

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,119	<b>236</b>	<b>8.19%</b>	2,594	2,837
<b>C2</b> (160It Tubarao - Rotterdam)	10,636	<b>0.422</b>	<b>4.13%</b>	9,230	10,804
<b>C3</b> (160mt Tubarao - Qingdao)	28,140	<b>0.75</b>	<b>2.74%</b>	25,233	25,855
<b>C5</b> (160mt W Australia - Qingdao)	11,635	<b>0.325</b>	<b>2.87%</b>	10,472	10,360
<b>C7</b> (150mt Bolivar - Rotterdam)	11,829	<b>0.786</b>	<b>7.12%</b>	10,881	12,944
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	18,750	<b>3,071</b>	<b>19.59%</b>	15,511	22,612
<b>C9_14</b> (180mt Continent/Med trip Far East)	52,938	<b>2,907</b>	<b>5.81%</b>	47,994	49,144
<b>C10_14</b> (180mt Nopac round V)	29,732	<b>1,491</b>	<b>5.28%</b>	24,579	23,538
<b>C14</b> (180mt China - Brazil RV)	27,515	<b>1,365</b>	<b>5.22%</b>	22,662	23,081
<b>C16</b> (180mt Revised backhaul)	2,028	<b>934</b>	<b>85.37%</b>	-1,379	633
<b>C17</b> (170mt Saldanha Bay to Qingdao)	20,38	<b>0.589</b>	<b>2.98%</b>	18,48	19,06
<b>BCI 5TC</b>	25,870	<b>1,962</b>	<b>8.21%</b>	21,515	23,530

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,312	<b>-4</b>	<b>-0.30%</b>	1,312	1,288
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	19,438	<b>-4</b>	<b>-0.02%</b>	20,012	23,477
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	25,279	<b>18</b>	<b>0.07%</b>	24,004	23,214
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	12,556	<b>-7</b>	<b>-0.06%</b>	12,573	12,617
<b>S3_58</b> (North China trip to Wes t Africa)	13,275	<b>75</b>	<b>0.57%</b>	13,282	10,990
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	20,861	<b>-225</b>	<b>-1.07%</b>	20,384	17,697
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	9,754	<b>4</b>	<b>0.04%</b>	10,025	11,568
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	19,675	<b>-54</b>	<b>-0.27%</b>	19,416	20,064
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	13,471	<b>-136</b>	<b>-1.00%</b>	13,711	13,222
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	11,721	<b>-4</b>	<b>-0.03%</b>	11,659	12,241
<b>S10_58</b> (South China trip via Indones ia to s outh China)	12,672	<b>-153</b>	<b>-1.19%</b>	12,928	12,753
<b>BSI 10TC</b>	14,429	<b>-45</b>	<b>-0.31%</b>	14,434	14,170

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,827	<b>72</b>	<b>4.10%</b>	1,711	1,833

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	35,844	<b>2,989</b>	<b>12.70%</b>	31,752	35,878
Cape Pacific (C10, C14)	28,624	<b>1,428</b>	<b>5.25%</b>	23,620	23,309
<b>Cape Atlantic vs. Pacific</b>	<b>7,221</b>	<b>1,561</b>	<b>7.45%</b>	<b>8,132</b>	<b>12,569</b>
Panamax Atlantic (1a, 2a)	15,937	<b>-272</b>	<b>-2.06%</b>	19,346	19,998
Panamax Pacific (3a, 4)	8,615	<b>-88</b>	<b>-0.99%</b>	9,258	10,545
<b>Panamax Atlantic vs. Pacific</b>	<b>7,322</b>	<b>-184</b>	<b>-1.07%</b>	<b>10,088</b>	<b>9,453</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	14,112	<b>-75</b>	<b>-0.35%</b>	14,023	13,835
Supramax Pacific 3TC (S2,S8,S10)	12,900	<b>-99</b>	<b>-0.75%</b>	13,071	12,864
<b>Supramax Atlantic vs. Pacific</b>	<b>1,212</b>	<b>24</b>	<b>0.40%</b>	<b>952</b>	<b>971</b>
Handysize Atlantic 4TC (HS1-HS4)	12,939	<b>3</b>	<b>-0.03%</b>	13,068	12,803
Handysize Pacific 3TC (HS5,HS6,HS7)	13,771	<b>-39</b>	<b>-0.28%</b>	13,980	12,632
<b>Handysize Atlantic vs. Pacific</b>	<b>-832</b>	<b>42</b>	<b>0.25%</b>	<b>-912</b>	<b>171</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	24,806	<b>1,962</b>	<b>8.59%</b>	20,451	22,466
<b>BPI 4TC</b>	10,639	<b>-179</b>	<b>-1.65%</b>	12,591	14,229
<b>BHSI 6TC</b>	11,441	<b>-22</b>	<b>-0.19%</b>	11,616	10,814

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,331	<b>-19</b>	<b>-1.41%</b>	1,547	1,729
<b>P1A_82</b> (82500mt Transatlantic RV)	9,110	<b>-280</b>	<b>-2.98%</b>	12,385	14,116
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	22,764	<b>-263</b>	<b>-1.14%</b>	26,307	25,879
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	11,765	<b>-125</b>	<b>-1.05%</b>	12,681	14,529
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	5465	<b>-51</b>	<b>-0.92%</b>	5834	6561
<b>P5_82</b> (82500mt S China/HK range Indo RV)	11,402	<b>-330</b>	<b>-2.81%</b>	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	13110	<b>-156</b>	<b>-1.18%</b>	14822	17198
<b>P8</b> (66000mt Santos to China)	39,379	<b>-0.271</b>	<b>-0.68%</b>	41,710	45,186
<b>BPI82 5TC</b>	11,975	<b>-179</b>	<b>-1.47%</b>	13,927	15,565

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,530	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,565	12,854	20,757	11,975	39.19%
<b>Supramax 10TC</b>	14,170	11,240	16,441	11,301	29.03%
<b>Handysize 7TC</b>	12,780	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	745	<b>-1</b>	<b>-0.13%</b>	755	710
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,243	<b>-14</b>	<b>-0.19%</b>	7,254	9,002
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,161	<b>-18</b>	<b>-0.18%</b>	10,313	11,533
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	16,997	<b>-50</b>	<b>-0.29%</b>	17,447	17,110
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	17,354	<b>93</b>	<b>0.54%</b>	17,256	13,567
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	14,288	<b>-93</b>	<b>-0.65%</b>	14,638	13,253
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,775	<b>-19</b>	<b>-0.14%</b>	13,904	12,641
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	13,250	<b>-6</b>	<b>-0.05%</b>	13,397	12,001
<b>BHSI 7TC</b>	13,407	<b>-22</b>	<b>-0.16%</b>	13,582	12,780

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	13,895	11,754	7,588	7,965	3,536
<b>Pmx5TC / Smx10TC Spread</b>	<b>-2,454</b>	<b>-2,320</b>	<b>-507</b>	1,394	1,614
<b>Cape5TC / Smx10TC Spread</b>	11,441	9,434	7,081	9,360	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	10,789	10,873	12,380	10,315	7,607
<b>Cape Atlantic vs Cape Pacific</b>	7,221	5,660	8,132	12,569	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,322	7,506	10,088	9,453	6,747
<b>Supra Atlantic vs Supra Pacific</b>	1,212	1,189	952	971	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	2.160	1.326	1.545	1.512	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	0.830	1.198	0.965	1.098	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.076	0.900	1.063	1.109	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.793	1.589	1.491	1.661	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