

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,301	26	0.79%	3,245	2,876
<b>C2</b> (160lt Tubarao - Rotterdam)	10,614	-0.015	-0.14%	10,500	10,775
<b>C3</b> (160mt Tubarao - Qingdao)	28,225	0.21	0.75%	27,601	26,026
<b>C5</b> (160mt W Australia - Qingdao)	11,680	-0.095	-0.81%	11,648	10,483
<b>C7</b> (150mt Bolivar - Rotterdam)	12,264	0.200	1.66%	12,113	12,862
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	21,821	750	3.56%	21,508	22,496
<b>C9_14</b> (180mt Continent/Med trip Far East)	53,625	469	0.88%	54,943	49,694
<b>C10_14</b> (180mt Nopac round V)	31,073	-395	-1.26%	30,346	24,186
<b>C14</b> (180mt China - Brazil RV)	28,660	220	0.77%	27,263	23,485
<b>C16</b> (180mt Revised backhaul)	2,289	111	5.10%	2,146	779
<b>C17</b> (170mt Saldanha Bay to Qingdao)	20,87	0.044	0.21%	20,63	19,21
<b>BCI 5TC</b>	27,378	216	0.80%	26,915	23,851

### Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,312	11	0.85%	1,273	1,287
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	20,892	25	0.12%	20,866	25,161
<b>S1C_63</b> (US Gulf trip to China-South Japan)	25,114	-143	-0.57%	25,903	26,131
<b>S2_63</b> (North China one Australian or Pacific round v)	16,138	174	1.09%	15,150	14,733
<b>S3_63</b> (North China trip to West Africa)	14,942	134	0.90%	14,409	12,430
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	22,964	207	0.91%	21,800	20,344
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	10,793	86	0.80%	10,764	12,775
<b>S5_63</b> (West Africa trip via East Coast South America)	19,800	-71	-0.36%	20,635	23,022
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	17,993	472	2.69%	15,988	15,041
<b>S9_63</b> (West Africa trip via East Coast South America)	12,329	-100	-0.80%	12,867	14,153
<b>S10_63</b> (South China trip via Indonesia to South China)	16,516	359	2.22%	15,013	14,538
<b>S15_63</b> (South China trip via Indonesia to South China)	14,579	46	0.32%	15,152	16,977
<b>BSI 11TC</b>	16,587	141	0.86%	16,096	16,302

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,014	15	0.75%	1,939	1,843

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	37,723	610	2.22%	38,225	36,095
Cape Pacific (C10, C14)	29,867	-88	-0.24%	28,805	23,836
<b>Cape Atlantic vs. Pacific</b>	<b>7,857</b>	<b>697</b>	<b>2.46%</b>	<b>9,421</b>	<b>12,260</b>
Panamax Atlantic (1a, 2a)	17,900	56	0.40%	15,877	19,598
Panamax Pacific (3a, 4)	10,268	124	1.16%	9,634	10,451
<b>Panamax Atlantic vs. Pacific</b>	<b>7,632</b>	<b>-68</b>	<b>-0.76%</b>	<b>6,243</b>	<b>9,147</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	15,362	64	0.30%	15,143	15,758
Supramax Pacific 3TC (S2,S8,S10)	16,882	335	2.00%	15,384	14,771
<b>Supramax Atlantic vs. Pacific</b>	<b>-1,520</b>	<b>-271</b>	<b>-1.70%</b>	<b>-240</b>	<b>987</b>
Handysize Atlantic 4TC (HS1-HS4)	12,152	18	0.35%	12,297	12,757
Handysize Pacific 3TC (HS5,HS6,HS7)	13,352	81	0.61%	13,398	12,708
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,201</b>	<b>-63</b>	<b>-0.26%</b>	<b>-1,101</b>	<b>49</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	26,314	216	0.83%	25,851	22,787
<b>BPI 4TC</b>	12,703	71	0.56%	11,309	13,942
<b>BHSI 6TC</b>	10,829	49	0.45%	10,923	10,828

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,560	8	0.52%	1,405	1,698
<b>P1A_82</b> (82500mt Transatlantic RV)	12,300	80	0.65%	9,643	13,679
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	23,500	32	0.14%	22,110	25,517
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	14,417	188	1.32%	13,515	14,421
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	6,119	60	0.99%	5,753	6,481
<b>P5_82</b> (82500mt S China/HK range Indo RV)	13,642	271	2.03%	12,465	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	14,661	-16	-0.11%	13,565	16,843
<b>P8</b> (66000mt Santos to China)	39,950	0.025	0.06%	38,984	44,587
<b>BPI82 5TC</b>	14,039	71	0.51%	12,645	15,278

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	23,851	16,389	35,780	14,375	120.00%
<b>Panamax 5TC</b>	15,278	12,854	20,757	11,645	39.19%
<b>Supramax 11TC</b>	16,302	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>	711	3	0.42%	716	711
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,407	100	1.37%	7,195	8,828
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,929	65	0.66%	9,842	11,371
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	14,328	-72	-0.50%	15,260	16,939
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	16,943	-21	-0.12%	16,890	13,891
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	13,763	120	0.88%	13,830	13,312
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,375	39	0.29%	13,386	12,715
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,919	83	0.65%	12,977	12,097
<b>BHSI 7TC</b>	12,795	49	0.38%	12,889	12,794

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	13,339	13,194	14,270	8,573	3,536
<b>Pmx5TC / Smx10TC Spread</b>	-2,548	-2,478	-3,450	-1,024	1,614
<b>Cape5TC / Smx10TC Spread</b>	10,791	10,716	10,820	7,549	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	9,461	9,500	9,465	10,239	7,607
<b>Cape Atlantic vs Cape Pacific</b>	7,857	7,160	9,421	12,260	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	7,632	7,700	6,243	9,147	6,747
<b>Supra Atlantic vs Supra Pacific</b>	-1,520	-1,250	-240	987	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.950	1.326	2.128	1.561	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	0.846	1.198	0.786	0.937	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.296	0.900	1.249	1.274	1.079
<b>Cape5TC / Smx10TC Ratio</b>	1.651	1.589	1.672	1.463	1.458

Source - The Baltic Exchange

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