<b>458</b>	<b>2.16%</b>	20,316	24,608
<b>S1C 58</b> (US Gulf trip to China-s outh Japan)	24,800	<b>-96</b>	<b>-0.39%</b>	20,932	22,603
<b>S2 58</b> (North China one Aus tralian or Pacific round voyage)	13,581	<b>-19</b>	<b>-0.14%</b>	13,640	12,341
<b>S3 58</b> (North China trip to Wes t Africa)	13,258	<b>541</b>	<b>4.25%</b>	12,767	9,900
<b>S4A 58</b> (US Gulf trip to Skaw-Pas s ero)	19,336	<b>143</b>	<b>0.75%</b>	15,946	16,464
<b>S4B 58</b> (Skaw-Pas s ero trip to US Gulf)	10,200	<b>396</b>	<b>4.04%</b>	9,434	12,021
<b>S5 58</b> (Wes t Africa trip via eas t coas t South America to north China)	20,146	<b>114</b>	<b>0.57%</b>	19,019	20,265
<b>S8 58</b> (South China trip via Indones ia to eas t coas t India)	14,600	<b>8</b>	<b>0.05%</b>	14,613	12,863
<b>S9 58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	12,439	<b>310</b>	<b>2.56%</b>	11,134	12,420
<b>S10 58</b> (South China trip via Indones ia to s outh China)	13,591	<b>-2</b>	<b>-0.01%</b>	13,733	12,548
<b>BSI 10TC</b>	14,985	<b>175</b>	<b>1.18%</b>	14,196	13,880

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,961	<b>13</b>	<b>0.67%</b>	1,881	1,826

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	35,273	<b>288</b>	<b>0.40%</b>	35,249	35,360
Cape Pacific (C10, C14)	26,028	<b>267</b>	<b>1.04%</b>	25,509	22,912
<b>Cape Atlantic vs. Pacific</b>	<b>9,245</b>	<b>21</b>	<b>-0.64%</b>	<b>9,740</b>	<b>12,448</b>
Panamax Atlantic (1a, 2a)	22,110	<b>102</b>	<b>0.43%</b>	19,158	20,066
Panamax Pacific (3a, 4)	11,905	<b>-63</b>	<b>-0.53%</b>	12,146	10,900
<b>Panamax Atlantic vs. Pacific</b>	<b>10,205</b>	<b>165</b>	<b>0.96%</b>	<b>7,012</b>	<b>9,166</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	13,992	<b>283</b>	<b>2.45%</b>	12,172	13,635
Supramax Pacific 3TC (S2,S8,S10)	13,924	<b>-4</b>	<b>-0.03%</b>	13,995	12,584
<b>Supramax Atlantic vs. Pacific</b>	<b>68</b>	<b>287</b>	<b>2.48%</b>	<b>-1,824</b>	<b>1,051</b>
Handysize Atlantic 4TC (HS1-HS4)	11,893	<b>367</b>	<b>3.40%</b>	11,136	12,751
Handysize Pacific 3TC (HS5,HS6,HS7)	14,073	<b>-44</b>	<b>-0.30%</b>	14,443	12,015
<b>Handysize Atlantic vs. Pacific</b>	<b>-2,179</b>	<b>411</b>	<b>3.70%</b>	<b>-3,307</b>	<b>736</b>

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	7,011	6,726	7,806	7,394	3,536
<b>Pmx5TC / Smx10TC Spread</b>	2,600	2,827	2,129	2,029	1,614
<b>Cape5TC / Smx10TC Spread</b>	9,611	9,553	9,935	9,423	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	10,629	10,424	9,282	9,742	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,245	9,224	9,740	12,448	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	10,205	10,041	7,012	9,166	6,747
<b>Supra Atlantic vs Supra Pacific</b>	68	<b>-220</b>	<b>-1,824</b>	1,051	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.399	1.326	1.478	1.465	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.174	1.198	1.150	1.146	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.148	0.900	1.103	1.115	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.641	1.589	1.700	1.679	1.458

Source - The Baltic Exchange

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