

| Cape 5TC | | | | | |
|---|--------|---------------|---------------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BCI Index | 3,375 | 33 | 0.99% | 3,323 | 2,861 |
| C2 (160lt Tubarao - Rotterdam) | 10,750 | -0.007 | -0.07% | 10,762 | 10,801 |
| C3 (160mt Tubarao - Qingdao) | 27,735 | -0.04 | -0.14% | 27,818 | 25,955 |
| C5 (160mt W Australia - Qingdao) | 11,730 | 0.22 | 1.91% | 11,654 | 10,424 |
| C7 (150mt Bolivar - Rotterdam) | 12,557 | -0.036 | -0.29% | 12,553 | 12,920 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 23,879 | 58 | 0.24% | 23,190 | 22,622 |
| C9_14 (180mt Continent/Med trip Far East) | 56,656 | -157 | -0.28% | 56,653 | 49,505 |
| C10_14 (180mt Nopac round V) | 30,401 | 560 | 1.88% | 30,135 | 23,863 |
| C14 (180mt China - Brazil RV) | 27,915 | 470 | 1.71% | 27,283 | 23,294 |
| C16 (180mt Revised backhaul) | 2,844 | 172 | 6.44% | 2,588 | 730 |
| C17 (170mt Saldanha Bay to Qingdao) | 20,75 | 0.033 | 0.16% | 20,80 | 19,15 |
| BCI 5TC | 27,986 | 274 | 0.99% | 27,557 | 23,724 |

| Supramax 11TC | | | | | |
|--|--------|-------------|---------------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BSI Index | 1,259 | 1 | 0.08% | 1,268 | 1,287 |
| S1B_63 (Canakkale trip via Med or BI Sea to China-SO) | 20,742 | -8 | -0.04% | 20,967 | 25,384 |
| S1C_63 (US Gulf trip to China-South Japan) | 25,886 | 72 | 0.28% | 26,226 | 26,157 |
| S2_63 (North China one Australian or Pacific round v) | 15,025 | 125 | 0.84% | 14,790 | 14,695 |
| S3_63 (North China trip to West Africa) | 14,383 | 91 | 0.64% | 14,227 | 12,321 |
| S4A_63 (US Gulf trip to Skaw-Passero) | 21,107 | 428 | 2.07% | 21,111 | 20,238 |
| S4B_63 (Skaw-Passero trip to US Gulf) | 10,564 | -257 | -2.38% | 11,029 | 12,890 |
| S5_63 (West Africa trip via East Coast South America) | 20,486 | -350 | -1.68% | 21,319 | 23,175 |
| S8_63 (South China trip via Indonesia to East Coast In) | 15,657 | 121 | 0.78% | 15,418 | 14,966 |
| S9_63 (West Africa trip via East Coast South America) | 12,793 | -157 | -1.21% | 13,225 | 14,235 |
| S10_63 (South China trip via Indonesia to South China) | 14,781 | 62 | 0.42% | 14,556 | 14,493 |
| S15_63 (South China trip via Indonesia to South China) | 15,083 | -125 | -0.82% | 15,708 | 17,095 |
| BSI 11TC | 15,918 | 19 | 0.12% | 16,024 | 16,310 |

| BDI Index | | | | | |
|------------------|-------|-----------|--------------|-------|-------|
| | Today | Change | Change | MTD | YTD |
| BDI Index | 1,963 | 22 | 1.13% | 1,936 | 1,838 |

| Atlantic vs. Pacific (5TC) | | | | | |
|---------------------------------------|---------------|-------------|---------------|---------------|---------------|
| | Today | Change | Change | MTD | YTD |
| Cape Atlantic (C8, C9) | 40,268 | -50 | -0.02% | 39,921 | 36,063 |
| Cape Pacific (C10, C14) | 29,158 | 515 | 1.79% | 28,709 | 23,579 |
| Cape Atlantic vs. Pacific | 11,110 | -565 | -1.81% | 11,213 | 12,485 |
| Panamax Atlantic (1a, 2a) | 14,671 | 396 | 4.60% | 14,776 | 19,738 |
| Panamax Pacific (3a, 4) | 9,868 | 162 | 1.45% | 9,203 | 10,473 |
| Panamax Atlantic vs. Pacific | 4,803 | 234 | 3.15% | 5,573 | 9,264 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 14,821 | 5 | -0.51% | 15,122 | 15,788 |
| Supramax Pacific 3TC (S2,S8,S10) | 15,154 | 103 | 0.68% | 14,921 | 14,718 |
| Supramax Atlantic vs. Pacific | -333 | -98 | -1.19% | 200 | 1,070 |
| Handysize Atlantic 4TC (HS1-HS4) | 12,149 | -89 | -0.69% | 12,518 | 12,791 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 13,340 | -42 | -0.31% | 13,517 | 12,678 |
| Handysize Atlantic vs. Pacific | -1,191 | -47 | -0.38% | -999 | 112 |

| Previous TC | | | | | |
|-----------------|--------|------------|---------------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BCI 4TC | 26,922 | 274 | 1.03% | 26,493 | 22,660 |
| BPI 4TC | 10,868 | 352 | 3.35% | 10,441 | 14,037 |
| BHSI 6TC | 10,815 | -67 | -0.62% | 11,095 | 10,831 |

| Panamax 5TC | | | | | |
|---|--------|--------------|--------------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BPI Index | 1,356 | 39 | 2.96% | 1,309 | 1,708 |
| P1A_82 (82500mt Transatlantic RV) | 8,265 | 650 | 8.54% | 8,100 | 13,815 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 21,077 | 141 | 0.67% | 21,451 | 25,660 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 13,973 | 269 | 1.96% | 12,843 | 14,437 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 5763 | 54 | 0.95% | 5562 | 6509 |
| P5_82 (82500mt S China/HK range Indo RV) | 12,669 | 416 | 3.40% | 11,639 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 13202 | 343 | 2.67% | 12800 | 16975 |
| P8 (66000mt Santos to China) | 38,319 | 0.148 | 0.39% | 38,403 | 44,845 |
| BPI82 5TC | 12,204 | 352 | 2.97% | 11,777 | 15,373 |

| | Avg 2024 | Avg 2023 | Max 2024 | Min 2024 | 30D Vol 2023 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 23,724 | 16,389 | 35,780 | 14,375 | 120.00% |
| Panamax 5TC | 15,373 | 12,854 | 20,757 | 11,645 | 39.19% |
| Supramax 11TC | 16,310 | 11,240 | 18,476 | 13,483 | 29.03% |
| Handysize 7TC | 12,797 | 10,420 | 14,537 | 10,197 | 17.67% |

| Handysize 7TC | | | | | |
|---|--------|-------------|---------------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BHSI Index | 710 | -4 | -0.56% | 726 | 711 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 7,129 | -50 | -0.70% | 7,208 | 8,911 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 9,800 | -29 | -0.30% | 9,953 | 11,454 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 15,217 | -225 | -1.46% | 15,976 | 17,057 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 16,450 | -50 | -0.30% | 16,934 | 13,741 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 13,781 | -50 | -0.36% | 13,980 | 13,292 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 13,269 | -50 | -0.38% | 13,495 | 12,686 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 12,969 | -25 | -0.19% | 13,075 | 12,057 |
| BHSI 7TC | 12,781 | -67 | -0.52% | 13,061 | 12,797 |

| Spreads and Ratio (5TC) | | | | | |
|--|---------------|---------------|---------------|-------------|-------|
| | Today | Yesterday | MTD | YTD | 2022 |
| Cape5TC / Pmx5TC Spread | 15,782 | 15,860 | 15,780 | 8,352 | 3,536 |
| Pmx5TC / Smx10TC Spread | -3,714 | -4,047 | -4,247 | -937 | 1,614 |
| Cape5TC / Smx10TC Spread | 12,068 | 11,813 | 11,533 | 7,415 | 5,150 |
| Pmx 2A / Pmx 5TC Spread | 8,873 | 9,084 | 9,674 | 10,288 | 7,607 |
| Cape Atlantic vs Cape Pacific | 11,110 | 11,674 | 11,213 | 12,485 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 4,803 | 4,569 | 5,573 | 9,264 | 6,747 |
| Supra Atlantic vs Supra Pacific | -333 | -235 | 200 | 1,070 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 2.293 | 1.326 | 2.340 | 1.543 | 1.275 |
| Pmx5TC / Smx10TC Ratio | 0.767 | 1.198 | 0.735 | 0.943 | 1.144 |
| Smx10TC / Handy7TC Ratio | 1.245 | 0.900 | 1.227 | 1.275 | 1.079 |
| Cape5TC / Smx10TC Ratio | 1.758 | 1.589 | 1.720 | 1.455 | 1.458 |

Source - The Baltic Exchange

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