

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	2,676	<b>6</b>	<b>0.22%</b>	2,487	1,463
<b>C2</b> (160lt Tubarao - Rotterdam)	9,907	<b>0.143</b>	<b>1.46%</b>	9,234	8,155
<b>C3</b> (160mt Tubarao - Qingdao)	24,485	<b>0.405</b>	<b>1.68%</b>	22,900	19,014
<b>C5</b> (160mt W Australia - Qingdao)	9,350	<b>-0.305</b>	<b>-3.16%</b>	10,188	7,482
<b>C7</b> (150mt Bolivar - Rotterdam)	11,936	<b>0.115</b>	<b>0.97%</b>	11,197	10,066
<b>C8_14</b> (180mt Gibraltar/HH trans Atlantic RV)	19,950	<b>593</b>	<b>3.06%</b>	16,541	10,980
<b>C9_14</b> (180mt Continent/Med trip Far East)	42,313	<b>-281</b>	<b>-0.66%</b>	39,221	31,398
<b>C10_14</b> (180mt Nopac round V)	22,114	<b>-1,077</b>	<b>-4.64%</b>	25,134	11,274
<b>C14</b> (180mt China - Brazil RV)	24,850	<b>720</b>	<b>2.98%</b>	21,484	12,515
<b>C16</b> (180mt Revised backhaul)	1,381	<b>218</b>	<b>18.74%</b>	-520	-3,896
<b>C17</b> (170mt Saldanha Bay to Qingdao)	18,33	<b>0.622</b>	<b>3.51%</b>	16,67	13,60
<b>BCI 5TC</b>	22,190	<b>51</b>	<b>0.23%</b>	20,628	12,130

Supramax 11TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,012	<b>2</b>	<b>0.20%</b>	916	800
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	12,000	<b>42</b>	<b>0.35%</b>	11,640	11,939
<b>S1C_63</b> (US Gulf trip to China-South Japan)	16,832	<b>89</b>	<b>0.53%</b>	15,716	16,225
<b>S2_63</b> (North China one Australian or Pacific round v)	14,250	<b>-71</b>	<b>-0.50%</b>	12,492	9,604
<b>S3_63</b> (North China trip to West Africa)	12,183	<b>-42</b>	<b>-0.34%</b>	11,316	9,512
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	16,579	<b>50</b>	<b>0.30%</b>	15,217	15,557
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	8,050	<b>54</b>	<b>0.68%</b>	7,545	6,800
<b>S5_63</b> (West Africa trip via East Coast South America)	13,436	<b>32</b>	<b>0.24%</b>	12,979	12,971
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	14,964	<b>53</b>	<b>0.36%</b>	12,319	9,192
<b>S9_63</b> (West Africa trip via East Coast South America)	10,493	<b>45</b>	<b>0.43%</b>	10,056	9,712
<b>S10_63</b> (South China trip via Indonesia to South China)	12,550	<b>64</b>	<b>0.51%</b>	10,647	7,928
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	11,221	<b>13</b>	<b>0.12%</b>	10,408	8,958
<b>BSI 11TC</b>	12,787	<b>16</b>	<b>0.13%</b>	11,575	10,107

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	1,643	<b>8</b>	<b>0.49%</b>	1,494	1,065

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	31,132	<b>156</b>	<b>1.20%</b>	27,881	21,189
Cape Pacific (C10, C14)	23,482	<b>-179</b>	<b>-0.83%</b>	23,309	11,895
<b>Cape Atlantic vs. Pacific</b>	<b>7,650</b>	<b>335</b>	<b>2.03%</b>	<b>4,572</b>	<b>9,295</b>
Panamax Atlantic (1a, 2a)	13,651	<b>-122</b>	<b>-0.98%</b>	11,851	11,351
Panamax Pacific (3a, 4)	10,849	<b>60</b>	<b>0.60%</b>	9,384	7,036
<b>Panamax Atlantic vs. Pacific</b>	<b>2,802</b>	<b>-182</b>	<b>-1.58%</b>	<b>2,467</b>	<b>4,314</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	11,707	<b>50</b>	<b>0.47%</b>	10,939	10,689
Supramax Pacific 3TC (S2,S8,S10)	13,921	<b>15</b>	<b>0.12%</b>	11,819	8,908
<b>Supramax Atlantic vs. Pacific</b>	<b>-2,214</b>	<b>34</b>	<b>0.35%</b>	<b>-880</b>	<b>1,781</b>
Handysize Atlantic 4TC (HS1-HS4)	10,208	<b>98</b>	<b>1.19%</b>	9,813	9,103
Handysize Pacific 3TC (HS5,HS6,HS7)	11,246	<b>1</b>	<b>0.00%</b>	10,618	8,571
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,038</b>	<b>98</b>	<b>1.19%</b>	<b>-805</b>	<b>532</b>

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 4TC</b>	21,126	<b>51</b>	<b>0.24%</b>	19,564	11,066
<b>BPI 4TC</b>	11,043	<b>162</b>	<b>1.49%</b>	9,389	7,882
<b>BSI 10TC</b>	10,753	<b>16</b>	<b>0.15%</b>	9,541	8,073

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,375	<b>18</b>	<b>1.33%</b>	1,192	1,024
<b>P1A_82</b> (82500mt Transatlantic RV)	10,105	<b>-140</b>	<b>-1.37%</b>	8,232	8,038
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	17,196	<b>-104</b>	<b>-0.60%</b>	15,469	14,663
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	13,913	<b>60</b>	<b>0.43%</b>	12,199	9,053
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	7784	<b>59</b>	<b>0.76%</b>	6569	5019
<b>P5_82</b> (82500mt S China/HK range Indo RV)	11,350	<b>62</b>	<b>0.55%</b>	9,650	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	12923	<b>623</b>	<b>5.07%</b>	11378	9924
<b>P8</b> (66000mt Santos to China)	35,964	<b>0.497</b>	<b>1.40%</b>	34,582	32,802
<b>BPI82 5TC</b>	12,379	<b>162</b>	<b>1.33%</b>	10,725	9,218

	Avg 2025	Avg 2024	Max 2025	Min 2025	30D Vol 2024
<b>Cape 5TC</b>	12,130	22,593	23,992	5,899	85.72%
<b>Panamax 5TC</b>	9,218	14,099	12,643	6,736	31.09%
<b>Supramax 11TC</b>	10,107	15,714	12,787	7,609	14.91%
<b>Handysize 7TC</b>	8,863	12,660	10,719	6,679	13.59%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	596	<b>3</b>	<b>0.51%</b>	568	492
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	6,850	<b>150</b>	<b>2.24%</b>	6,318	5,534
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,057	<b>207</b>	<b>2.34%</b>	7,951	6,837
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	14,033	<b>72</b>	<b>0.52%</b>	13,971	13,311
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	10,893	<b>-36</b>	<b>-0.33%</b>	11,010	10,729
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	10,850	<b>-43</b>	<b>-0.39%</b>	10,238	8,637
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	11,563	<b>27</b>	<b>0.23%</b>	10,990	8,766
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	11,325	<b>18</b>	<b>0.16%</b>	10,625	8,309
<b>BHSI 7TC</b>	10,719	<b>47</b>	<b>0.44%</b>	10,214	8,863

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	9,811	9,922	9,903	2,912	8,494
<b>Pmx5TC / Smx11TC Spread</b>	<b>-408</b>	<b>-554</b>	<b>-851</b>	<b>-889</b>	<b>-1,615</b>
<b>Cape5TC / Smx11TC Spread</b>	9,403	9,368	9,052	2,023	6,879
<b>Pmx 2A / Pmx 5TC Spread</b>	4,817	5,083	4,744	5,445	7,607
<b>Cape Atlantic vs Cape Pacific</b>	7,650	7,315	4,572	9,295	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	2,802	2,984	2,467	4,314	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-2,214</b>	<b>-2,248</b>	<b>-880</b>	<b>1,781</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.793	1.326	1.923	1.316	1.602
<b>Pmx5TC / Smx10TC Ratio</b>	0.968	1.198	0.927	0.912	0.897
<b>Smx10TC / Handy7TC Ratio</b>	1.193	0.900	1.133	1.140	1.241
<b>Cape5TC / Smx10TC Ratio</b>	1.735	1.589	1.782	1.200	1.438

Source - The Baltic Exchange

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