

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	1,115	<b>36</b>	<b>3.34%</b>	1,430	2,737
<b>C2</b> (160lt Tubarao - Rotterdam)	8,186	<b>0.022</b>	<b>0.27%</b>	8,921	10,660
<b>C3</b> (160mt Tubarao - Qingdao)	16,950	<b>0.335</b>	<b>2.02%</b>	17,288	25,056
<b>C5</b> (160mt W Australia - Qingdao)	6,385	<b>0.14</b>	<b>2.24%</b>	7,213	10,169
<b>C7</b> (150mt Bolivar - Rotterdam)	9,093	<b>0.064</b>	<b>0.71%</b>	10,143	12,566
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	9,571	<b>242</b>	<b>2.59%</b>	13,507	21,647
<b>C9_14</b> (180mt Continent/Med trip Far East)	27,313	<b>-156</b>	<b>-0.57%</b>	29,393	47,338
<b>C10_14</b> (180mt Nopac round V)	6,418	<b>486</b>	<b>8.19%</b>	10,263	22,950
<b>C14</b> (180mt China - Brazil RV)	8,795	<b>530</b>	<b>6.41%</b>	9,649	22,080
<b>C16</b> (180mt Revised backhaul)	-2,933	<b>28</b>	<b>-0.95%</b>	-1,380	893
<b>C17</b> (170mt Saldanha Bay to Qingdao)	11.88	<b>-0.041</b>	<b>-0.34%</b>	13.03	18.62
<b>BCI 5TC</b>	9,244	<b>299</b>	<b>3.34%</b>	11,856	22,698

### Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	940	<b>-4</b>	<b>-0.42%</b>	963	1,244
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-South Japan)	14,500	<b>-17</b>	<b>-0.12%</b>	15,262	23,467
<b>S1C_63</b> (US Gulf trip to China-South Japan)	19,957	<b>-64</b>	<b>-0.32%</b>	19,957	25,057
<b>S2_63</b> (North China one Australian or Pacific round via East Coast South America)	9,513	<b>-93</b>	<b>-0.97%</b>	10,009	14,225
<b>S3_63</b> (North China trip to West Africa)	10,175	<b>-108</b>	<b>-1.05%</b>	10,620	12,544
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	22,264	<b>32</b>	<b>0.14%</b>	21,099	20,594
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	7,232	<b>0</b>	<b>0.00%</b>	7,767	12,141
<b>S5_63</b> (West Africa trip via East Coast South America)	15,336	<b>-18</b>	<b>-0.12%</b>	15,056	21,364
<b>S8_63</b> (South China trip via Indonesia to East Coast South America)	10,882	<b>-89</b>	<b>-0.81%</b>	11,674	14,800
<b>S9_63</b> (West Africa trip via East Coast South America)	10,766	<b>5</b>	<b>0.05%</b>	10,402	13,299
<b>S10_63</b> (South China trip via Indonesia to South China)	9,559	<b>-88</b>	<b>-0.91%</b>	10,458	14,094
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	11,883	<b>-50</b>	<b>-0.42%</b>	12,132	15,957
<b>BSI 11TC</b>	11,876	<b>-55</b>	<b>-0.46%</b>	12,174	15,746

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	990	<b>14</b>	<b>1.43%</b>	1,113	1,761

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	18,442	<b>43</b>	<b>1.01%</b>	21,450	34,492
Cape Pacific (C10, C14)	7,607	<b>508</b>	<b>7.30%</b>	9,956	22,515
<b>Cape Atlantic vs. Pacific</b>	<b>10,836</b>	<b>-465</b>	<b>-6.29%</b>	<b>11,494</b>	<b>11,978</b>
Panamax Atlantic (1a, 2a)	12,370	<b>185</b>	<b>1.61%</b>	11,935	18,084
Panamax Pacific (3a, 4)	5,397	<b>-192</b>	<b>-3.50%</b>	6,648	9,944
<b>Panamax Atlantic vs. Pacific</b>	<b>6,973</b>	<b>377</b>	<b>5.12%</b>	<b>5,287</b>	<b>8,141</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	13,421	<b>12</b>	<b>0.06%</b>	13,089	15,344
Supramax Pacific 3TC (S2,S8,S10)	9,985	<b>-90</b>	<b>-0.90%</b>	10,714	14,373
<b>Supramax Atlantic vs. Pacific</b>	<b>3,436</b>	<b>102</b>	<b>0.96%</b>	<b>2,376</b>	<b>971</b>
Handysize Atlantic 4TC (HS1-HS4)	10,594	<b>-107</b>	<b>-1.15%</b>	11,239	12,538
Handysize Pacific 3TC (HS5,HS6,HS7)	10,190	<b>-137</b>	<b>-1.33%</b>	11,170	12,711
<b>Handysize Atlantic vs. Pacific</b>	<b>404</b>	<b>31</b>	<b>0.17%</b>	<b>69</b>	<b>-173</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	8,180	<b>299</b>	<b>3.79%</b>	10,792	21,634
<b>BPI 4TC</b>	7,446	<b>101</b>	<b>1.38%</b>	7,780	12,805
<b>BSI 10TC</b>	9,842	<b>-55</b>	<b>-0.56%</b>	10,140	13,632

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	976	<b>12</b>	<b>1.24%</b>	1,013	1,571
<b>P1A_82</b> (82500mt Transatlantic RV)	10,345	<b>220</b>	<b>2.17%</b>	9,160	12,587
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	14,395	<b>150</b>	<b>1.05%</b>	14,710	23,581
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	6,000	<b>-171</b>	<b>-2.77%</b>	7,842	13,603
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4794	<b>-212</b>	<b>-4.23%</b>	5454	6284
<b>P5_82</b> (82500mt S China/HK range Indo RV)	5,861	<b>-456</b>	<b>-7.22%</b>	7,965	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	9255	<b>317</b>	<b>3.55%</b>	9497	15356
<b>P8</b> (66000mt Santos to China)	31,457	<b>0.221</b>	<b>0.71%</b>	31,834	42,179
<b>BPI82 5TC</b>	8,782	<b>101</b>	<b>1.16%</b>	9,116	14,141

	Avg 2024	Avg 2023	Max 2024	Min 2024	30D Vol 2023
<b>Cape 5TC</b>	22,698	16,389	35,780	8,945	120.00%
<b>Panamax 5TC</b>	14,141	12,854	20,757	8,616	39.19%
<b>Supramax 11TC</b>	15,746	11,240	18,476	11,876	29.03%
<b>Handysize 7TC</b>	12,679	10,420	14,537	10,197	17.67%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	579	<b>-7</b>	<b>-1.19%</b>	624	704
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,657	<b>-129</b>	<b>-1.90%</b>	7,196	8,555
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	8,321	<b>-129</b>	<b>-1.53%</b>	9,158	11,039
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	15,256	<b>-111</b>	<b>-0.72%</b>	15,944	16,537
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	12,143	<b>-57</b>	<b>-0.47%</b>	12,660	14,023
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	10,538	<b>-175</b>	<b>-1.63%</b>	11,567	13,273
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	10,194	<b>-106</b>	<b>-1.03%</b>	11,125	12,696
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	9,838	<b>-131</b>	<b>-1.31%</b>	10,818	12,164
<b>BHSI 7TC</b>	10,427	<b>-123</b>	<b>-1.17%</b>	11,240	12,679

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	462	264	2,740	8,557	3,536
<b>Pmx5TC / Smx10TC Spread</b>	<b>-3,094</b>	<b>-3,250</b>	<b>-3,058</b>	<b>-1,605</b>	1,614
<b>Cape5TC / Smx10TC Spread</b>	<b>-2,632</b>	<b>-2,986</b>	<b>-318</b>	6,952	5,150
<b>Pmx 2A / Pmx 5TC Spread</b>	5,613	5,564	5,594	9,440	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,836	11,301	11,494	11,978	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	6,973	6,597	5,287	8,141	6,747
<b>Supra Atlantic vs Supra Pacific</b>	3,436	3,334	2,376	971	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.053	1.326	1.301	1.605	1.275
<b>Pmx5TC / Smx10TC Ratio</b>	0.739	1.198	0.749	0.898	1.144
<b>Smx10TC / Handy7TC Ratio</b>	1.139	0.900	1.083	1.242	1.079
<b>Cape5TC / Smx10TC Ratio</b>	0.778	1.589	0.974	1.442	1.458

Source - The Baltic Exchange

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