

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,253	<b>229</b>	<b>7.57%</b>	3,240	2,869
<b>C2</b> (160lt Tubarao - Rotterdam)	10,386	<b>0.365</b>	<b>3.64%</b>	10,485	10,779
<b>C3</b> (160mt Tubarao - Qingdao)	28,225	<b>1.686</b>	<b>6.35%</b>	27,496	25,992
<b>C5</b> (160mt W Australia - Qingdao)	11,885	<b>0.355</b>	<b>3.08%</b>	11,634	10,462
<b>C7</b> (150mt Bolivar - Rotterdam)	11,836	<b>0.607</b>	<b>5.41%</b>	12,114	12,874
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	20,071	<b>1,714</b>	<b>9.34%</b>	21,593	22,519
<b>C9_14</b> (180mt Continent/Med trip Far East)	52,813	<b>1,188</b>	<b>2.30%</b>	55,317	49,637
<b>C10_14</b> (180mt Nopac round V)	31,682	<b>1,807</b>	<b>6.05%</b>	30,169	24,071
<b>C14</b> (180mt China - Brazil RV)	28,720	<b>3,120</b>	<b>12.19%</b>	26,994	23,403
<b>C16</b> (180mt Revised backhaul)	2,083	<b>711</b>	<b>51.82%</b>	2,138	756
<b>C17</b> (170mt Saldanha Bay to Qingdao)	20,93	<b>0.929</b>	<b>4.64%</b>	20,59	19,18
<b>BCI 5TC</b>	26,980	<b>1,897</b>	<b>7.56%</b>	26,871	23,797

### Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,276	<b>6</b>	<b>0.47%</b>	1,268	1,287
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	20,775	<b>8</b>	<b>0.04%</b>	20,871	25,232
<b>S1C_63</b> (US Gulf trip to China-South Japan)	25,571	<b>-122</b>	<b>-0.47%</b>	26,040	26,145
<b>S2_63</b> (North China one Australian or Pacific round v)	15,469	<b>206</b>	<b>1.35%</b>	14,976	14,713
<b>S3_63</b> (North China trip to West Africa)	14,658	<b>141</b>	<b>0.97%</b>	14,321	12,390
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	22,557	<b>-136</b>	<b>-0.60%</b>	21,573	20,302
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	10,571	<b>100</b>	<b>0.96%</b>	10,775	12,809
<b>S5_63</b> (West Africa trip via East Coast South America)	19,829	<b>-128</b>	<b>-0.64%</b>	20,804	23,074
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	16,432	<b>336</b>	<b>2.09%</b>	15,672	15,001
<b>S9_63</b> (West Africa trip via East Coast South America)	12,464	<b>-7</b>	<b>-0.06%</b>	12,968	14,182
<b>S10_63</b> (South China trip via Indonesia to South China)	15,309	<b>193</b>	<b>1.28%</b>	14,776	14,512
<b>S15_63</b> (South China trip via Indonesia to South China)	14,450	<b>-83</b>	<b>-0.57%</b>	15,287	17,017
<b>BSI 11TC</b>	16,131	<b>84</b>	<b>0.52%</b>	16,022	16,300

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,976	<b>86</b>	<b>4.55%</b>	1,926	1,840

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	36,442	<b>1,451</b>	<b>5.82%</b>	38,455	36,078
Cape Pacific (C10, C14)	30,201	<b>2,464</b>	<b>9.12%</b>	28,582	23,737
<b>Cape Atlantic vs. Pacific</b>	<b>6,241</b>	<b>-1,013</b>	<b>-3.30%</b>	<b>9,874</b>	<b>12,341</b>
Panamax Atlantic (1a, 2a)	17,554	<b>445</b>	<b>3.13%</b>	15,462	19,627
Panamax Pacific (3a, 4)	9,965	<b>47</b>	<b>0.76%</b>	9,525	10,456
<b>Panamax Atlantic vs. Pacific</b>	<b>7,590</b>	<b>398</b>	<b>2.37%</b>	<b>5,938</b>	<b>9,171</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	15,197	<b>-14</b>	<b>0.10%</b>	15,105	15,765
Supramax Pacific 3TC (S2,S8,S10)	15,737	<b>245</b>	<b>1.57%</b>	15,141	14,742
<b>Supramax Atlantic vs. Pacific</b>	<b>-539</b>	<b>-259</b>	<b>-1.47%</b>	<b>-36</b>	<b>1,023</b>
Handysize Atlantic 4TC (HS1-HS4)	12,104	<b>31</b>	<b>0.53%</b>	12,333	12,768
Handysize Pacific 3TC (HS5,HS6,HS7)	13,263	<b>8</b>	<b>0.06%</b>	13,419	12,698
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,159</b>	<b>23</b>	<b>0.47%</b>	<b>-1,086</b>	<b>69</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	25,916	<b>1,897</b>	<b>7.90%</b>	25,807	22,733
<b>BFI 4TC</b>	12,417	<b>237</b>	<b>1.95%</b>	11,030	13,964
<b>BHSI 6TC</b>	10,760	<b>22</b>	<b>0.20%</b>	10,952	10,828

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,528	<b>26</b>	<b>1.73%</b>	1,374	1,700
<b>P1A_82</b> (82500mt Transatlantic RV)	11,835	<b>530</b>	<b>4.69%</b>	9,099	13,704
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	23,273	<b>359</b>	<b>1.57%</b>	21,826	25,551
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	13,973	<b>9</b>	<b>0.06%</b>	13,363	14,425
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	5956	<b>85</b>	<b>1.45%</b>	5686	6487
<b>P5_82</b> (82500mt S China/HK range Indo RV)	13,058	<b>-98</b>	<b>-0.74%</b>	12,271	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	14595	<b>195</b>	<b>1.35%</b>	13330	16879
<b>P8</b> (66000mt Santos to China)	39,950	<b>0.25</b>	<b>0.63%</b>	38,777	44,663
<b>BPI82 5TC</b>	13,753	<b>237</b>	<b>1.75%</b>	12,366	15,300

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,797	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,300	12,854	20,757	11,645	39.19%
<b>Supramax 11TC</b>	16,300	11,240	18,476	13,483	29.03%
<b>Handysize 7TC</b>	12,794	10,420	14,537	10,197	17.67%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	707	<b>1</b>	<b>0.14%</b>	718	711
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,221	<b>121</b>	<b>1.70%</b>	7,167	8,852
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,771	<b>114</b>	<b>1.18%</b>	9,838	11,396
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	14,472	<b>-111</b>	<b>-0.76%</b>	15,448	16,981
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	16,950	<b>0</b>	<b>0.00%</b>	16,878	13,841
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	13,631	<b>-13</b>	<b>-0.10%</b>	13,863	13,305
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,319	<b>50</b>	<b>0.38%</b>	13,393	12,705
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,838	<b>-12</b>	<b>-0.09%</b>	13,000	12,085
<b>BHSI 7TC</b>	12,726	<b>22</b>	<b>0.17%</b>	12,918	12,794

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	13,227	11,567	14,505	8,498	3,536
<b>Pmx5TC / Smx10TC Spread</b>	<b>-2,378</b>	<b>-2,531</b>	<b>-3,656</b>	<b>-1,000</b>	1,614
<b>Cape5TC / Smx10TC Spread</b>	10,849	9,036	10,849	7,497	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	9,520	9,398	9,460	10,251	7,607
<b>Cape Atlantic vs Cape Pacific</b>	6,241	7,254	9,874	12,341	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,590	7,192	5,938	9,171	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-539</b>	<b>-280</b>	<b>-36</b>	<b>1,023</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.962	1.326	2.173	1.555	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	0.853	1.198	0.772	0.939	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.268	0.900	1.240	1.274	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.673	1.589	1.677	1.460	1.458

Source - The Baltic Exchange

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