

### Cape 5TC

|  | Today  | Change       | Change       | MTD    | YTD    |
|--|--------|--------------|--------------|--------|--------|
| <b>BCI Index</b>                                 | 3,245  | <b>112</b>   | <b>3.57%</b> | 3,189  | 2,924  |
| <b>C2</b> (160lt Tubarao - Rotterdam)            | 11,794 | <b>0.313</b> | <b>2.73%</b> | 11,638 | 11,527 |
| <b>C3</b> (160mt Tubarao - Qingdao)              | 25,232 | <b>1.257</b> | <b>5.24%</b> | 24,604 | 22,815 |
| <b>C5</b> (160mt W Australia - Qingdao)          | 11,094 | <b>0.605</b> | <b>5.77%</b> | 10,792 | 8,763  |
| <b>C7</b> (150mt Bolivar - Rotterdam)            | 14,116 | <b>0.216</b> | <b>1.55%</b> | 14,008 | 14,502 |
| <b>C8</b> (182mt Gibraltar/HH trans Atlantic RV) | 26,113 | <b>207</b>   | <b>0.80%</b> | 26,010 | 30,614 |
| <b>C9</b> (182mt Continent/Med trip Far East)    | 50,861 | <b>222</b>   | <b>0.44%</b> | 50,750 | 50,888 |
| <b>C10</b> (182mt Nopac round V)                 | 31,386 | <b>1,726</b> | <b>5.82%</b> | 30,523 | 22,212 |
| <b>C14</b> (182mt China - Brazil RV)             | 28,668 | <b>1,413</b> | <b>5.18%</b> | 27,962 | 26,516 |
| <b>C16</b> (182mt Revised backhaul)              | 8,039  | <b>17</b>    | <b>0.21%</b> | 8,031  | 7,481  |
| <b>C17</b> (170mt Saldanha Bay to Qingdao)       | 17,98  | <b>0.347</b> | <b>1.97%</b> | 17,80  | 16,60  |
| <b>BCI 5TC (182)</b>                             | 29,432 | <b>1,019</b> | <b>3.59%</b> | 28,923 | 26,519 |

### Supramax 11TC

|   | Today  | Change      | Change        | MTD    | YTD    |
|---|--------|-------------|---------------|--------|--------|
| <b>BSI Index</b>  | 1,383  | <b>22</b>   | <b>1.62%</b>  | 1,372  | 1,098  |
| <b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-South Japan)                   | 18,425 | <b>208</b>  | <b>1.14%</b>  | 18,321 | 16,702 |
| <b>S1C_63</b> (US Gulf trip to China-South Japan)                                       | 26,843 | <b>550</b>  | <b>2.09%</b>  | 26,568 | 24,109 |
| <b>S2_63</b> (North China one Australian or Pacific round via East Coast South America) | 17,469 | <b>31</b>   | <b>0.18%</b>  | 17,454 | 12,099 |
| <b>S3_63</b> (North China trip to West Africa)  | 13,550 | <b>500</b>  | <b>3.83%</b>  | 13,300 | 10,429 |
| <b>S4A_63</b> (US Gulf trip to Skaw-Passero)  | 27,986 | <b>522</b>  | <b>1.90%</b>  | 27,725 | 24,453 |
| <b>S4B_63</b> (Skaw-Passero trip to US Gulf)  | 12,521 | <b>53</b>   | <b>0.43%</b>  | 12,495 | 11,081 |
| <b>S5_63</b> (West Africa trip via East Coast South America)                            | 21,586 | <b>43</b>   | <b>0.20%</b>  | 21,565 | 19,497 |
| <b>S8_63</b> (South China trip via Indonesia to East Coast South America)               | 17,354 | <b>554</b>  | <b>3.30%</b>  | 17,077 | 11,544 |
| <b>S9_63</b> (West Africa trip via East Coast South America)                            | 17,900 | <b>129</b>  | <b>0.73%</b>  | 17,836 | 15,970 |
| <b>S10_63</b> (South China trip via Indonesia to South China)                           | 14,331 | <b>687</b>  | <b>5.04%</b>  | 13,988 | 9,024  |
| <b>S15_63</b> (Indian Ocean trip via South Africa to Far East)                          | 16,183 | <b>-292</b> | <b>-1.77%</b> | 16,329 | 12,867 |
| <b>BSI 11TC</b>   | 17,476 | <b>269</b>  | <b>1.56%</b>  | 17,342 | 13,878 |

### BDI Index

|                  | Today | Change    | Change       | MTD   | YTD   |
|------------------|-------|-----------|--------------|-------|-------|
| <b>BDI Index</b> | 2,242 | <b>55</b> | <b>2.51%</b> | 2,215 | 1,920 |

### Atlantic vs. Pacific (5TC)

|                                       | Today        | Change        | Change        | MTD          | YTD           |
|---------------------------------------|--------------|---------------|---------------|--------------|---------------|
| Cape Atlantic (C8, C9)                | 38,487       | <b>215</b>    | <b>0.62%</b>  | 38,380       | 40,751        |
| Cape Pacific (C10, C14)               | 30,027       | <b>1,570</b>  | <b>5.50%</b>  | 29,242       | 24,364        |
| <b>Cape Atlantic vs. Pacific</b>      | <b>8,460</b> | <b>-1,355</b> | <b>-4.88%</b> | <b>9,138</b> | <b>16,386</b> |
| Panamax Atlantic (1a, 2a)             | 18,444       | <b>35</b>     | <b>-0.16%</b> | 18,427       | 17,635        |
| Panamax Pacific (3a, 4)               | 17,170       | <b>483</b>    | <b>2.93%</b>  | 16,928       | 11,658        |
| <b>Panamax Atlantic vs. Pacific</b>   | <b>1,275</b> | <b>-448</b>   | <b>-3.09%</b> | <b>1,498</b> | <b>5,977</b>  |
| Supramax Atlantic 3TC (S4A,S4B,S9)    | 19,469       | <b>235</b>    | <b>1.02%</b>  | 19,352       | 17,168        |
| Supramax Pacific 3TC (S2,S8,S10)      | 16,385       | <b>424</b>    | <b>2.84%</b>  | 16,173       | 10,889        |
| <b>Supramax Atlantic vs. Pacific</b>  | <b>3,084</b> | <b>-189</b>   | <b>-1.82%</b> | <b>3,179</b> | <b>6,279</b>  |
| Handysize Atlantic 4TC (HS1-HS4)      | 17,701       | <b>199</b>    | <b>1.35%</b>  | 17,602       | 13,915        |
| Handysize Pacific 3TC (HS5,HS6,HS7)   | 11,015       | <b>291</b>    | <b>2.70%</b>  | 10,869       | 9,448         |
| <b>Handysize Atlantic vs. Pacific</b> | <b>6,686</b> | <b>-93</b>    | <b>-1.35%</b> | <b>6,733</b> | <b>4,467</b>  |

### Previous TC

|                      | Today  | Change       | Change       | MTD    | YTD    |
|----------------------|--------|--------------|--------------|--------|--------|
| <b>BCI 5TC (180)</b> | 25,929 | <b>1,019</b> | <b>4.09%</b> | 25,420 | 23,016 |
| <b>BSI 10TC</b>      | 15,442 | <b>269</b>   | <b>1.77%</b> | 15,308 | 11,844 |

### Panamax 5TC

|   | Today  | Change      | Change        | MTD    | YTD    |
|---|--------|-------------|---------------|--------|--------|
| <b>BPI Index</b>  | 2,002  | <b>23</b>   | <b>1.16%</b>  | 1,991  | 1,641  |
| <b>P1A_82</b> (82500mt Transatlantic RV)                                    | 13,600 | <b>-218</b> | <b>-1.58%</b> | 13,709 | 14,061 |
| <b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)                                   | 23,288 | <b>288</b>  | <b>1.25%</b>  | 23,144 | 21,208 |
| <b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)                                   | 20,764 | <b>558</b>  | <b>2.76%</b>  | 20,485 | 14,318 |
| <b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)                               | 13575  | <b>407</b>  | <b>3.09%</b>  | 13372  | 8998   |
| <b>P5_82</b> (82500mt S China/HK range Indo RV)                             | 17,522 | <b>511</b>  | <b>3.00%</b>  | 17,267 | #N/A   |
| <b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 19127  | <b>157</b>  | <b>0.83%</b>  | 19049  | 15527  |
| <b>P8</b> (66000mt Santos to China)   | 46,486 | <b>1.45</b> | <b>3.22%</b>  | 45,761 | 38,546 |
| <b>BPI82 5TC</b>  | 18,015 | <b>201</b>  | <b>1.13%</b>  | 17,915 | 14,774 |

|                      | Avg 2026 | Avg 2025 | Max 2026 | Min 2026 | 30D Vol 2025 |
|----------------------|----------|----------|----------|----------|--------------|
| <b>Cape 5TC</b>      | 26,519   | 21,297   | 31,809   | 19,729   | 93.37%       |
| <b>Panamax 5TC</b>   | 14,774   | 13,361   | 18,015   | 11,536   | 36.96%       |
| <b>Supramax 11TC</b> | 13,878   | 14,275   | 17,476   | 12,038   | 19.44%       |
| <b>Handysize 7TC</b> | 11,738   | 11,911   | 14,379   | 10,578   | 11.56%       |

### Handysize 7TC

|   | Today  | Change     | Change       | MTD    | YTD    |
|---|--------|------------|--------------|--------|--------|
| <b>BHSI Index</b>   | 799    | <b>14</b>  | <b>1.78%</b> | 792    | 652    |
| <b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)     | 9,386  | <b>165</b> | <b>1.79%</b> | 9,304  | 7,697  |
| <b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)            | 10,650 | <b>200</b> | <b>1.91%</b> | 10,550 | 9,212  |
| <b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)    | 24,839 | <b>200</b> | <b>0.81%</b> | 24,739 | 19,577 |
| <b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 25,929 | <b>229</b> | <b>0.89%</b> | 25,815 | 19,174 |
| <b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan) | 11,438 | <b>469</b> | <b>4.28%</b> | 11,204 | 9,942  |
| <b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)    | 10,806 | <b>118</b> | <b>1.10%</b> | 10,747 | 9,521  |
| <b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)            | 10,800 | <b>287</b> | <b>2.73%</b> | 10,657 | 8,881  |
| <b>BHSI 7TC</b>   | 14,379 | <b>245</b> | <b>1.73%</b> | 14,257 | 11,738 |

### Spreads and Ratio (5TC)

|  | Today  | Yesterday | MTD    | YTD    | 2022  |
|--|--------|-----------|--------|--------|-------|
| <b>Cape5TC / Pmx5TC Spread</b>         | 11,417 | 10,599    | 11,008 | 11,746 | 7,936 |
| <b>Pmx5TC / Smx11TC Spread</b>         | 539    | 607       | 573    | 896    | -914  |
| <b>Cape5TC / Smx11TC Spread</b>        | 11,956 | 11,206    | 11,581 | 12,642 | 7,022 |
| <b>Pmx 2A / Pmx 5TC Spread</b>         | 5,273  | 5,186     | 5,230  | 6,435  | 7,607 |
| <b>Cape Atlantic vs Cape Pacific</b>   | 8,460  | 9,815     | 9,138  | 16,386 | 6,947 |
| <b>Pmx Atlantic vs Pmx Pacific</b>     | 1,275  | 1,722     | 1,498  | 5,977  | 6,747 |
| <b>Supra Atlantic vs Supra Pacific</b> | 3,084  | 3,274     | 3,179  | 6,279  | 3,063 |
| <b>Cape5TC / Pmx5TC Ratio</b>          | 1.634  | 1.326     | 1.614  | 1.795  | 1.594 |
| <b>Pmx5TC / Smx10TC Ratio</b>          | 1.031  | 1.198     | 1.033  | 1.065  | 0.936 |
| <b>Smx10TC / Handy7TC Ratio</b>        | 1.215  | 0.900     | 1.216  | 1.182  | 1.198 |
| <b>Cape5TC / Smx10TC Ratio</b>         | 1.684  | 1.589     | 1.668  | 1.911  | 1.492 |

Source - The Baltic Exchange

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