

Cape 5TC

	Today	Change	Change	MTD	YTD
BCI Index	2,854	-103	-3.48%	3,251	2,882
C2 (160It Tubarao - Rotterdam)	10,121	-0.208	-2.01%	10,656	11,086
C3 (160mt Tubarao - Qingdao)	25,230	-0.74	-2.85%	27,706	25,998
C5 (160mt W Australia - Qingdao)	9,450	-0.255	-2.63%	10,144	10,382
C7 (150mt Bolivar - Rotterdam)	13,400	-0.236	-1.73%	14,157	13,261
C8_14 (180mt Gibraltar/HH trans Atlantic RV)	25,000	-607	-2.37%	27,502	23,709
C9_14 (180mt Continent/Med trip Far East)	54,125	-938	-1.70%	59,022	49,225
C10_14 (180mt Nopac round V)	19,712	-1,243	-5.93%	23,251	23,555
C14 (180mt China - Brazil RV)	22,410	-895	-3.84%	26,602	23,222
C16 (180mt Revised backhaul)	950	-422	-30.76%	1,955	990
C17 (170mt Saldanha Bay to Qingdao)	18,66	-0.406	-2.13%	20,61	19,17
BCI 5TC	23,665	-856	-3.49%	26,961	23,899

Previous TC

	Today	Change	Change	MTD	YTD
BCI 4TC	22,601	-856	-3.65%	25,897	22,835
BPI 4TC	14,213	144	1.02%	13,476	14,442
BHSI 6TC	11,665	19	0.16%	11,471	10,664

Panamax 5TC

	Today	Change	Change	MTD	YTD
BPI Index	1,728	16	0.93%	1,646	1,753
P1A_82 (82500mt Transatlantic RV)	15,132	562	3.86%	12,904	14,285
P2A_82 (82500mt SKAW-GIB/FAR EAST)	27,335	162	0.60%	25,743	25,732
P3A_82 (82500mt Japan-SK/NOPAC/RV)	13,565	-74	-0.54%	13,391	14,825
P4_82 (82500mt FAR EAST/NOPAC/SK-PASS)	6173	-84	-1.34%	6128	6678
P5_82 (82500mt S China/HK range Indo RV)	12,761	-97	-0.75%	12,994	14,615
P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic)	16745	45	0.27%	16839	17533
P8 (66000mt Santos to China)	44,764	-0.015	-0.03%	44,825	45,684
BPI82 5TC	15,549	144	0.93%	14,812	15,778

Supramax 10TC

	Today	Change	Change	MTD	YTD
BSI Index	1,380	6	0.44%	1,358	1,281
S1B_58 (Canakkale trip via Med or BI Sea to China-South Korea)	21,225	-75	-0.35%	21,433	24,075
S1C_58 (US Gulf trip to China-s outh Japan)	26,214	339	1.31%	25,403	22,993
S2_58 (North China one Aus tralian or Pacific round voyage)	13,469	6	0.04%	13,462	12,588
S3_58 (North China trip to Wes t Africa)	13,642	0	0.00%	13,515	10,554
S4A_58 (US Gulf trip to Skaw-Pas s ero)	22,961	197	0.87%	20,977	17,111
S4B_58 (Skaw-Pas s ero trip to US Gulf)	10,714	64	0.60%	10,827	11,824
S5_58 (Wes t Africa trip via eas t coas t South America to north China)	19,321	32	0.17%	19,444	20,185
S8_58 (South China trip via Indones ia to eas t coas t India)	14,029	72	0.52%	13,893	13,110
S9_58 (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	11,579	40	0.35%	11,676	12,350
S10_58 (South China trip via Indones ia to s outh China)	13,369	141	1.07%	12,936	12,686
BSI 10TC	15,181	65	0.43%	14,943	14,091

BDI Index

	Today	Change	Change	MTD	YTD
BDI Index	1,869	-27	-1.42%	1,971	1,852

Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	39,563	-773	-2.04%	43,262	36,467
Cape Pacific (C10, C14)	21,061	-1,069	-4.89%	24,926	23,389
Cape Atlantic vs. Pacific	18,502	297	2.85%	18,335	13,079
Panamax Atlantic (1a, 2a)	21,234	362	2.23%	19,323	20,008
Panamax Pacific (3a, 4)	9,869	-79	-0.94%	9,759	10,752
Panamax Atlantic vs. Pacific	11,365	441	3.17%	9,564	9,257
Supramax Atlantic 3TC (S4A,S4B,S9)	15,085	100	0.60%	14,493	13,762
Supramax Pacific 3TC (S2,S8,S10)	13,622	73	0.54%	13,430	12,795
Supramax Atlantic vs. Pacific	1,462	27	0.06%	1,063	967
Handysize Atlantic 4TC (HS1-HS4)	12,946	-2	-0.12%	12,736	12,756
Handysize Pacific 3TC (HS5,HS6,HS7)	14,194	42	0.30%	14,021	12,376
Handysize Atlantic vs. Pacific	-1,248	-43	-0.42%	-1,285	380

Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
Cape5TC / Pmx5TC Spread	8,116	9,116	12,149	8,120	3,536
Pmx5TC / Smx10TC Spread	368	289	-131	1,688	1,614
Cape5TC / Smx10TC Spread	8,484	9,405	12,018	9,808	5,150
Pmx 2A / Pmx 5TC Spread	11,786	11,768	10,931	9,954	7,607
Cape Atlantic vs Cape Pacific	18,502	18,205	18,335	13,079	6,947
Pmx Atlantic vs Pmx Pacific	11,365	10,924	9,564	9,257	6,747
Supra Atlantic vs Supra Pacific	1,462	1,435	1,063	967	3,063
Cape5TC / Pmx5TC Ratio	1.522	1.326	1.820	1.515	1.275
Pmx5TC / Smx10TC Ratio	1.024	1.198	0.991	1.120	1.144
Smx10TC / Handy7TC Ratio	1.114	0.900	1.112	1.116	1.079
Cape5TC / Smx10TC Ratio	1.559	1.589	1.804	1.696	1.458

Source - The Baltic Exchange

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