

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,142	<b>63</b>	<b>2.05%</b>	2,938	2,816
<b>C2</b> (160It Tubarao - Rotterdam)	10,100	<b>-0.014</b>	<b>-0.14%</b>	9,809	11,178
<b>C3</b> (160mt Tubarao - Qingdao)	27,375	<b>0.04</b>	<b>0.15%</b>	26,080	25,669
<b>C5</b> (160mt W Australia - Qingdao)	11,095	<b>0.07</b>	<b>0.63%</b>	10,856	10,398
<b>C7</b> (150mt Bolivar - Rotterdam)	12,671	<b>0.357</b>	<b>2.90%</b>	12,555	13,144
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	21,893	<b>1,357</b>	<b>6.61%</b>	21,635	23,169
<b>C9_14</b> (180mt Continent/Med trip Far East)	53,875	<b>625</b>	<b>1.17%</b>	49,411	47,614
<b>C10_14</b> (180mt Nopac round V)	28,086	<b>377</b>	<b>1.36%</b>	26,902	23,462
<b>C14</b> (180mt China - Brazil RV)	26,680	<b>85</b>	<b>0.32%</b>	24,611	22,554
<b>C16</b> (180mt Revised backhaul)	1,278	<b>-55</b>	<b>-4.13%</b>	-805	830
<b>C17</b> (170mt Saldanha Bay to Qingdao)	20,01	<b>0.028</b>	<b>0.14%</b>	19,29	18,92
<b>BCI 5TC</b>	26,059	<b>526</b>	<b>2.06%</b>	24,363	23,352

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	24,995	<b>526</b>	<b>2.15%</b>	23,299	22,288
<b>BFI 4TC</b>	15,105	<b>-358</b>	<b>-2.32%</b>	15,092	14,595
<b>BHSI 6TC</b>	11,582	<b>154</b>	<b>1.35%</b>	11,004	10,505

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,827	<b>-40</b>	<b>-2.14%</b>	1,825	1,770
<b>P1A_82</b> (82500mt Transatlantic RV)	14,890	<b>-400</b>	<b>-2.62%</b>	13,232	14,503
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	27,532	<b>-249</b>	<b>-0.90%</b>	26,044	25,703
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	15,492	<b>-408</b>	<b>-2.57%</b>	16,801	15,059
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	6886	<b>-109</b>	<b>-1.56%</b>	7208	6767
<b>P5_82</b> (82500mt S China/HK range Indo RV)	15,611	<b>-317</b>	<b>-1.99%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18012	<b>-402</b>	<b>-2.18%</b>	18648	17646
<b>P8</b> (66000mt Santos to China)	45,664	<b>-0.429</b>	<b>-0.93%</b>	46,352	45,834
<b>BPI82 5TC</b>	16,441	<b>-358</b>	<b>-2.13%</b>	16,428	15,931

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,398	<b>9</b>	<b>0.65%</b>	1,310	1,265
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	21,979	<b>87</b>	<b>0.40%</b>	20,629	24,540
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	24,079	<b>-335</b>	<b>-1.37%</b>	21,611	22,646
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	14,244	<b>288</b>	<b>2.06%</b>	13,707	12,381
<b>S3_58</b> (North China trip to Wes t Africa)	13,800	<b>292</b>	<b>2.16%</b>	12,924	9,991
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	18,461	<b>-378</b>	<b>-2.01%</b>	16,527	16,524
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	11,050	<b>164</b>	<b>1.51%</b>	9,708	11,990
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	20,650	<b>25</b>	<b>0.12%</b>	19,339	20,274
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	15,036	<b>57</b>	<b>0.38%</b>	14,672	12,914
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	12,954	<b>47</b>	<b>0.36%</b>	11,487	12,432
<b>S10_58</b> (South China trip via Indones ia to s outh China)	14,113	<b>138</b>	<b>0.99%</b>	13,771	12,583
<b>BSI 10TC</b>	15,382	<b>104</b>	<b>0.68%</b>	14,409	13,914

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,997	<b>13</b>	<b>0.66%</b>	1,900	1,829

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	37,884	<b>991</b>	<b>3.89%</b>	35,523	35,392
Cape Pacific (C10, C14)	27,383	<b>231</b>	<b>0.84%</b>	25,757	23,008
<b>Cape Atlantic vs. Pacific</b>	<b>10,501</b>	<b>760</b>	<b>3.05%</b>	<b>9,766</b>	<b>12,383</b>
Panamax Atlantic (1a, 2a)	21,211	<b>-325</b>	<b>-1.76%</b>	19,638	20,103
Panamax Pacific (3a, 4)	11,189	<b>-259</b>	<b>-2.06%</b>	12,004	10,913
<b>Panamax Atlantic vs. Pacific</b>	<b>10,022</b>	<b>-66</b>	<b>0.31%</b>	<b>7,633</b>	<b>9,190</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	14,155	<b>-56</b>	<b>-0.05%</b>	12,574	13,649
Supramax Pacific 3TC (S2,S8,S10)	14,464	<b>161</b>	<b>1.14%</b>	14,050	12,626
<b>Supramax Atlantic vs. Pacific</b>	<b>-309</b>	<b>-217</b>	<b>-1.19%</b>	<b>-1,476</b>	<b>1,023</b>
Handysize Atlantic 4TC (HS1-HS4)	12,790	<b>215</b>	<b>2.04%</b>	11,416	12,745
Handysize Pacific 3TC (HS5,HS6,HS7)	14,173	<b>88</b>	<b>0.62%</b>	14,376	12,067
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,383</b>	<b>127</b>	<b>1.42%</b>	<b>-2,960</b>	<b>678</b>

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	9,618	8,734	7,935	7,421	3,536
<b>Pmx5TC / Smx10TC Spread</b>	1,059	1,521	2,019	2,017	1,614
<b>Cape5TC / Smx10TC Spread</b>	10,677	10,255	9,954	9,438	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	11,091	10,982	9,616	9,772	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,501	9,741	9,766	12,383	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	10,022	10,088	7,633	9,190	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-309</b>	<b>-93</b>	<b>-1,476</b>	<b>1,023</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.585	1.326	1.483	1.466	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	1.069	1.198	1.140	1.145	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.135	0.900	1.111	1.116	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.694	1.589	1.691	1.678	1.458

Source - The Baltic Exchange

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