

### Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,128	-79	-2.46%	3,085	2,904
<b>C2</b> (160It Tubarao - Rotterdam)	11,575	-0.106	-0.91%	11,931	11,536
<b>C3</b> (160mt Tubarao - Qingdao)	23,950	-0.473	-1.94%	23,797	22,690
<b>C5</b> (160mt W Australia - Qingdao)	9,900	-0.274	-2.69%	9,078	8,594
<b>C7</b> (150mt Bolivar - Rotterdam)	14,575	-0.013	-0.09%	15,301	14,554
<b>C8</b> (182mt Gibraltar/HH trans Atlantic RV)	28,969	-250	-0.86%	32,735	31,041
<b>C9</b> (182mt Continent/Med trip Far East)	51,750	-594	-1.13%	53,538	50,917
<b>C10</b> (182mt Nopac round V)	27,545	-1,046	-3.66%	24,093	22,212
<b>C14</b> (182mt China - Brazil RV)	27,491	-1,068	-3.74%	27,817	26,441
<b>C16</b> (182mt Revised backhaul)	8,311	189	2.33%	7,907	7,444
<b>C17</b> (170mt Saldanha Bay to Qingdao)	17,43	-0.255	-1.44%	17,37	16,51
<b>BCI 5TC (182)</b>	28,366	-722	-2.48%	27,978	26,336

### Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,255	38	3.12%	1,151	1,073
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	17,688	171	0.98%	16,653	16,554
<b>S1C_63</b> (US Gulf trip to China-South Japan)	25,507	143	0.56%	26,934	23,900
<b>S2_63</b> (North China one Australian or Pacific round v)	14,781	1,068	7.79%	12,538	11,593
<b>S3_63</b> (North China trip to West Africa)	11,900	550	4.85%	10,670	10,171
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	25,661	461	1.83%	27,347	24,176
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	12,307	82	0.67%	11,437	10,941
<b>S5_63</b> (West Africa trip via East Coast South America)	20,986	65	0.31%	20,231	19,294
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	14,375	818	6.03%	11,855	11,035
<b>S9_63</b> (West Africa trip via East Coast South America)	17,568	32	0.18%	16,657	15,787
<b>S10_63</b> (South China trip via Indonesia to South China)	11,303	684	6.44%	9,233	8,592
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	16,054	179	1.13%	13,268	12,510
<b>BSI 11TC</b>	15,857	475	3.09%	14,552	13,557

### BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,121	-8	-0.38%	2,031	1,895

### Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	40,360	-422	-1.00%	43,136	40,979
Cape Pacific (C10, C14)	27,518	-1,057	-3.70%	25,955	24,327
<b>Cape Atlantic vs. Pacific</b>	<b>12,842</b>	<b>635</b>	<b>2.70%</b>	<b>17,181</b>	<b>16,652</b>
Panamax Atlantic (1a, 2a)	18,474	-110	-0.84%	18,714	17,556
Panamax Pacific (3a, 4)	15,383	632	4.90%	12,728	11,163
<b>Panamax Atlantic vs. Pacific</b>	<b>3,091</b>	<b>-742</b>	<b>-5.74%</b>	<b>5,986</b>	<b>6,393</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	18,512	192	0.89%	18,480	16,968
Supramax Pacific 3TC (S2,S8,S10)	13,486	857	6.75%	11,209	10,407
<b>Supramax Atlantic vs. Pacific</b>	<b>5,026</b>	<b>-665</b>	<b>-5.86%</b>	<b>7,272</b>	<b>6,561</b>
Handysize Atlantic 4TC (HS1-HS4)	16,851	112	0.82%	14,951	13,555
Handysize Pacific 3TC (HS5,HS6,HS7)	9,886	600	6.47%	9,194	9,327
<b>Handysize Atlantic vs. Pacific</b>	<b>6,965</b>	<b>-488</b>	<b>-5.65%</b>	<b>5,757</b>	<b>4,228</b>

### Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 5TC (180)</b>	24,863	-722	-2.82%	24,475	22,833
<b>BPI 4TC</b>	#N/A	#N/A	#N/A	#N/A	#N/A
<b>BSI 10TC</b>	13,823	475	3.56%	12,518	11,523

### Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,890	24	1.29%	1,761	1,609
<b>P1A_82</b> (82500mt Transatlantic RV)	14,527	-305	-2.06%	15,124	14,081
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	22,421	85	0.38%	22,303	21,032
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	19,226	490	2.62%	15,988	13,729
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	11,540	774	7.19%	9,469	8,596
<b>P5_82</b> (82500mt S China/HK range Indo RV)	16,042	648	4.21%	#N/A	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	17,266	296	1.74%	16,317	15,215
<b>P8</b> (66000mt Santos to China)	42,600	0,593	1.41%	40,388	37,914
<b>BPI82 5TC</b>	17,014	221	1.32%	15,850	14,480

	Avg 2026	Avg 2025	Max 2026	Min 2026	30D Vol 2025
<b>Cape 5TC</b>	26,336	21,297	31,809	19,729	93.37%
<b>Panamax 5TC</b>	14,480	13,361	17,014	11,536	36.96%
<b>Supramax 11TC</b>	13,557	14,275	15,857	12,038	19.44%
<b>Handysize 7TC</b>	11,501	11,911	13,390	10,578	11.56%

### Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	744	20	2.76%	673	639
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	8,829	122	1.40%	7,766	7,545
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	10,086	93	0.93%	9,230	9,087
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	24,067	11	0.05%	21,388	19,067
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	24,421	221	0.91%	21,421	18,520
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	10,000	562	5.95%	9,525	9,841
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	9,988	600	6.39%	9,308	9,412
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	9,669	638	7.06%	8,749	8,727
<b>BHSI 7TC</b>	13,390	352	2.70%	12,117	11,501

### Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	11,352	12,295	12,128	11,856	7,936
<b>Pmx5TC / Smx11TC Spread</b>	1,157	1,411	1,299	923	-914
<b>Cape5TC / Smx11TC Spread</b>	12,509	13,706	13,426	12,779	7,022
<b>Pmx 2A / Pmx 5TC Spread</b>	5,407	5,543	6,453	6,552	7,607
<b>Cape Atlantic vs Cape Pacific</b>	12,842	12,207	17,181	16,652	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	3,091	3,833	5,986	6,393	6,747
<b>Supra Atlantic vs Supra Pacific</b>	5,026	5,691	7,272	6,561	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.667	1.326	1.765	1.819	1.594
<b>Pmx5TC / Smx10TC Ratio</b>	1.073	1.198	1.089	1.068	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.184	0.900	1.201	1.179	1.198
<b>Cape5TC / Smx10TC Ratio</b>	1.789	1.589	1.923	1.943	1.492

Source - The Baltic Exchange

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