

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|--|--------|--------|--------|--------|--------|
| BCI Index | 2,574 | 72 | 2.88% | 2,884 | 2,907 |
| C2 (160lt Tubarao - Rotterdam) | 13,469 | 0.806 | 6.37% | 12,212 | 11,634 |
| C3 (160mt Tubarao - Qingdao) | 27,950 | -0.014 | -0.05% | 26,288 | 23,309 |
| C5 (160mt W Australia - Qingdao) | 11,670 | 0.365 | 3.23% | 11,110 | 9,064 |
| C7 (150mt Bolivar - Rotterdam) | 14,000 | 0.462 | 3.41% | 13,648 | 14,382 |
| C8 (182mt Gibraltar/HH trans Atlantic RV) | 21,313 | 1,875 | 9.65% | 22,475 | 29,473 |
| C9 (182mt Continent/Med trip Far East) | 43,778 | -611 | -1.38% | 47,486 | 50,338 |
| C10 (182mt Nopac round V) | 23,459 | 986 | 4.39% | 27,119 | 22,212 |
| C14 (182mt China - Brazil RV) | 22,085 | -385 | -1.71% | 25,827 | 26,345 |
| C16 (182mt Revised backhaul) | 7,556 | 1,606 | 26.99% | 7,216 | 7,415 |
| C17 (170mt Saldanha Bay to Qingdao) | 20,45 | 0.333 | 1.66% | 18,92 | 16,93 |
| BCI 5TC (182) | 23,346 | 655 | 2.89% | 26,157 | 26,362 |

Supramax 11TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BSI Index | 1,312 | -30 | -2.24% | 1,368 | 1,131 |
| S1B_63 (Canakkale trip via Med or BI Sea to China-South Japan) | 20,171 | 133 | 0.66% | 19,158 | 17,037 |
| S1C_63 (US Gulf trip to China-South Japan) | 23,318 | -1,343 | -5.45% | 25,986 | 24,315 |
| S2_63 (North China one Australian or Pacific round via East Coast South America) | 16,275 | -369 | -2.22% | 17,136 | 12,703 |
| S3_63 (North China trip to West Africa) | 13,600 | -100 | -0.73% | 13,716 | 10,848 |
| S4A_63 (US Gulf trip to Skaw-Passero) | 23,225 | -1,400 | -5.69% | 26,664 | 24,680 |
| S4B_63 (Skaw-Passero trip to US Gulf) | 12,054 | -250 | -2.03% | 12,445 | 11,246 |
| S5_63 (West Africa trip via East Coast South America) | 20,761 | -278 | -1.32% | 21,393 | 19,722 |
| S8_63 (South China trip via Indonesia to East Coast South America) | 17,007 | -343 | -1.98% | 17,326 | 12,262 |
| S9_63 (West Africa trip via East Coast South America) | 17,550 | -286 | -1.60% | 17,892 | 16,208 |
| S10_63 (South China trip via Indonesia to South China) | 13,906 | -313 | -2.20% | 14,304 | 9,683 |
| S15_63 (Indian Ocean trip via South Africa to Far East) | 15,333 | -200 | -1.29% | 15,837 | 13,210 |
| BSI 11TC | 16,582 | -382 | -2.25% | 17,288 | 14,293 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 1,926 | 7 | 0.36% | 2,090 | 1,936 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|--------------|-------------|---------------|--------------|---------------|
| Cape Atlantic (C8, C9) | 32,546 | 632 | 4.13% | 34,981 | 39,905 |
| Cape Pacific (C10, C14) | 22,772 | 301 | 1.34% | 26,473 | 24,279 |
| Cape Atlantic vs. Pacific | 9,774 | 332 | 2.80% | 8,508 | 15,627 |
| Panamax Atlantic (1a, 2a) | 16,941 | -154 | -0.73% | 17,870 | 17,641 |
| Panamax Pacific (3a, 4) | 15,794 | -390 | -2.23% | 16,797 | 12,282 |
| Panamax Atlantic vs. Pacific | 1,148 | 236 | 1.50% | 1,073 | 5,359 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 17,610 | -645 | -3.11% | 19,000 | 17,378 |
| Supramax Pacific 3TC (S2,S8,S10) | 15,729 | -342 | -2.13% | 16,255 | 11,549 |
| Supramax Atlantic vs. Pacific | 1,880 | -304 | -0.98% | 2,745 | 5,829 |
| Handysize Atlantic 4TC (HS1-HS4) | 17,047 | -439 | -1.48% | 17,602 | 14,367 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 12,469 | 98 | 0.79% | 11,713 | 9,760 |
| Handysize Atlantic vs. Pacific | 4,578 | -536 | -2.27% | 5,889 | 4,607 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|----------------------|--------|--------|--------|--------|--------|
| BCI 5TC (180) | 19,843 | 655 | 3.41% | 22,654 | 22,859 |
| BSI 10TC | 14,548 | -382 | -2.56% | 15,254 | 12,259 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,831 | -30 | -1.61% | 1,945 | 1,677 |
| P1A_82 (82500mt Transatlantic RV) | 12,023 | -18 | -0.15% | 12,848 | 13,877 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 21,859 | -289 | -1.30% | 22,892 | 21,404 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 18,488 | -612 | -3.20% | 20,133 | 15,015 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 13099 | -167 | -1.26% | 13462 | 9548 |
| P5_82 (82500mt S China/HK range Indo RV) | 17,172 | -364 | -2.08% | 17,737 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 17853 | -225 | -1.24% | 18746 | 15909 |
| P8 (66000mt Santos to China) | 52,443 | 0.943 | 1.83% | 48,898 | 39,942 |
| BPI82 5TC | 16,479 | -271 | -1.62% | 17,504 | 15,091 |

| | Avg 2026 | Avg 2025 | Max 2026 | Min 2026 | 30D Vol 2025 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 26,362 | 21,297 | 31,809 | 19,729 | 93.37% |
| Panamax 5TC | 15,091 | 13,361 | 18,127 | 11,536 | 36.96% |
| Supramax 11TC | 14,293 | 14,275 | 17,600 | 12,038 | 19.44% |
| Handysize 7TC | 12,117 | 11,911 | 15,002 | 10,578 | 11.56% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 822 | -9 | -1.08% | 816 | 673 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 10,093 | 129 | 1.29% | 9,677 | 7,955 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 11,393 | 107 | 0.95% | 10,973 | 9,445 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 22,917 | -933 | -3.91% | 24,349 | 20,146 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 23,786 | -1,057 | -4.25% | 25,408 | 19,921 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 12,938 | 100 | 0.78% | 12,145 | 10,251 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 12,375 | 87 | 0.71% | 11,572 | 9,806 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 12,094 | 106 | 0.88% | 11,421 | 9,223 |
| BHSI 7TC | 14,796 | -171 | -1.14% | 14,687 | 12,117 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|-------|-----------|-------|--------|-------|
| Cape5TC / Pmx5TC Spread | 6,867 | 5,941 | 8,653 | 11,271 | 7,936 |
| Pmx5TC / Smx11TC Spread | -103 | -214 | 217 | 798 | -914 |
| Cape5TC / Smx11TC Spread | 6,764 | 5,727 | 8,870 | 12,069 | 7,022 |
| Pmx 2A / Pmx 5TC Spread | 5,380 | 5,398 | 5,388 | 6,313 | 7,607 |
| Cape Atlantic vs Cape Pacific | 9,774 | 9,442 | 8,508 | 15,627 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 1,148 | 912 | 1,073 | 5,359 | 6,747 |
| Supra Atlantic vs Supra Pacific | 1,880 | 2,184 | 2,745 | 5,829 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.417 | 1.326 | 1.494 | 1.747 | 1.594 |
| Pmx5TC / Smx10TC Ratio | 0.994 | 1.198 | 1.013 | 1.056 | 0.936 |
| Smx10TC / Handy7TC Ratio | 1.121 | 0.900 | 1.177 | 1.180 | 1.198 |
| Cape5TC / Smx10TC Ratio | 1.408 | 1.589 | 1.513 | 1.844 | 1.492 |

Source - The Baltic Exchange

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