

Cape 5TC

| | Today | Change | Change | MTD | YTD |
|--|--------|--------|--------|--------|--------|
| BCI Index | 2,971 | 6 | 0.20% | 2,894 | 2,906 |
| C2 (160lt Tubarao - Rotterdam) | 15,263 | 0.082 | 0.54% | 13,306 | 11,999 |
| C3 (160mt Tubarao - Qingdao) | 30,650 | -0.082 | -0.27% | 28,019 | 24,145 |
| C5 (160mt W Australia - Qingdao) | 11,710 | -0.17 | -1.43% | 11,799 | 9,504 |
| C7 (150mt Bolivar - Rotterdam) | 15,938 | 0.019 | 0.12% | 14,388 | 14,489 |
| C8 (182mt Gibraltar/HH trans Atlantic RV) | 28,575 | 325 | 1.15% | 23,927 | 28,987 |
| C9 (182mt Continent/Med trip Far East) | 51,111 | 667 | 1.32% | 47,556 | 50,000 |
| C10 (182mt Nopac round V) | 24,559 | -159 | -0.64% | 26,873 | 22,212 |
| C14 (182mt China - Brazil RV) | 26,125 | -150 | -0.57% | 25,311 | 26,142 |
| C16 (182mt Revised backhaul) | 9,111 | 83 | 0.92% | 7,842 | 7,558 |
| C17 (170mt Saldanha Bay to Qingdao) | 22,04 | -0.089 | -0.40% | 20,32 | 17,55 |
| BCI 5TC (182) | 26,941 | 49 | 0.18% | 26,247 | 26,360 |

Supramax 11TC

| | Today | Change | Change | MTD | YTD |
|--|--------|--------|--------|--------|--------|
| BSI Index | 1,224 | -5 | -0.41% | 1,315 | 1,146 |
| S1B_63 (Canakkale trip via Med or BI Sea to China-SO) | 19,529 | -121 | -0.62% | 19,504 | 17,395 |
| S1C_63 (US Gulf trip to China-South Japan) | 19,104 | -292 | -1.51% | 23,577 | 23,879 |
| S2_63 (North China one Australian or Pacific round v) | 16,007 | -31 | -0.19% | 16,624 | 13,120 |
| S3_63 (North China trip to West Africa) | 13,200 | 0 | 0.00% | 13,589 | 11,172 |
| S4A_63 (US Gulf trip to Skaw-Passero) | 18,861 | -293 | -1.53% | 23,809 | 24,164 |
| S4B_63 (Skaw-Passero trip to US Gulf) | 10,993 | -36 | -0.33% | 11,942 | 11,261 |
| S5_63 (West Africa trip via East Coast South America) | 20,004 | 4 | 0.02% | 20,811 | 19,775 |
| S8_63 (South China trip via Indonesia to East Coast In) | 16,339 | -122 | -0.74% | 16,961 | 12,797 |
| S9_63 (West Africa trip via East Coast South America) | 16,386 | -28 | -0.17% | 17,310 | 16,262 |
| S10_63 (South China trip via Indonesia to South China) | 12,464 | -192 | -1.52% | 13,712 | 10,102 |
| S15_63 (Indian Ocean trip via South Africa to Far East) | 15,371 | 175 | 1.15% | 15,555 | 13,463 |
| BSI 11TC | 15,473 | -67 | -0.43% | 16,628 | 14,491 |

BDI Index

| | Today | Change | Change | MTD | YTD |
|------------------|-------|--------|--------|-------|-------|
| BDI Index | 2,056 | -1 | -0.05% | 2,064 | 1,948 |

Atlantic vs. Pacific (5TC)

| | Today | Change | Change | MTD | YTD |
|---------------------------------------|---------------|-------------|---------------|--------------|---------------|
| Cape Atlantic (C8, C9) | 39,843 | 496 | 1.24% | 35,741 | 39,494 |
| Cape Pacific (C10, C14) | 25,342 | -155 | -0.61% | 26,092 | 24,177 |
| Cape Atlantic vs. Pacific | 14,501 | 651 | 1.84% | 9,649 | 15,317 |
| Panamax Atlantic (1a, 2a) | 18,610 | 114 | 0.54% | 17,833 | 17,660 |
| Panamax Pacific (3a, 4) | 16,531 | 27 | 0.15% | 16,451 | 12,754 |
| Panamax Atlantic vs. Pacific | 2,079 | 87 | 0.39% | 1,382 | 4,906 |
| Supramax Atlantic 3TC (S4A,S4B,S9) | 15,413 | -119 | -0.68% | 17,687 | 17,229 |
| Supramax Pacific 3TC (S2,S8,S10) | 14,937 | -115 | -0.82% | 15,766 | 12,006 |
| Supramax Atlantic vs. Pacific | 477 | -4 | 0.14% | 1,921 | 5,223 |
| Handysize Atlantic 4TC (HS1-HS4) | 14,273 | -238 | -1.69% | 16,537 | 14,486 |
| Handysize Pacific 3TC (HS5,HS6,HS7) | 12,440 | 34 | 0.27% | 12,057 | 10,096 |
| Handysize Atlantic vs. Pacific | 1,833 | -272 | -1.96% | 4,481 | 4,390 |

Previous TC

| | Today | Change | Change | MTD | YTD |
|----------------------|--------|--------|--------|--------|--------|
| BCI 5TC (180) | 23,438 | 49 | 0.21% | 22,744 | 22,857 |
| BSI 10TC | 13,439 | -67 | -0.50% | 14,594 | 12,457 |

Panamax 5TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BPI Index | 1,904 | -5 | -0.26% | 1,908 | 1,701 |
| P1A_82 (82500mt Transatlantic RV) | 13,659 | 36 | 0.26% | 12,925 | 13,769 |
| P2A_82 (82500mt SKAW-GIB/FAR EAST) | 23,560 | 192 | 0.82% | 22,742 | 21,550 |
| P3A_82 (82500mt Japan-SK/NOPAC/RV) | 19,674 | 41 | 0.21% | 19,562 | 15,502 |
| P4_82 (82500mt FAR EAST/NOPAC/SK-PASS) | 13,388 | 13 | 0.10% | 13,340 | 10,005 |
| P5_82 (82500mt S China/HK range Indo RV) | 16,984 | -199 | -1.16% | 17,433 | #N/A |
| P6_82 (82500mt Dely Spore or (Busan, US grain season) transatlantic) | 17,014 | -283 | -1.64% | 18,150 | 16,104 |
| P8 (66000mt Santos to China) | 54,042 | -0.394 | -0.72% | 51,349 | 41,718 |
| BPI82 5TC | 17,132 | -45 | -0.26% | 17,175 | 15,305 |

| | Avg 2026 | Avg 2025 | Max 2026 | Min 2026 | 30D Vol 2025 |
|----------------------|----------|----------|----------|----------|--------------|
| Cape 5TC | 26,360 | 21,297 | 31,809 | 19,729 | 93.37% |
| Panamax 5TC | 15,305 | 13,361 | 18,127 | 11,536 | 36.96% |
| Supramax 11TC | 14,491 | 14,275 | 17,600 | 12,038 | 19.44% |
| Handysize 7TC | 12,343 | 11,911 | 15,002 | 10,578 | 11.56% |

Handysize 7TC

| | Today | Change | Change | MTD | YTD |
|---|--------|--------|--------|--------|--------|
| BHSI Index | 744 | -5 | -0.67% | 796 | 686 |
| HS1_38 (Skaw/Passero trip Recalada/Rio de Janeiro) | 9,743 | -243 | -2.43% | 9,891 | 8,227 |
| HS2_38 (Skaw/Passero trip Boston/Galveston) | 11,157 | -129 | -1.14% | 11,176 | 9,690 |
| HS3_38 (Recalada/Rio de Janeiro trip Skaw/Passero.) | 18,578 | -266 | -1.41% | 22,344 | 20,134 |
| HS4_38 (US Gulf trip via US Gulf or NCSA to Skaw/Pass) | 17,614 | -315 | -1.76% | 22,739 | 19,892 |
| HS5_38 (SE Asia trip via Australia to Singapore/Japan) | 12,907 | 51 | 0.40% | 12,510 | 10,585 |
| HS6_38 (S Korea/Japan via NOPAC to Singapore/Japan) | 12,300 | 25 | 0.20% | 11,934 | 10,123 |
| HS7_38 (S Korea/Japan via NOPAC to SE Asia) | 12,114 | 26 | 0.22% | 11,726 | 9,580 |
| BHSI 7TC | 13,389 | -102 | -0.76% | 14,330 | 12,343 |

Spreads and Ratio (5TC)

| | Today | Yesterday | MTD | YTD | 2022 |
|--|--------|-----------|-------|--------|-------|
| Cape5TC / Pmx5TC Spread | 9,809 | 9,715 | 9,072 | 11,056 | 7,936 |
| Pmx5TC / Smx11TC Spread | 1,659 | 1,637 | 547 | 814 | -914 |
| Cape5TC / Smx11TC Spread | 11,468 | 11,352 | 9,619 | 11,870 | 7,022 |
| Pmx 2A / Pmx 5TC Spread | 6,428 | 6,191 | 5,568 | 6,246 | 7,607 |
| Cape Atlantic vs Cape Pacific | 14,501 | 13,851 | 9,649 | 15,317 | 6,947 |
| Pmx Atlantic vs Pmx Pacific | 2,079 | 1,992 | 1,382 | 4,906 | 6,747 |
| Supra Atlantic vs Supra Pacific | 477 | 481 | 1,921 | 5,223 | 3,063 |
| Cape5TC / Pmx5TC Ratio | 1.573 | 1.326 | 1.528 | 1.722 | 1.594 |
| Pmx5TC / Smx10TC Ratio | 1.107 | 1.198 | 1.033 | 1.056 | 0.936 |
| Smx10TC / Handy7TC Ratio | 1.156 | 0.900 | 1.160 | 1.174 | 1.198 |
| Cape5TC / Smx10TC Ratio | 1.741 | 1.589 | 1.579 | 1.819 | 1.492 |

Source - The Baltic Exchange

Freight Investor Services

Email: info@freightinvestor.com

UK Tel: +44 (0) 20 7090 1120, Dubai Tel: +971 4 441 6410, USA Tel: +1 203 353 1388, Singapore Tel: +65 6535 5189, Shanghai Tel: +86 21 63353998