

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,964	<b>293</b>	<b>7.98%</b>	3,345	2,966
<b>C2</b> (160lt Tubarao - Rotterdam)	14,975	<b>0,544</b>	<b>3.77%</b>	14,399	12,566
<b>C3</b> (160mt Tubarao - Qingdao)	32,441	<b>0,586</b>	<b>1.84%</b>	30,705	25,566
<b>C5</b> (160mt W Australia - Qingdao)	13,530	<b>0.45</b>	<b>3.44%</b>	12,256	9,996
<b>C7</b> (150mt Bolivar - Rotterdam)	16,025	<b>1,419</b>	<b>9.72%</b>	14,171	14,471
<b>C8</b> (182mt Gibraltar/HH trans Atlantic RV)	32,969	<b>6,531</b>	<b>24.70%</b>	24,825	28,091
<b>C9</b> (182mt Continent/Med trip Far East)	61,583	<b>3,222</b>	<b>5.52%</b>	55,714	51,058
<b>C10</b> (182mt Nopac round V)	37,582	<b>2,109</b>	<b>5.95%</b>	30,990	22,212
<b>C14</b> (182mt China - Brazil RV)	35,568	<b>1,709</b>	<b>5.05%</b>	30,744	26,852
<b>C16</b> (182mt Revised backhaul)	10,111	<b>878</b>	<b>9.51%</b>	8,913	7,836
<b>C17</b> (170mt Saldanha Bay to Qingdao)	23,61	<b>0,578</b>	<b>2.51%</b>	22,35	18,58
<b>BCI 5TC (182)</b>	35,953	<b>2,658</b>	<b>7.98%</b>	30,334	26,896

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 5TC (180)</b>	32,450	<b>2,658</b>	<b>8.92%</b>	26,831	23,393
<b>BSI 10TC</b>	15,296	<b>342</b>	<b>2.29%</b>	14,205	12,751

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,948	<b>48</b>	<b>2.53%</b>	1,842	1,727
<b>P1A_82</b> (82500mt Transatlantic RV)	13,891	<b>432</b>	<b>3.21%</b>	12,876	13,557
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	25,341	<b>251</b>	<b>1.00%</b>	24,099	21,990
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	18,004	<b>587</b>	<b>3.37%</b>	16,562	15,833
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	12,740	<b>268</b>	<b>2.15%</b>	12,293	10,571
<b>P5_82</b> (82500mt S China/HK range Indo RV)	16,917	<b>606</b>	<b>3.72%</b>	15,514	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	19,155	<b>404</b>	<b>2.15%</b>	18,587	16,462
<b>P8</b> (66000mt Santos to China)	53,071	<b>0,135</b>	<b>0.26%</b>	52,903	44,090
<b>BPI82 5TC</b>	17,528	<b>427</b>	<b>2.50%</b>	16,575	15,542

Supramax 11TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,371	<b>27</b>	<b>2.01%</b>	1,285	1,170
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	17,917	<b>-179</b>	<b>-0.99%</b>	18,309	17,678
<b>S1C_63</b> (US Gulf trip to China-South Japan)	23,486	<b>404</b>	<b>1.75%</b>	21,261	23,066
<b>S2_63</b> (North China one Australian or Pacific round v)	17,769	<b>238</b>	<b>1.36%</b>	16,732	13,825
<b>S3_63</b> (North China trip to West Africa)	16,400	<b>300</b>	<b>1.86%</b>	15,338	11,915
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	22,975	<b>1,557</b>	<b>7.27%</b>	19,803	23,059
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	9,650	<b>64</b>	<b>0.67%</b>	9,768	10,984
<b>S5_63</b> (West Africa trip via East Coast South America)	21,604	<b>33</b>	<b>0.15%</b>	21,008	19,958
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	19,118	<b>589</b>	<b>3.18%</b>	17,254	13,656
<b>S9_63</b> (West Africa trip via East Coast South America)	17,379	<b>218</b>	<b>1.27%</b>	16,810	16,344
<b>S10_63</b> (South China trip via Indonesia to South China)	14,697	<b>416</b>	<b>2.91%</b>	13,084	10,647
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	16,808	<b>75</b>	<b>0.45%</b>	16,425	14,051
<b>BSI 11TC</b>	17,330	<b>342</b>	<b>2.01%</b>	16,239	14,785

	Avg 2026	Avg 2025	Max 2026	Min 2026	30D Vol 2025
<b>Cape 5TC</b>	26,896	21,297	35,953	19,729	93.37%
<b>Panamax 5TC</b>	15,542	13,361	18,127	11,536	36.96%
<b>Supramax 11TC</b>	14,785	14,275	17,600	12,038	19.44%
<b>Handysize 7TC</b>	12,433	11,911	15,002	10,578	11.56%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	715	<b>9</b>	<b>1.27%</b>	699	691
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,879	<b>-10</b>	<b>-0.13%</b>	7,978	8,279
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,889	<b>53</b>	<b>0.54%</b>	9,845	9,797
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	20,100	<b>247</b>	<b>1.24%</b>	19,128	19,821
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	11,639	<b>132</b>	<b>1.15%</b>	12,097	18,550
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	13,888	<b>269</b>	<b>1.98%</b>	13,322	11,142
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	13,056	<b>237</b>	<b>1.85%</b>	12,661	10,648
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,975	<b>125</b>	<b>0.97%</b>	12,575	10,189
<b>BHSI 7TC</b>	12,875	<b>167</b>	<b>1.31%</b>	12,585	12,433

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,484	<b>130</b>	<b>5.52%</b>	2,198	1,986

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
<b>Cape Atlantic (C8, C9)</b>	47,276	<b>4,877</b>	<b>15.11%</b>	40,269	39,575
<b>Cape Pacific (C10, C14)</b>	36,575	<b>1,909</b>	<b>5.50%</b>	30,867	24,532
<b>Cape Atlantic vs. Pacific</b>	<b>10,701</b>	<b>2,968</b>	<b>9.62%</b>	<b>9,402</b>	<b>15,042</b>
<b>Panamax Atlantic (1a, 2a)</b>	19,616	<b>342</b>	<b>2.11%</b>	18,487	17,773
<b>Panamax Pacific (3a, 4)</b>	15,372	<b>428</b>	<b>2.76%</b>	14,428	13,202
<b>Panamax Atlantic vs. Pacific</b>	<b>4,244</b>	<b>-86</b>	<b>-0.65%</b>	<b>4,060</b>	<b>4,571</b>
<b>Supramax Atlantic 3TC (S4A,S4B,S9)</b>	16,668	<b>613</b>	<b>3.07%</b>	15,460	16,796
<b>Supramax Pacific 3TC (S2,S8,S10)</b>	17,195	<b>414</b>	<b>2.48%</b>	15,690	12,709
<b>Supramax Atlantic vs. Pacific</b>	<b>-527</b>	<b>199</b>	<b>0.59%</b>	<b>-230</b>	<b>4,086</b>
<b>Handysize Atlantic 4TC (HS1-HS4)</b>	12,377	<b>106</b>	<b>0.70%</b>	12,262	14,112
<b>Handysize Pacific 3TC (HS5,HS6,HS7)</b>	13,306	<b>210</b>	<b>1.60%</b>	12,853	10,660
<b>Handysize Atlantic vs. Pacific</b>	<b>-930</b>	<b>-105</b>	<b>-0.90%</b>	<b>-591</b>	<b>3,452</b>

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	18,425	16,194	13,759	11,354	7,936
<b>Pmx5TC / Smx11TC Spread</b>	198	113	336	757	<b>-914</b>
<b>Cape5TC / Smx11TC Spread</b>	18,623	16,307	14,096	12,111	7,022
<b>Pmx 2A / Pmx 5TC Spread</b>	7,813	7,989	7,524	6,448	7,607
<b>Cape Atlantic vs Cape Pacific</b>	10,701	7,734	9,402	15,042	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	4,244	4,330	4,060	4,571	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-527</b>	<b>-725</b>	<b>-230</b>	<b>4,086</b>	<b>3,063</b>
<b>Cape5TC / Pmx5TC Ratio</b>	2.051	1.326	1.830	1.730	1.594
<b>Pmx5TC / Smx10TC Ratio</b>	1.011	1.198	1.021	1.051	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.346	0.900	1.290	1.189	1.198
<b>Cape5TC / Smx10TC Ratio</b>	2.075	1.589	1.868	1.819	1.492

Source - The Baltic Exchange

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