



03 Sep 2024

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,349	<b>101</b>	<b>3.11%</b>	3,299	2,844
<b>C2</b> (160mt Tubarao - Rotterdam)	10,807	<b>0.021</b>	<b>0.19%</b>	10,797	10,803
<b>C3</b> (160mt Tubarao - Qingdao)	28,120	<b>0.025</b>	<b>0.09%</b>	28,108	25,894
<b>C5</b> (160mt W Australia - Qingdao)	11,765	<b>-0.02</b>	<b>-0.17%</b>	11,775	10,382
<b>C7</b> (150mt Bolivar - Rotterdam)	12,507	<b>0.300</b>	<b>2.46%</b>	12,357	12,931
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	22,786	<b>1,607</b>	<b>7.59%</b>	21,983	22,588
<b>C9_14</b> (180mt Continent/Med trip Far East)	57,375	<b>3,500</b>	<b>6.50%</b>	55,625	49,242
<b>C10_14</b> (180mt Nopac round V)	30,677	<b>-121</b>	<b>-0.39%</b>	30,738	23,650
<b>C14</b> (180mt China - Brazil RV)	27,625	<b>50</b>	<b>0.18%</b>	27,600	23,158
<b>C16</b> (180mt Revised backhaul)	2,639	<b>139</b>	<b>5.56%</b>	2,570	664
<b>C17</b> (170mt Saldanha Bay to Qingdao)	20,93	<b>0.056</b>	<b>0.27%</b>	20,90	19,09
<b>BCI 5TC</b>	27,774	<b>839</b>	<b>3.11%</b>	27,355	23,587

## Supramax 10TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,280	<b>-9</b>	<b>-0.70%</b>	1,285	1,288
<b>S1B_58</b> (Canakkale trip via Med or BI Sea to China-South Korea)	21,308	<b>-92</b>	<b>-0.43%</b>	21,354	23,427
<b>S1C_58</b> (US Gulf trip to China-s outh Japan)	26,661	<b>-443</b>	<b>-1.63%</b>	26,883	23,269
<b>S2_58</b> (North China one Aus tralian or Pacific round voyage)	14,625	<b>12</b>	<b>0.08%</b>	14,619	12,640
<b>S3_58</b> (North China trip to Wes t Africa)	14,333	<b>-9</b>	<b>-0.06%</b>	14,338	11,042
<b>S4A_58</b> (US Gulf trip to Skaw-Pas s ero)	21,518	<b>-540</b>	<b>-2.45%</b>	21,788	17,762
<b>S4B_58</b> (Skaw-Pas s ero trip to US Gulf)	11,400	<b>-67</b>	<b>-0.58%</b>	11,434	11,555
<b>S5_58</b> (Wes t Africa trip via eas t coas t South America to north China)	21,929	<b>-165</b>	<b>-0.75%</b>	22,012	20,084
<b>S8_58</b> (South China trip via Indones ia to eas t coas t India)	15,143	<b>-7</b>	<b>-0.05%</b>	15,147	13,246
<b>S9_58</b> (Wes t Africa trip via eas t coas t South America to Skaw-Pas s ero)	13,536	<b>-56</b>	<b>-0.41%</b>	13,564	12,253
<b>S10_58</b> (South China trip via Indones ia to s outh China)	14,288	<b>69</b>	<b>0.49%</b>	14,254	12,770
<b>BSI 10TC</b>	14,147	<b>-112</b>	<b>-0.79%</b>	14,203	14,172

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,947	<b>28</b>	<b>1.46%</b>	1,933	1,834

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	40,081	<b>2,554</b>	<b>7.04%</b>	38,804	35,915
Cape Pacific (C10, C14)	29,151	<b>-36</b>	<b>-0.11%</b>	29,169	23,404
<b>Cape Atlantic vs. Pacific</b>	<b>10,930</b>	<b>2,589</b>	<b>7.15%</b>	<b>9,635</b>	<b>12,511</b>
Panamax Atlantic (1a, 2a)	15,312	<b>-141</b>	<b>-0.98%</b>	15,382	19,919
Panamax Pacific (3a, 4)	8,611	<b>92</b>	<b>0.86%</b>	8,565	10,510
<b>Panamax Atlantic vs. Pacific</b>	<b>6,701</b>	<b>-233</b>	<b>-1.85%</b>	<b>6,817</b>	<b>9,409</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	15,485	<b>-221</b>	<b>-1.15%</b>	15,595	13,857
Supramax Pacific 3TC (S2,S8,S10)	14,685	<b>25</b>	<b>0.17%</b>	14,673	12,885
<b>Supramax Atlantic vs. Pacific</b>	<b>799</b>	<b>-246</b>	<b>-1.32%</b>	<b>922</b>	<b>972</b>
Handysize Atlantic 4TC (HS1-HS4)	12,770	<b>-93</b>	<b>-0.56%</b>	12,816	12,804
Handysize Pacific 3TC (HS5,HS6,HS7)	13,675	<b>-35</b>	<b>-0.26%</b>	13,693	12,651
<b>Handysize Atlantic vs. Pacific</b>	<b>-905</b>	<b>-57</b>	<b>-0.31%</b>	<b>-876</b>	<b>153</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	26,710	<b>839</b>	<b>3.24%</b>	26,291	22,523
<b>BPI 4TC</b>	10,367	<b>-45</b>	<b>-0.43%</b>	10,390	14,162
<b>BHSI 6TC</b>	11,307	<b>-64</b>	<b>-0.56%</b>	11,339	10,824

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,300	<b>-5</b>	<b>-0.38%</b>	1,303	1,722
<b>P1A_82</b> (82500mt Transatlantic RV)	8,590	<b>-100</b>	<b>-1.15%</b>	8,640	14,022
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	22,033	<b>-181</b>	<b>-0.81%</b>	22,124	25,816
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	11,838	<b>169</b>	<b>1.45%</b>	11,754	14,480
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	5384	<b>15</b>	<b>0.28%</b>	5377	6540
<b>P5_82</b> (82500mt S China/HK range Indo RV)	10,918	<b>-36</b>	<b>-0.33%</b>	10,936	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	12846	<b>-154</b>	<b>-1.18%</b>	12923	17123
<b>P8</b> (66000mt Santos to China)	38,693	<b>-0.171</b>	<b>-0.44%</b>	38,779	45,076
<b>BP182 5TC</b>	11,703	<b>-45</b>	<b>-0.38%</b>	11,726	15,498

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,587	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,498	12,854	20,757	11,703	39.19%
<b>Supramax 10TC</b>	14,172	11,240	16,441	11,301	29.03%
<b>Handysize 7TC</b>	12,790	10,420	14,537	10,197	17.67%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	737	<b>-4</b>	<b>-0.54%</b>	739	711
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,236	<b>7</b>	<b>0.10%</b>	7,233	8,971
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,014	<b>-29</b>	<b>-0.29%</b>	10,029	11,507
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	16,544	<b>-278</b>	<b>-1.65%</b>	16,683	17,104
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	17,286	<b>-71</b>	<b>-0.41%</b>	17,322	13,633
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	14,175	<b>-44</b>	<b>-0.31%</b>	14,197	13,270
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,675	<b>-31</b>	<b>-0.23%</b>	13,691	12,660
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	13,175	<b>-31</b>	<b>-0.23%</b>	13,191	12,023
<b>BHSI 7TC</b>	13,273	<b>-64</b>	<b>-0.48%</b>	13,305	12,790

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	16,071	15,187	15,629	8,089	3,536
<b>Pmx5TC / Smx10TC Spread</b>	<b>-2,444</b>	<b>-2,511</b>	<b>-2,478</b>	1,326	1,614
<b>Cape5TC / Smx10TC Spread</b>	13,627	12,676	13,152	9,415	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	10,330	10,466	10,398	10,318	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,930	8,341	9,635	12,511	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,701	6,933	6,817	9,409	6,747
<b>Supra Atlantic vs Supra Pacific</b>	799	1,045	922	972	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	2.373	1.326	2.333	1.522	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	0.827	1.198	0.826	1.094	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.066	0.900	1.067	1.108	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.963	1.589	1.926	1.664	1.458

Source - The Baltic Exchange

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