

| Cape 5TC | | | | | |
|---|--------|--------|---------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BCI Index | 2,133 | -179 | -7.74% | 2,520 | 2,821 |
| C2 (160It Tubarao - Rotterdam) | 10,243 | -0.171 | -1.64% | 10,656 | 10,771 |
| C3 (160mt Tubarao - Qingdao) | 20,050 | -0.815 | -3.91% | 22,819 | 25,554 |
| C5 (160mt W Australia - Qingdao) | 8,870 | -0.49 | -5.24% | 9,922 | 10,358 |
| C7 (150mt Bolivar - Rotterdam) | 11,443 | -0.178 | -1.53% | 12,026 | 12,721 |
| C8_14 (180mt Gibraltar/HH trans Atlantic RV) | 17,921 | -1,072 | -5.64% | 20,425 | 22,168 |
| C9_14 (180mt Continent/Med trip Far East) | 38,875 | -1,313 | -3.27% | 41,202 | 48,488 |
| C10_14 (180mt Nopac round V) | 17,955 | -2,859 | -13.74% | 22,599 | 23,763 |
| C14 (180mt China - Brazil RV) | 14,887 | -1,233 | -7.65% | 19,205 | 22,876 |
| C16 (180mt Revised backhaul) | 1,083 | -250 | -18.75% | 1,527 | 1,039 |
| C17 (170mt Saldanha Bay to Qingdao) | 16,10 | -0.4 | -2.42% | 17.53 | 18.98 |
| BCI 5TC | 17,686 | -1,486 | -7.75% | 20,899 | 23,393 |

| Supramax 11TC | | | | | |
|--|--------|--------|--------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BSI Index | 980 | -9 | -0.91% | 1,040 | 1,262 |
| S1B_63 (Canakkale trip via Med or BI Sea to China-SO) | 16,754 | -188 | -1.11% | 18,383 | 23,993 |
| S1C_63 (US Gulf trip to China-South Japan) | 19,264 | -11 | -0.06% | 20,212 | 25,384 |
| S2_63 (North China one Australian or Pacific round v) | 10,600 | -50 | -0.47% | 11,398 | 14,497 |
| S3_63 (North China trip to West Africa) | 10,917 | -166 | -1.50% | 12,046 | 12,667 |
| S4A_63 (US Gulf trip to Skaw-Passero) | 19,282 | 18 | 0.09% | 19,744 | 20,561 |
| S4B_63 (Skaw-Passero trip to US Gulf) | 8,614 | -711 | -7.62% | 10,546 | 12,421 |
| S5_63 (West Africa trip via East Coast South America) | 14,686 | -121 | -0.82% | 15,555 | 21,768 |
| S8_63 (South China trip via Indonesia to East Coast In) | 12,379 | -7 | -0.06% | 12,684 | 15,002 |
| S9_63 (West Africa trip via East Coast South America) | 9,939 | -72 | -0.72% | 10,411 | 13,484 |
| S10_63 (South China trip via Indonesia to South China) | 11,175 | -28 | -0.25% | 11,507 | 14,329 |
| S15_63 (Indian Ocean trip via South Africa to Far East) | 12,133 | 133 | 1.11% | 11,886 | 16,202 |
| BSI 11TC | 12,384 | -114 | -0.91% | 13,148 | 15,975 |

| BDI Index | | | | | |
|------------------|-------|--------|--------|-------|-------|
| | Today | Change | Change | MTD | YTD |
| BDI Index | 1,354 | -65 | -4.58% | 1,540 | 1,802 |

| Atlantic vs. Pacific (5TC) | | | | | |
|---------------------------------------|---------------|-------------|---------------|--------------|---------------|
| | Today | Change | Change | MTD | YTD |
| Cape Atlantic (C8, C9) | 28,398 | -1,193 | -4.46% | 30,814 | 35,328 |
| Cape Pacific (C10, C14) | 16,421 | -2,046 | -10.69% | 20,902 | 23,320 |
| Cape Atlantic vs. Pacific | 11,977 | 854 | 6.24% | 9,911 | 12,009 |
| Panamax Atlantic (1a, 2a) | 11,675 | -112 | -0.92% | 12,977 | 18,478 |
| Panamax Pacific (3a, 4) | 7,557 | -152 | -1.61% | 8,656 | 10,155 |
| Panamax Atlantic vs. Pacific | 4,118 | 40 | 0.70% | 4,321 | 8,323 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 12,612 | -255 | -2.75% | 13,567 | 15,489 |
| Supramax Pacific 3TC (S2,S8,S10) | 11,385 | -28 | -0.26% | 11,863 | 14,609 |
| Supramax Atlantic vs. Pacific | 1,227 | -227 | -2.49% | 1,704 | 879 |
| Handysize Atlantic 4TC (HS1-HS4) | 11,802 | -18 | -0.17% | 12,173 | 12,622 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 11,863 | -35 | -0.29% | 12,456 | 12,810 |
| Handysize Atlantic vs. Pacific | -61 | 18 | 0.12% | -283 | -188 |

| Previous TC | | | | | |
|-----------------|--------|--------|--------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BCI 4TC | 16,622 | -1,486 | -8.21% | 19,835 | 22,329 |
| BPI 4TC | 7,825 | -89 | -1.12% | 8,970 | 13,127 |
| BSI 10TC | 10,350 | -114 | -1.09% | 11,114 | 13,856 |

| Panamax 5TC | | | | | |
|---|--------|--------|--------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BPI Index | 1,018 | -10 | -0.97% | 1,145 | 1,607 |
| P1A_82 (82500mt Transatlantic RV) | 8,490 | -70 | -0.82% | 9,192 | 12,807 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 14,859 | -153 | -1.02% | 16,762 | 24,150 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 9,419 | -288 | -2.97% | 11,501 | 13,972 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 5694 | -15 | -0.26% | 5810 | 6337 |
| P5_82 (82500mt S China/HK range Indo RV) | 9,189 | -319 | -3.36% | 11,228 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 8761 | 58 | 0.67% | 9584 | 15732 |
| P8 (66000mt Santos to China) | 31,400 | -0.1 | -0.32% | 33,362 | 42,842 |
| BPI82 5TC | 9,161 | -89 | -0.96% | 10,306 | 14,463 |

| | Avg 2024 | Avg 2023 | Max 2024 | Min 2024 | 30D Vol 2023 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 23,393 | 16,389 | 35,780 | 14,375 | 120.00% |
| Panamax 5TC | 14,463 | 12,854 | 20,757 | 9,161 | 39.19% |
| Supramax 11TC | 15,975 | 11,240 | 18,476 | 12,384 | 29.03% |
| Handysize 7TC | 12,772 | 10,420 | 14,537 | 10,197 | 17.67% |

| Handysize 7TC | | | | | |
|---|--------|--------|--------|--------|--------|
| | Today | Change | Change | MTD | YTD |
| BHSI Index | 659 | -2 | -0.30% | 686 | 710 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 7,714 | -36 | -0.46% | 7,988 | 8,642 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 10,171 | 7 | 0.07% | 10,375 | 11,160 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 16,222 | -28 | -0.17% | 15,950 | 16,575 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 13,100 | -14 | -0.11% | 14,379 | 14,110 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 12,319 | -62 | -0.50% | 12,984 | 13,382 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 11,731 | -32 | -0.27% | 12,294 | 12,797 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 11,538 | -12 | -0.10% | 12,090 | 12,250 |
| BHSI 7TC | 11,865 | -29 | -0.24% | 12,351 | 12,772 |

| Spreads and Ratio (5TC) | | | | | |
|--|--------|-----------|--------|--------|-------|
| | Today | Yesterday | MTD | YTD | 2022 |
| Cape5TC / Pmx5TC Spread | 8,525 | 9,922 | 10,593 | 8,930 | 3,536 |
| Pmx5TC / Smx10TC Spread | -3,223 | -3,248 | -2,842 | -1,512 | 1,614 |
| Cape5TC / Smx10TC Spread | 5,302 | 6,674 | 7,751 | 7,418 | 5,150 |
| Pmx 2A / Pmx 5TC Spread | 5,698 | 5,762 | 6,456 | 9,687 | 7,607 |
| Cape Atlantic vs Cape Pacific | 11,977 | 11,124 | 9,911 | 12,009 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 4,118 | 4,078 | 4,321 | 8,323 | 6,747 |
| Supra Atlantic vs Supra Pacific | 1,227 | 1,454 | 1,704 | 879 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.931 | 1.326 | 2.028 | 1.617 | 1.275 |
| Pmx5TC / Smx10TC Ratio | 0.740 | 1.198 | 0.784 | 0.905 | 1.144 |
| Smx10TC / Handy7TC Ratio | 1.044 | 0.900 | 1.065 | 1.251 | 1.079 |
| Cape5TC / Smx10TC Ratio | 1.428 | 1.589 | 1.589 | 1.464 | 1.458 |

Source - The Baltic Exchange

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