

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BCI Index | 3,162 | -67 | -2.07% | 2,462 | 2,830 |
| C2 (160It Tubarao - Rotterdam) | 11,336 | -0.057 | -0.50% | 10,544 | 10,770 |
| C3 (160mt Tubarao - Qingdao) | 25,675 | -0.1 | -0.39% | 22,889 | 25,667 |
| C5 (160mt W Australia - Qingdao) | 11,230 | -0.4 | -3.44% | 9,916 | 10,376 |
| C7 (150mt Bolivar - Rotterdam) | 13,450 | -0.171 | -1.26% | 11,735 | 12,733 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 26,429 | -514 | -1.91% | 19,260 | 22,176 |
| C9_14 (180mt Continent/Med trip Far East) | 46,219 | -981 | -2.08% | 41,028 | 48,771 |
| C10_14 (180mt Nopac round V) | 29,273 | -1,018 | -3.36% | 22,186 | 23,788 |
| C14 (180mt China - Brazil RV) | 24,750 | -145 | -0.58% | 19,035 | 23,014 |
| C16 (180mt Revised backhaul) | 2,633 | -123 | -4.46% | 1,355 | 1,010 |
| C17 (170mt Saldanha Bay to Qingdao) | 19.03 | -0.178 | -0.93% | 17.47 | 19.03 |
| BCI 5TC | 26,220 | -557 | -2.08% | 20,418 | 23,467 |

Supramax 11TC

| | Today | Change | Change | MTD | YTD |
|--|--------|--------|--------|--------|--------|
| BSI Index | 1,009 | -10 | -0.98% | 1,080 | 1,273 |
| S1B_63 (Canakkale trip via Med or BI Sea to China-SO) | 18,283 | -63 | -0.34% | 19,007 | 24,251 |
| S1C_63 (US Gulf trip to China-South Japan) | 20,450 | -189 | -0.92% | 20,854 | 25,625 |
| S2_63 (North China one Australian or Pacific round v) | 10,338 | -150 | -1.43% | 12,058 | 14,658 |
| S3_63 (North China trip to West Africa) | 11,417 | -150 | -1.30% | 12,674 | 12,725 |
| S4A_63 (US Gulf trip to Skaw-Passero) | 20,393 | -136 | -0.66% | 20,166 | 20,616 |
| S4B_63 (Skaw-Passero trip to US Gulf) | 10,300 | -150 | -1.44% | 11,251 | 12,534 |
| S5_63 (West Africa trip via East Coast South America) | 15,711 | 15 | 0.10% | 15,915 | 22,036 |
| S8_63 (South China trip via Indonesia to East Coast In) | 12,093 | -64 | -0.53% | 13,086 | 15,117 |
| S9_63 (West Africa trip via East Coast South America) | 10,429 | -142 | -1.34% | 10,660 | 13,621 |
| S10_63 (South China trip via Indonesia to South China) | 10,816 | -103 | -0.94% | 11,926 | 14,466 |
| S15_63 (Indian Ocean trip via South Africa to Far East) | 11,375 | -171 | -1.48% | 12,102 | 16,386 |
| BSI 11TC | 12,756 | -126 | -0.98% | 13,647 | 16,114 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 1,756 | -29 | -1.62% | 1,549 | 1,813 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|--------------|-------------|---------------|--------------|---------------|
| Cape Atlantic (C8, C9) | 36,324 | -748 | -1.99% | 30,144 | 35,473 |
| Cape Pacific (C10, C14) | 27,012 | -582 | -1.97% | 20,610 | 23,401 |
| Cape Atlantic vs. Pacific | 9,313 | -166 | -0.02% | 9,534 | 12,072 |
| Panamax Atlantic (1a, 2a) | 13,496 | -17 | -0.15% | 13,501 | 18,726 |
| Panamax Pacific (3a, 4) | 9,176 | -89 | -0.82% | 8,965 | 10,231 |
| Panamax Atlantic vs. Pacific | 4,320 | 72 | 0.67% | 4,536 | 8,495 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 13,707 | -143 | -1.15% | 14,026 | 15,590 |
| Supramax Pacific 3TC (S2,S8,S10) | 11,082 | -106 | -0.97% | 12,357 | 14,747 |
| Supramax Atlantic vs. Pacific | 2,625 | -37 | -0.18% | 1,669 | 843 |
| Handysize Atlantic 4TC (HS1-HS4) | 12,087 | -63 | -0.46% | 12,368 | 12,650 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 12,356 | -92 | -0.74% | 12,762 | 12,840 |
| Handysize Atlantic vs. Pacific | -269 | 29 | 0.28% | -393 | -190 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|-----------------|--------|--------|--------|--------|--------|
| BCI 4TC | 25,156 | -557 | -2.17% | 19,354 | 22,403 |
| BPI 4TC | 9,485 | -85 | -0.89% | 9,416 | 13,317 |
| BSI 10TC | 10,722 | -126 | -1.16% | 11,613 | 13,992 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,202 | -10 | -0.83% | 1,195 | 1,628 |
| P1A_82 (82500mt Transatlantic RV) | 9,665 | -25 | -0.26% | 9,480 | 12,967 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 17,327 | -9 | -0.05% | 17,521 | 24,486 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 12,346 | -150 | -1.20% | 12,123 | 14,104 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 6006 | -27 | -0.45% | 5808 | 6358 |
| P5_82 (82500mt S China/HK range Indo RV) | 11,872 | -110 | -0.92% | 11,812 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 9950 | -124 | -1.23% | 10061 | 16003 |
| P8 (66000mt Santos to China) | 33,950 | -0.086 | -0.25% | 34,254 | 43,269 |
| BPI82 5TC | 10,821 | -85 | -0.78% | 10,752 | 14,653 |

| | Avg 2024 | Avg 2023 | Max 2024 | Min 2024 | 30D Vol 2023 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 23,467 | 16,389 | 35,780 | 14,375 | 120.00% |
| Panamax 5TC | 14,653 | 12,854 | 20,757 | 10,586 | 39.19% |
| Supramax 11TC | 16,114 | 11,240 | 18,476 | 12,756 | 29.03% |
| Handysize 7TC | 12,802 | 10,420 | 14,537 | 10,197 | 17.67% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 681 | -4 | -0.58% | 700 | 711 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 7,979 | -14 | -0.18% | 8,076 | 8,673 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 10,414 | -7 | -0.07% | 10,470 | 11,196 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 15,706 | -11 | -0.07% | 15,837 | 16,593 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 14,250 | -221 | -1.53% | 15,092 | 14,137 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 12,875 | -113 | -0.87% | 13,310 | 13,415 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 12,225 | -63 | -0.51% | 12,584 | 12,832 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 11,969 | -100 | -0.83% | 12,391 | 12,273 |
| BHSI 7TC | 12,261 | -76 | -0.62% | 12,602 | 12,802 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|--------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | 15,399 | 15,871 | 9,667 | 8,814 | 3,536 |
| Pmx5TC / Smx10TC Spread | -1,935 | -1,976 | -2,895 | -1,461 | 1,614 |
| Cape5TC / Smx10TC Spread | 13,464 | 13,895 | 6,771 | 7,353 | 5,150 |
| Pmx 2A / Pmx 5TC Spread | 6,506 | 6,430 | 6,770 | 9,833 | 7,607 |
| Cape Atlantic vs Cape Pacific | 9,313 | 9,479 | 9,534 | 12,072 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 4,320 | 4,249 | 4,536 | 8,495 | 6,747 |
| Supra Atlantic vs Supra Pacific | 2,625 | 2,662 | 1,669 | 843 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 2.423 | 1.326 | 1.899 | 1.602 | 1.275 |
| Pmx5TC / Smx10TC Ratio | 0.848 | 1.198 | 0.788 | 0.909 | 1.144 |
| Smx10TC / Handy7TC Ratio | 1.040 | 0.900 | 1.083 | 1.259 | 1.079 |
| Cape5TC / Smx10TC Ratio | 2.056 | 1.589 | 1.496 | 1.456 | 1.458 |

Source - The Baltic Exchange

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