

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|--------------------------------------------------|--------|--------|--------|--------|--------|
| BCI Index | 3,207 | -3 | -0.09% | 3,082 | 2,898 |
| C2 (160It Tubarao - Rotterdam) | 11,681 | -0.044 | -0.38% | 11,952 | 11,535 |
| C3 (160mt Tubarao - Qingdao) | 24,423 | 0.1 | 0.41% | 23,788 | 22,657 |
| C5 (160mt W Australia - Qingdao) | 10,174 | 0.002 | 0.02% | 9,030 | 8,560 |
| C7 (150mt Bolivar - Rotterdam) | 14,588 | -0.125 | -0.85% | 15,344 | 14,553 |
| C8 (182mt Gibraltar/HH trans Atlantic RV) | 29,219 | -262 | -0.89% | 32,956 | 31,095 |
| C9 (182mt Continent/Med trip Far East) | 52,344 | -239 | -0.45% | 53,643 | 50,895 |
| C10 (182mt Nopac round V) | 28,591 | 59 | 0.21% | 23,890 | 22,072 |
| C14 (182mt China - Brazil RV) | 28,559 | 145 | 0.51% | 27,837 | 26,413 |
| C16 (182mt Revised backhaul) | 8,122 | -89 | -1.08% | 7,884 | 7,421 |
| C17 (170mt Saldanha Bay to Qingdao) | 17,69 | -0.005 | -0.03% | 17,37 | 16,49 |
| BCI 5TC (182) | 29,088 | -23 | -0.08% | 27,955 | 26,282 |

Supramax 11TC

| | Today | Change | Change | MTD | YTD |
|-----------------------------------------------------------------------------------------|--------|--------|--------|--------|--------|
| BSI Index | 1,217 | 38 | 3.22% | 1,145 | 1,068 |
| S1B_63 (Canakkale trip via Med or BI Sea to China-South Japan) | 17,517 | 9 | 0.05% | 16,592 | 16,524 |
| S1C_63 (US Gulf trip to China-South Japan) | 25,364 | -29 | -0.11% | 27,017 | 23,857 |
| S2_63 (North China one Australian or Pacific round via East Coast South America) | 13,713 | 1,020 | 8.04% | 12,406 | 11,509 |
| S3_63 (North China trip to West Africa) | 11,350 | 380 | 3.46% | 10,598 | 10,126 |
| S4A_63 (US Gulf trip to Skaw-Passero) | 25,200 | 243 | 0.97% | 27,446 | 24,137 |
| S4B_63 (Skaw-Passero trip to US Gulf) | 12,225 | 7 | 0.06% | 11,386 | 10,905 |
| S5_63 (West Africa trip via East Coast South America) | 20,921 | -58 | -0.28% | 20,187 | 19,250 |
| S8_63 (South China trip via Indonesia to East Coast South America) | 13,557 | 1,086 | 8.71% | 11,707 | 10,948 |
| S9_63 (West Africa trip via East Coast South America) | 17,536 | -35 | -0.20% | 16,603 | 15,740 |
| S10_63 (South China trip via Indonesia to South China) | 10,619 | 890 | 9.15% | 9,112 | 8,521 |
| S15_63 (Indian Ocean trip via South Africa to Far East) | 15,875 | 650 | 4.27% | 13,104 | 12,416 |
| BSI 11TC | 15,382 | 485 | 3.26% | 14,475 | 13,496 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 2,129 | 17 | 0.80% | 2,026 | 1,889 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|-------------|---------------|---------------|---------------|
| Cape Atlantic (C8, C9) | 40,782 | -251 | -0.67% | 43,300 | 40,995 |
| Cape Pacific (C10, C14) | 28,575 | 102 | 0.36% | 25,863 | 24,243 |
| Cape Atlantic vs. Pacific | 12,207 | -353 | -1.03% | 17,436 | 16,753 |
| Panamax Atlantic (1a, 2a) | 18,584 | -78 | -0.55% | 18,728 | 17,532 |
| Panamax Pacific (3a, 4) | 14,751 | 315 | 2.33% | 12,572 | 11,052 |
| Panamax Atlantic vs. Pacific | 3,833 | -392 | -2.88% | 6,156 | 6,480 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 18,320 | 72 | 0.28% | 18,478 | 16,928 |
| Supramax Pacific 3TC (S2,S8,S10) | 12,630 | 999 | 8.63% | 11,075 | 10,326 |
| Supramax Atlantic vs. Pacific | 5,691 | -927 | -8.35% | 7,404 | 6,602 |
| Handysize Atlantic 4TC (HS1-HS4) | 16,739 | 43 | 0.52% | 14,839 | 13,468 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 9,286 | 448 | 5.10% | 9,153 | 9,312 |
| Handysize Atlantic vs. Pacific | 7,453 | -405 | -4.58% | 5,686 | 4,156 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|----------------------|--------|--------|--------|--------|--------|
| BCI 5TC (180) | 25,585 | -23 | -0.09% | 24,452 | 22,779 |
| BPI 4TC | #N/A | #N/A | #N/A | #N/A | #N/A |
| BSI 10TC | 13,348 | 485 | 3.77% | 12,441 | 11,462 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|-----------------------------------------------------------------------------|--------|--------|--------|--------|--------|
| BPI Index | 1,866 | 13 | 0.70% | 1,754 | 1,601 |
| P1A_82 (82500mt Transatlantic RV) | 14,832 | -186 | -1.24% | 15,160 | 14,069 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 22,336 | 31 | 0.14% | 22,296 | 20,995 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 18,736 | 329 | 1.79% | 15,797 | 13,585 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 10766 | 300 | 2.87% | 9347 | 8519 |
| P5_82 (82500mt S China/HK range Indo RV) | 15,394 | 424 | 2.83% | #N/A | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 16970 | 155 | 0.92% | 16261 | 15161 |
| P8 (66000mt Santos to China) | 42,007 | 0.424 | 1.02% | 40,257 | 37,790 |
| BPI82 5TC | 16,793 | 115 | 0.69% | 15,782 | 14,413 |

Avg 2026 Avg 2025 Max 2026 Min 2026 30D Vol 2025

| | Avg 2026 | Avg 2025 | Max 2026 | Min 2026 | 30D Vol 2025 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 26,282 | 21,297 | 31,809 | 19,729 | 93.37% |
| Panamax 5TC | 14,413 | 13,361 | 16,793 | 11,536 | 36.96% |
| Supramax 11TC | 13,496 | 14,275 | 15,382 | 12,038 | 19.44% |
| Handysize 7TC | 11,451 | 11,911 | 13,038 | 10,578 | 11.56% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---------------------------------------------------------------|--------|--------|--------|--------|--------|
| BHSI Index | 724 | 13 | 1.83% | 669 | 636 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 8,707 | 107 | 1.24% | 7,704 | 7,511 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 9,993 | 93 | 0.94% | 9,179 | 9,061 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 24,056 | 0 | 0.00% | 21,230 | 18,935 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 24,200 | -29 | -0.12% | 21,244 | 18,364 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 9,438 | 324 | 3.55% | 9,497 | 9,837 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 9,388 | 467 | 5.23% | 9,268 | 9,397 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 9,031 | 552 | 6.51% | 8,695 | 8,702 |
| BHSI 7TC | 13,038 | 235 | 1.84% | 12,042 | 11,451 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|----------------------------------------|--------|-----------|--------|--------|-------|
| Cape5TC / Pmx5TC Spread | 12,295 | 12,433 | 12,173 | 11,869 | 7,936 |
| Pmx5TC / Smx11TC Spread | 1,411 | 1,781 | 1,307 | 917 | -914 |
| Cape5TC / Smx11TC Spread | 13,706 | 14,214 | 13,480 | 12,786 | 7,022 |
| Pmx 2A / Pmx 5TC Spread | 5,543 | 5,627 | 6,515 | 6,582 | 7,607 |
| Cape Atlantic vs Cape Pacific | 12,207 | 12,559 | 17,436 | 16,753 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 3,833 | 4,225 | 6,156 | 6,480 | 6,747 |
| Supra Atlantic vs Supra Pacific | 5,691 | 6,618 | 7,404 | 6,602 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.732 | 1.326 | 1.771 | 1.824 | 1.594 |
| Pmx5TC / Smx10TC Ratio | 1.092 | 1.198 | 1.090 | 1.068 | 0.936 |
| Smx10TC / Handy7TC Ratio | 1.180 | 0.900 | 1.202 | 1.179 | 1.198 |
| Cape5TC / Smx10TC Ratio | 1.891 | 1.589 | 1.931 | 1.947 | 1.492 |

Source - The Baltic Exchange

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