

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,437	<b>119</b>	<b>3.59%</b>	3,210	2,941
<b>C2</b> (160lt Tubarao - Rotterdam)	14,213	<b>0.038</b>	<b>0.27%</b>	14,312	12,505
<b>C3</b> (160mt Tubarao - Qingdao)	30,455	<b>0.255</b>	<b>0.84%</b>	30,293	25,378
<b>C5</b> (160mt W Australia - Qingdao)	12,390	<b>0.37</b>	<b>3.08%</b>	11,956	9,901
<b>C7</b> (150mt Bolivar - Rotterdam)	14,269	<b>0.244</b>	<b>1.74%</b>	13,844	14,447
<b>C8</b> (182mt Gibraltar/HH trans Atlantic RV)	25,000	<b>625</b>	<b>2.56%</b>	23,431	28,045
<b>C9</b> (182mt Continent/Med trip Far East)	57,167	<b>278</b>	<b>0.49%</b>	54,497	50,803
<b>C10</b> (182mt Nopac round V)	32,514	<b>2,208</b>	<b>7.29%</b>	29,408	22,212
<b>C14</b> (182mt China - Brazil RV)	31,173	<b>682</b>	<b>2.24%</b>	29,610	26,627
<b>C16</b> (182mt Revised backhaul)	8,811	<b>83</b>	<b>0.95%</b>	8,696	7,784
<b>C17</b> (170mt Saldanha Bay to Qingdao)	22,23	<b>0.137</b>	<b>0.62%</b>	22,07	18,44
<b>BCI 5TC (182)</b>	31,170	<b>1,082</b>	<b>3.60%</b>	29,109	26,675

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,320	<b>12</b>	<b>0.92%</b>	1,264	1,164
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-South Japan)	18,104	<b>-29</b>	<b>-0.16%</b>	18,395	17,669
<b>S1C_63</b> (US Gulf trip to China-South Japan)	22,861	<b>407</b>	<b>1.81%</b>	20,683	23,060
<b>S2_63</b> (North China one Australian or Pacific round via East Coast South America)	17,206	<b>125</b>	<b>0.73%</b>	16,470	13,716
<b>S3_63</b> (North China trip to West Africa)	15,800	<b>160</b>	<b>1.02%</b>	15,077	11,791
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	20,736	<b>415</b>	<b>2.04%</b>	19,119	23,084
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	9,664	<b>64</b>	<b>0.67%</b>	9,811	11,023
<b>S5_63</b> (West Africa trip via East Coast South America)	21,196	<b>50</b>	<b>0.24%</b>	20,843	19,912
<b>S8_63</b> (South China trip via Indonesia to East Coast South America)	17,779	<b>115</b>	<b>0.65%</b>	16,806	13,508
<b>S9_63</b> (West Africa trip via East Coast South America)	16,971	<b>35</b>	<b>0.21%</b>	16,678	16,317
<b>S10_63</b> (South China trip via Indonesia to South China)	13,828	<b>159</b>	<b>1.16%</b>	12,683	10,537
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	16,667	<b>113</b>	<b>0.68%</b>	16,327	13,974
<b>BSI 11TC</b>	16,681	<b>143</b>	<b>0.86%</b>	15,976	14,717

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,250	<b>49</b>	<b>2.23%</b>	2,135	1,973

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	41,084	<b>452</b>	<b>1.53%</b>	38,964	39,424
Cape Pacific (C10, C14)	31,844	<b>1,445</b>	<b>4.76%</b>	29,509	24,420
<b>Cape Atlantic vs. Pacific</b>	<b>9,240</b>	<b>-994</b>	<b>-3.23%</b>	<b>9,455</b>	<b>15,004</b>
Panamax Atlantic (1a, 2a)	18,988	<b>217</b>	<b>1.27%</b>	18,214	17,726
Panamax Pacific (3a, 4)	14,555	<b>79</b>	<b>0.49%</b>	14,219	13,146
<b>Panamax Atlantic vs. Pacific</b>	<b>4,433</b>	<b>139</b>	<b>0.78%</b>	<b>3,995</b>	<b>4,580</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	15,790	<b>171</b>	<b>0.97%</b>	15,203	16,808
Supramax Pacific 3TC (S2,S8,S10)	16,271	<b>133</b>	<b>0.85%</b>	15,320	12,587
<b>Supramax Atlantic vs. Pacific</b>	<b>-481</b>	<b>38</b>	<b>0.12%</b>	<b>-117</b>	<b>4,221</b>
Handysize Atlantic 4TC (HS1-HS4)	12,170	<b>50</b>	<b>0.25%</b>	12,245	14,163
Handysize Pacific 3TC (HS5,HS6,HS7)	13,029	<b>58</b>	<b>0.45%</b>	12,753	10,587
<b>Handysize Atlantic vs. Pacific</b>	<b>-859</b>	<b>-9</b>	<b>-0.20%</b>	<b>-509</b>	<b>3,576</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 5TC (180)</b>	27,667	<b>1,082</b>	<b>4.07%</b>	25,606	23,172
<b>BSI 10TC</b>	14,647	<b>143</b>	<b>0.99%</b>	13,942	12,683

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,862	<b>7</b>	<b>0.38%</b>	1,818	1,721
<b>P1A_82</b> (82500mt Transatlantic RV)	13,155	<b>214</b>	<b>1.65%</b>	12,648	13,554
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	24,820	<b>220</b>	<b>0.89%</b>	23,780	21,898
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	16,782	<b>135</b>	<b>0.81%</b>	16,234	15,780
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	12328	<b>22</b>	<b>0.18%</b>	12204	10513
<b>P5_82</b> (82500mt S China/HK range Indo RV)	15,903	<b>192</b>	<b>1.22%</b>	15,199	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	18525	<b>-170</b>	<b>-0.91%</b>	18482	16391
<b>P8</b> (66000mt Santos to China)	52,750	<b>-0.014</b>	<b>-0.03%</b>	52,874	43,836
<b>BPI82 5TC</b>	16,757	<b>61</b>	<b>0.37%</b>	16,364	15,492

	Avg 2026	Avg 2025	Max 2026	Min 2026	30D Vol 2025
<b>Cape 5TC</b>	26,675	21,297	31,809	19,729	93.37%
<b>Panamax 5TC</b>	15,492	13,361	18,127	11,536	36.96%
<b>Supramax 11TC</b>	14,717	14,275	17,600	12,038	19.44%
<b>Handysize 7TC</b>	12,422	11,911	15,002	10,578	11.56%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	701	<b>2</b>	<b>0.29%</b>	696	690
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,950	<b>14</b>	<b>0.18%</b>	8,005	8,290
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,800	<b>21</b>	<b>0.21%</b>	9,840	9,795
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	19,517	<b>228</b>	<b>1.18%</b>	18,886	19,817
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,414	<b>-65</b>	<b>-0.57%</b>	12,247	18,749
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	13,519	<b>75</b>	<b>0.56%</b>	13,199	11,068
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	12,800	<b>31</b>	<b>0.24%</b>	12,581	10,582
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,769	<b>69</b>	<b>0.54%</b>	12,479	10,111
<b>BHSI 7TC</b>	12,626	<b>53</b>	<b>0.42%</b>	12,526	12,422

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	14,413	13,392	12,745	11,183	7,936
<b>Pmx5TC / Smx11TC Spread</b>	76	158	388	774	<b>-914</b>
<b>Cape5TC / Smx11TC Spread</b>	14,489	13,550	13,133	11,958	7,022
<b>Pmx 2A / Pmx 5TC Spread</b>	8,063	7,904	7,416	6,406	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,240	10,234	9,455	15,004	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	4,433	4,294	3,995	4,580	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-481</b>	<b>-519</b>	<b>-117</b>	<b>4,221</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	1.860	1.326	1.779	1.722	1.594
<b>Pmx5TC / Smx10TC Ratio</b>	1.005	1.198	1.024	1.053	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.321	0.900	1.275	1.185	1.198
<b>Cape5TC / Smx10TC Ratio</b>	1.869	1.589	1.822	1.813	1.492

Source - The Baltic Exchange

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