

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,220	72	2.29%	3,119	2,924
<b>C2</b> (160It Tubarao - Rotterdam)	14,413	-0.018	-0.12%	14,408	12,430
<b>C3</b> (160mt Tubarao - Qingdao)	30,523	0.068	0.22%	30,321	25,159
<b>C5</b> (160mt W Australia - Qingdao)	12,160	0.15	1.25%	11,839	9,802
<b>C7</b> (150mt Bolivar - Rotterdam)	13,838	0.013	0.09%	13,708	14,465
<b>C8</b> (182mt Gibraltar/HH trans Atlantic RV)	23,563	575	2.50%	22,691	28,208
<b>C9</b> (182mt Continent/Med trip Far East)	53,361	-111	-0.21%	53,342	50,569
<b>C10</b> (182mt Nopac round V)	29,850	895	3.09%	28,322	22,212
<b>C14</b> (182mt China - Brazil RV)	29,809	1,023	3.55%	28,899	26,451
<b>C16</b> (182mt Revised backhaul)	8,806	128	1.47%	8,660	7,741
<b>C17</b> (170mt Saldanha Bay to Qingdao)	22,24	0.12	0.54%	22,04	18,28
<b>BCI 5TC (182)</b>	29,205	657	2.30%	28,291	26,517

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,261	30	2.44%	1,231	1,158
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	18,283	-284	-1.53%	18,592	17,648
<b>S1C_63</b> (US Gulf trip to China-South Japan)	20,371	1,046	5.41%	19,408	23,090
<b>S2_63</b> (North China one Australian or Pacific round v)	16,363	275	1.71%	16,043	13,567
<b>S3_63</b> (North China trip to West Africa)	15,350	800	5.50%	14,638	11,618
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	18,929	593	3.23%	18,224	23,208
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	9,764	-132	-1.33%	9,933	11,085
<b>S5_63</b> (West Africa trip via East Coast South America)	20,882	103	0.50%	20,621	19,857
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	16,796	567	3.49%	16,206	13,325
<b>S9_63</b> (West Africa trip via East Coast South America)	16,557	50	0.30%	16,517	16,291
<b>S10_63</b> (South China trip via Indonesia to South China)	12,588	613	5.12%	12,021	10,401
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	16,308	191	1.19%	16,119	13,856
<b>BSI 11TC</b>	15,941	377	2.42%	15,567	14,637

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,139	44	2.10%	2,083	1,963

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	38,462	232	1.15%	38,016	39,388
Cape Pacific (C10, C14)	29,830	959	3.32%	28,610	24,332
<b>Cape Atlantic vs. Pacific</b>	<b>8,633</b>	<b>-727</b>	<b>-2.18%</b>	<b>9,406</b>	<b>15,056</b>
Panamax Atlantic (1a, 2a)	18,153	197	0.98%	17,821	17,680
Panamax Pacific (3a, 4)	14,200	188	1.25%	14,037	13,087
<b>Panamax Atlantic vs. Pacific</b>	<b>3,953</b>	<b>9</b>	<b>-0.26%</b>	<b>3,783</b>	<b>4,593</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	15,083	170	0.73%	14,891	16,861
Supramax Pacific 3TC (S2,S8,S10)	15,249	485	3.44%	14,756	12,431
<b>Supramax Atlantic vs. Pacific</b>	<b>-166</b>	<b>-315</b>	<b>-2.71%</b>	<b>135</b>	<b>4,430</b>
Handysize Atlantic 4TC (HS1-HS4)	12,098	-137	-1.27%	12,334	14,254
Handysize Pacific 3TC (HS5,HS6,HS7)	12,746	40	0.31%	12,605	10,481
<b>Handysize Atlantic vs. Pacific</b>	<b>-648</b>	<b>-177</b>	<b>-1.58%</b>	<b>-271</b>	<b>3,773</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 5TC (180)</b>	25,702	657	2.62%	24,788	23,014
<b>BSI 10TC</b>	13,907	377	2.79%	13,533	12,603

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,823	21	1.17%	1,792	1,715
<b>P1A_82</b> (82500mt Transatlantic RV)	12,550	77	0.62%	12,432	13,581
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	23,756	317	1.35%	23,209	21,779
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	16,209	308	1.94%	15,931	15,741
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	12,191	68	0.56%	12,144	10,433
<b>P5_82</b> (82500mt S China/HK range Indo RV)	15,119	391	2.65%	14,826	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18,748	182	0.98%	18,338	16,289
<b>P8</b> (66000mt Santos to China)	53,121	-0.136	-0.26%	52,943	43,435
<b>BPI82 5TC</b>	16,409	189	1.17%	16,128	15,439

	Avg 2026	Avg 2025	Max 2026	Min 2026	30D Vol 2025
<b>Cape 5TC</b>	26,517	21,297	31,809	19,729	93.37%
<b>Panamax 5TC</b>	15,439	13,361	18,127	11,536	36.96%
<b>Supramax 11TC</b>	14,637	14,275	17,600	12,038	19.44%
<b>Handysize 7TC</b>	12,416	11,911	15,002	10,578	11.56%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	692	-2	-0.29%	694	690
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,950	-50	-0.62%	8,050	8,305
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,850	-21	-0.21%	9,897	9,797
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	18,772	144	0.77%	18,595	19,841
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,821	-622	-5.00%	12,794	19,073
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	13,219	63	0.48%	13,033	10,962
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	12,569	25	0.20%	12,461	10,486
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,450	31	0.25%	12,321	9,995
<b>BHSI 7TC</b>	12,452	-48	-0.38%	12,498	12,416

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	12,796	12,328	12,164	11,079	7,936
<b>Pmx5TC / Smx11TC Spread</b>	468	656	561	802	-914
<b>Cape5TC / Smx11TC Spread</b>	13,264	12,984	12,725	11,881	7,022
<b>Pmx 2A / Pmx 5TC Spread</b>	7,347	7,219	7,082	6,341	7,607
<b>Cape Atlantic vs Cape Pacific</b>	8,633	9,360	9,406	15,056	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	3,953	3,944	3,783	4,593	6,747
<b>Supra Atlantic vs Supra Pacific</b>	-166	149	135	4,430	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.780	1.326	1.754	1.718	1.594
<b>Pmx5TC / Smx10TC Ratio</b>	1.029	1.198	1.036	1.055	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.280	0.900	1.246	1.179	1.198
<b>Cape5TC / Smx10TC Ratio</b>	1.832	1.589	1.817	1.812	1.492

Source - The Baltic Exchange

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