

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,883	<b>128</b>	<b>4.65%</b>	2,567	2,836
<b>C2</b> (160It Tubarao - Rotterdam)	10,214	<b>0.264</b>	<b>2.65%</b>	9,156	10,805
<b>C3</b> (160mt Tubarao - Qingdao)	27,390	<b>0.93</b>	<b>3.51%</b>	25,080	25,841
<b>C5</b> (160mt W Australia - Qingdao)	11,310	<b>0.325</b>	<b>2.96%</b>	10,410	10,352
<b>C7</b> (150mt Bolivar - Rotterdam)	11,043	<b>0.193</b>	<b>1.78%</b>	10,831	12,950
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	15,679	<b>679</b>	<b>4.53%</b>	15,340	22,635
<b>C9_14</b> (180mt Continent/Med trip Far East)	50,031	<b>1,187</b>	<b>2.43%</b>	47,734	49,121
<b>C10_14</b> (180mt Nopac round V)	28,241	<b>1,309</b>	<b>4.86%</b>	24,307	23,501
<b>C14</b> (180mt China - Brazil RV)	26,150	<b>1,390</b>	<b>5.61%</b>	22,406	23,054
<b>C16</b> (180mt Revised backhaul)	1,094	<b>555</b>	<b>102.97%</b>	-1,558	625
<b>C17</b> (170mt Saldanha Bay to Qingdao)	19,79	<b>0.605</b>	<b>3.15%</b>	18,38	19,05
<b>BCI 5TC</b>	23,908	<b>1,062</b>	<b>4.65%</b>	21,285	23,516

### Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,316	<b>-1</b>	<b>-0.08%</b>	1,312	1,288
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,442	<b>-4</b>	<b>-0.02%</b>	20,042	23,501
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	25,261	<b>282</b>	<b>1.13%</b>	23,937	23,202
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	12,563	<b>-6</b>	<b>-0.05%</b>	12,574	12,617
<b>S3_58</b> (North China trip to Wes t Africa)	13,200	<b>0</b>	<b>0.00%</b>	13,282	10,976
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	21,086	<b>175</b>	<b>0.84%</b>	20,359	17,678
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	9,750	<b>-25</b>	<b>-0.26%</b>	10,040	11,578
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	19,729	<b>-132</b>	<b>-0.66%</b>	19,403	20,066
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	13,607	<b>-79</b>	<b>-0.58%</b>	13,723	13,221
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	11,725	<b>-61</b>	<b>-0.52%</b>	11,655	12,244
<b>S10_58</b> (South China trip via Indones ia to s outh China)	12,825	<b>-94</b>	<b>-0.73%</b>	12,942	12,754
<b>BSI 10TC</b>	14,474	<b>-9</b>	<b>-0.06%</b>	14,434	14,169

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,755	<b>34</b>	<b>1.98%</b>	1,705	1,833

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	32,855	<b>933</b>	<b>3.48%</b>	31,537	35,878
Cape Pacific (C10, C14)	27,196	<b>1,350</b>	<b>5.24%</b>	23,357	23,278
<b>Cape Atlantic vs. Pacific</b>	<b>5,660</b>	<b>-417</b>	<b>-1.76%</b>	<b>8,180</b>	<b>12,601</b>
Panamax Atlantic (1a, 2a)	16,209	<b>-398</b>	<b>-2.90%</b>	19,525	20,022
Panamax Pacific (3a, 4)	8,703	<b>-118</b>	<b>-1.32%</b>	9,291	10,557
<b>Panamax Atlantic vs. Pacific</b>	<b>7,506</b>	<b>-280</b>	<b>-1.58%</b>	<b>10,234</b>	<b>9,466</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	14,187	<b>30</b>	<b>0.02%</b>	14,018	13,833
Supramax Pacific 3TC (S2,S8,S10)	12,998	<b>-60</b>	<b>-0.45%</b>	13,080	12,864
<b>Supramax Atlantic vs. Pacific</b>	<b>1,189</b>	<b>89</b>	<b>0.47%</b>	<b>938</b>	<b>970</b>
Handysize Atlantic 4TC (HS1-HS4)	12,936	<b>-63</b>	<b>-0.66%</b>	13,074	12,802
Handysize Pacific 3TC (HS5,HS6,HS7)	13,810	<b>-19</b>	<b>-0.13%</b>	13,991	12,625
<b>Handysize Atlantic vs. Pacific</b>	<b>-874</b>	<b>-44</b>	<b>-0.52%</b>	<b>-916</b>	<b>177</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	22,844	<b>1,062</b>	<b>4.88%</b>	20,221	22,452
<b>B4I 4TC</b>	10,818	<b>-278</b>	<b>-2.51%</b>	12,694	14,250
<b>BHSI 6TC</b>	11,463	<b>-41</b>	<b>-0.36%</b>	11,625	10,811

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,350	<b>-31</b>	<b>-2.24%</b>	1,559	1,732
<b>P1A_82</b> (82500mt Transatlantic RV)	9,390	<b>-405</b>	<b>-4.13%</b>	12,557	14,146
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	23,027	<b>-390</b>	<b>-1.67%</b>	26,494	25,898
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	11,890	<b>-165</b>	<b>-1.37%</b>	12,729	14,546
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	5516	<b>-71</b>	<b>-1.27%</b>	5854	6567
<b>P5_82</b> (82500mt S China/HK range Indo RV)	11,732	<b>-59</b>	<b>-0.50%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13266	<b>-298</b>	<b>-2.20%</b>	14912	17222
<b>P8</b> (66000mt Santos to China)	39,650	<b>-0.264</b>	<b>-0.66%</b>	41,833	45,221
<b>BPI82 5TC</b>	12,154	<b>-278</b>	<b>-2.24%</b>	14,030	15,586

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,516	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,586	12,854	20,757	12,154	39.19%
<b>Supramax 10TC</b>	14,169	11,240	16,441	11,301	29.03%
<b>Handysize 7TC</b>	12,777	10,420	14,537	10,197	17.67%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	746	<b>-2</b>	<b>-0.27%</b>	755	710
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,257	<b>-100</b>	<b>-1.36%</b>	7,255	9,013
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,179	<b>-100</b>	<b>-0.97%</b>	10,321	11,541
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	17,047	<b>-192</b>	<b>-1.11%</b>	17,470	17,110
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	17,261	<b>140</b>	<b>0.82%</b>	17,251	13,544
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	14,381	<b>-38</b>	<b>-0.26%</b>	14,657	13,247
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,794	<b>-6</b>	<b>-0.04%</b>	13,911	12,634
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	13,256	<b>-13</b>	<b>-0.10%</b>	13,405	11,994
<b>BHSI 7TC</b>	13,429	<b>-41</b>	<b>-0.30%</b>	13,591	12,777

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	11,754	10,414	7,256	7,930	3,536
<b>Pmx5TC / Smx10TC Spread</b>	<b>-2,320</b>	<b>-2,051</b>	<b>-404</b>	1,417	1,614
<b>Cape5TC / Smx10TC Spread</b>	9,434	8,363	6,852	9,347	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	10,873	10,985	12,464	10,312	7,607
<b>Cape Atlantic vs Cape Pacific</b>	5,660	6,076	8,180	12,601	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,506	7,785	10,234	9,466	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,189	1,099	938	970	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.967	1.326	1.517	1.509	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	0.840	1.198	0.972	1.100	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.078	0.900	1.062	1.109	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.652	1.589	1.475	1.660	1.458

Source - The Baltic Exchange

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