

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	812	-32	-3.79%	839	1,178
<b>C2</b> (160It Tubarao - Rotterdam)	7,179	-0.2	-2.71%	7,338	8,194
<b>C3</b> (160mt Tubarao - Qingdao)	16,895	-0.025	-0.15%	16,952	17,561
<b>C5</b> (160mt W Australia - Qingdao)	6,705	0.33	5.18%	6,450	6,300
<b>C7</b> (150mt Bolivar - Rotterdam)	8,464	-0.443	-4.97%	8,881	10,310
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	4,257	-1,993	-31.89%	5,848	11,589
<b>C9_14</b> (180mt Continent/Med trip Far East)	25,156	-250	-0.98%	25,271	29,880
<b>C10_14</b> (180mt Nopac round V)	6,232	1,305	26.49%	5,206	5,276
<b>C14</b> (180mt China - Brazil RV)	7,620	-25	-0.33%	7,724	9,114
<b>C16</b> (180mt Revised backhaul)	-7,500	-437	6.19%	-7,156	-3,704
<b>C17</b> (170mt Saldanha Bay to Qingdao)	12,29	-0.033	-0.27%	12,31	12,47
<b>BCI 5TC</b>	6,734	-264	-3.77%	6,959	9,767

### Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	619	14	2.31%	609	728
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	11,025	0	0.00%	11,036	12,298
<b>S1C_63</b> (US Gulf trip to China-South Japan)	14,329	100	0.70%	14,273	16,744
<b>S2_63</b> (North China one Australian or Pacific round v)	6,569	83	1.28%	6,504	7,344
<b>S3_63</b> (North China trip to West Africa)	7,233	-7	-0.10%	7,251	8,411
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	12,939	185	1.45%	12,749	16,326
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	5,582	46	0.83%	5,551	6,423
<b>S5_63</b> (West Africa trip via East Coast South America)	11,650	418	3.72%	11,320	13,188
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	5,861	253	4.51%	5,684	7,038
<b>S9_63</b> (West Africa trip via East Coast South America)	8,314	114	1.39%	8,208	9,629
<b>S10_63</b> (South China trip via Indonesia to South China)	4,825	296	6.54%	4,617	5,874
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	6,821	556	8.87%	6,419	8,434
<b>BSI 11TC</b>	7,823	174	2.27%	7,694	9,198

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	771	18	2.39%	754	909

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	14,707	-1,122	-16.44%	15,559	20,734
Cape Pacific (C10, C14)	6,926	640	13.08%	6,465	7,195
<b>Cape Atlantic vs. Pacific</b>	<b>7,781</b>	<b>-1,762</b>	<b>-29.52%</b>	<b>9,094</b>	<b>13,539</b>
Panamax Atlantic (1a, 2a)	11,221	889	9.31%	10,463	11,337
Panamax Pacific (3a, 4)	5,906	626	11.05%	5,319	5,127
<b>Panamax Atlantic vs. Pacific</b>	<b>5,315</b>	<b>264</b>	<b>-1.73%</b>	<b>5,143</b>	<b>6,210</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	8,945	115	1.22%	8,836	10,793
Supramax Pacific 3TC (S2,S8,S10)	5,752	211	4.11%	5,602	6,752
<b>Supramax Atlantic vs. Pacific</b>	<b>3,193</b>	<b>-96</b>	<b>-2.89%</b>	<b>3,235</b>	<b>4,041</b>
Handysize Atlantic 4TC (HS1-HS4)	7,708	65	1.30%	7,667	8,757
Handysize Pacific 3TC (HS5,HS6,HS7)	5,694	115	2.09%	5,629	7,426
<b>Handysize Atlantic vs. Pacific</b>	<b>2,014</b>	<b>-49</b>	<b>-0.79%</b>	<b>2,038</b>	<b>1,330</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	5,670	-264	-4.45%	5,895	8,703
<b>BPI 4TC</b>	7,559	783	11.56%	6,823	6,726
<b>BSI 10TC</b>	5,789	174	3.10%	5,660	7,164

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	988	87	9.66%	906	896
<b>P1A_82</b> (82500mt Transatlantic RV)	8,150	855	11.72%	7,408	8,429
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	14,291	923	6.90%	13,517	14,245
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	7,742	940	13.82%	6,863	6,287
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	4070	311	8.27%	3775	3968
<b>P5_82</b> (82500mt S China/HK range Indo RV)	4,344	1,006	30.14%	3,529	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	10286	702	7.32%	9538	8540
<b>P8</b> (66000mt Santos to China)	33,250	0,979	3.03%	32,264	30,897
<b>BPI82 5TC</b>	8,895	783	9.65%	8,159	8,062

	Avg 2025	Avg 2024	Max 2025	Min 2025	30D Vol 2024
<b>Cape 5TC</b>	9,767	22,593	13,391	6,734	85.72%
<b>Panamax 5TC</b>	8,062	14,099	9,548	6,736	31.09%
<b>Supramax 11TC</b>	9,198	15,714	11,359	7,609	14.91%
<b>Handysize 7TC</b>	8,136	12,660	9,973	6,679	13.59%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	376	5	1.35%	373	452
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	4,543	122	2.76%	4,462	5,182
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	5,450	136	2.56%	5,362	6,316
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	11,167	139	1.26%	11,071	12,685
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	9,671	-136	-1.39%	9,774	10,844
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	6,188	182	3.03%	6,071	7,671
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	5,863	25	0.43%	5,865	7,626
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	5,031	137	2.80%	4,950	6,982
<b>BHSI 7TC</b>	6,767	88	1.32%	6,715	8,136

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	-2,161	-1,114	-1,200	1,705	8,494
<b>Pmx5TC / Smx11TC Spread</b>	1,072	463	465	-1,136	-1,615
<b>Cape5TC / Smx11TC Spread</b>	-1,089	-651	-735	569	6,879
<b>Pmx 2A / Pmx 5TC Spread</b>	5,396	5,256	5,358	6,182	7,607
<b>Cape Atlantic vs Cape Pacific</b>	7,781	9,542	9,094	13,539	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	5,315	5,051	5,143	6,210	6,747
<b>Supra Atlantic vs Supra Pacific</b>	3,193	3,289	3,235	4,041	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	0.757	1.326	0.853	1.211	1.602
<b>Pmx5TC / Smx10TC Ratio</b>	1.137	1.198	1.060	0.876	0.897
<b>Smx10TC / Handy7TC Ratio</b>	1.156	0.900	1.146	1.131	1.241
<b>Cape5TC / Smx10TC Ratio</b>	0.861	1.589	0.904	1.062	1.438

Source - The Baltic Exchange

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