

## Cape 5TC

	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	3,023	<b>76</b>	<b>2.58%</b>	3,023	2,913
<b>C2</b> (160It Tubarao - Rotterdam)	14,369	<b>-0.037</b>	<b>-0.26%</b>	14,369	12,337
<b>C3</b> (160mt Tubarao - Qingdao)	30,141	<b>0.018</b>	<b>0.06%</b>	30,141	24,915
<b>C5</b> (160mt W Australia - Qingdao)	11,550	<b>0.43</b>	<b>3.87%</b>	11,550	9,702
<b>C7</b> (150mt Bolivar - Rotterdam)	13,469	<b>-0.125</b>	<b>-0.92%</b>	13,469	14,497
<b>C8</b> (182mt Gibraltar/HH trans Atlantic RV)	21,119	<b>-506</b>	<b>-2.34%</b>	21,119	28,442
<b>C9</b> (182mt Continent/Med trip Far East)	52,922	<b>-972</b>	<b>-1.80%</b>	52,922	50,433
<b>C10</b> (182mt Nopac round V)	26,968	<b>2,313</b>	<b>9.38%</b>	26,968	22,212
<b>C14</b> (182mt China - Brazil RV)	28,534	<b>322</b>	<b>1.14%</b>	28,534	26,331
<b>C16</b> (182mt Revised backhaul)	8,522	<b>33</b>	<b>0.39%</b>	8,522	7,696
<b>C17</b> (170mt Saldanha Bay to Qingdao)	21.89	<b>-0.005</b>	<b>-0.02%</b>	21.89	18.10
<b>BCI 5TC (182)</b>	27,421	<b>697</b>	<b>2.61%</b>	27,421	26,421

## Supramax 11TC

	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,209	<b>7</b>	<b>0.58%</b>	1,209	1,154
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-SO)	18,858	<b>-59</b>	<b>-0.31%</b>	18,858	17,608
<b>S1C_63</b> (US Gulf trip to China-South Japan)	18,836	<b>7</b>	<b>0.04%</b>	18,836	23,254
<b>S2_63</b> (North China one Australian or Pacific round v)	15,725	<b>94</b>	<b>0.60%</b>	15,725	13,446
<b>S3_63</b> (North China trip to West Africa)	14,100	<b>500</b>	<b>3.68%</b>	14,100	11,468
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	17,714	<b>-165</b>	<b>-0.92%</b>	17,714	23,434
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	10,021	<b>-15</b>	<b>-0.15%</b>	10,021	11,140
<b>S5_63</b> (West Africa trip via East Coast South America)	20,257	<b>75</b>	<b>0.37%</b>	20,257	19,815
<b>S8_63</b> (South China trip via Indonesia to East Coast In)	15,843	<b>47</b>	<b>0.30%</b>	15,843	13,184
<b>S9_63</b> (West Africa trip via East Coast South America)	16,471	<b>78</b>	<b>0.48%</b>	16,471	16,280
<b>S10_63</b> (South China trip via Indonesia to South China)	11,653	<b>3</b>	<b>0.03%</b>	11,653	10,319
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	15,983	<b>75</b>	<b>0.47%</b>	15,983	13,748
<b>BSI 11TC</b>	15,285	<b>95</b>	<b>0.63%</b>	15,285	14,589

## BDI Index

	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,030	<b>35</b>	<b>1.75%</b>	2,030	1,957

## Atlantic vs. Pacific (5TC)

	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	37,021	<b>-739</b>	<b>-2.07%</b>	37,021	39,437
Cape Pacific (C10, C14)	27,751	<b>1,318</b>	<b>5.26%</b>	27,751	24,272
<b>Cape Atlantic vs. Pacific</b>	<b>9,270</b>	<b>-2,057</b>	<b>-7.33%</b>	<b>9,270</b>	<b>15,165</b>
Panamax Atlantic (1a, 2a)	17,445	<b>106</b>	<b>0.67%</b>	17,445	17,668
Panamax Pacific (3a, 4)	13,986	<b>-260</b>	<b>-1.80%</b>	13,986	13,042
<b>Panamax Atlantic vs. Pacific</b>	<b>3,460</b>	<b>366</b>	<b>2.47%</b>	<b>3,460</b>	<b>4,626</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	14,735	<b>-34</b>	<b>-0.20%</b>	14,735	16,951
Supramax Pacific 3TC (S2,S8,S10)	14,407	<b>48</b>	<b>0.31%</b>	14,407	12,317
<b>Supramax Atlantic vs. Pacific</b>	<b>328</b>	<b>-82</b>	<b>-0.51%</b>	<b>328</b>	<b>4,635</b>
Handysize Atlantic 4TC (HS1-HS4)	12,600	<b>-210</b>	<b>-1.90%</b>	12,600	14,348
Handysize Pacific 3TC (HS5,HS6,HS7)	12,405	<b>21</b>	<b>0.17%</b>	12,405	10,378
<b>Handysize Atlantic vs. Pacific</b>	<b>195</b>	<b>-231</b>	<b>-2.08%</b>	<b>195</b>	<b>3,970</b>

## Previous TC

	Today	Change	Change	MTD	YTD
<b>BCI 5TC (180)</b>	23,918	<b>697</b>	<b>3.00%</b>	23,918	22,918
<b>BSI 10TC</b>	13,251	<b>95</b>	<b>0.72%</b>	13,251	12,555

## Panamax 5TC

	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	1,758	<b>14</b>	<b>0.80%</b>	1,758	1,711
<b>P1A_82</b> (82500mt Transatlantic RV)	12,305	<b>105</b>	<b>0.86%</b>	12,305	13,633
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	22,585	<b>106</b>	<b>0.47%</b>	22,585	21,703
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	15,805	<b>-320</b>	<b>-1.98%</b>	15,805	15,730
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	12,166	<b>-200</b>	<b>-1.62%</b>	12,166	10,353
<b>P5_82</b> (82500mt S China/HK range Indo RV)	14,778	<b>-244</b>	<b>-1.62%</b>	14,778	#N/A
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	17,740	<b>653</b>	<b>3.82%</b>	17,740	16,184
<b>P8</b> (66000mt Santos to China)	52,514	<b>0.678</b>	<b>1.31%</b>	52,514	42,983
<b>BPI82 5TC</b>	15,825	<b>133</b>	<b>0.85%</b>	15,825	15,402

	Avg 2026	Avg 2025	Max 2026	Min 2026	30D Vol 2025
<b>Cape 5TC</b>	26,421	21,297	31,809	19,729	93.37%
<b>Panamax 5TC</b>	15,402	13,361	18,127	11,536	36.96%
<b>Supramax 11TC</b>	14,589	14,275	17,600	12,038	19.44%
<b>Handysize 7TC</b>	12,413	11,911	15,002	10,578	11.56%

## Handysize 7TC

	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	696	<b>-6</b>	<b>-0.85%</b>	696	690
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	8,193	<b>-228</b>	<b>-2.71%</b>	8,193	8,319
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,936	<b>-150</b>	<b>-1.49%</b>	9,936	9,793
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	18,428	<b>161</b>	<b>0.88%</b>	18,428	19,897
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	13,843	<b>-621</b>	<b>-4.29%</b>	13,843	19,384
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	12,813	<b>0</b>	<b>0.00%</b>	12,813	10,862
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	12,288	<b>13</b>	<b>0.11%</b>	12,288	10,390
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	12,113	<b>50</b>	<b>0.41%</b>	12,113	9,883
<b>BHSI 7TC</b>	12,532	<b>-97</b>	<b>-0.77%</b>	12,532	12,413

## Spreads and Ratio (5TC)

	Today	Yesterday	MTD	YTD	2022
<b>Cape5TC / Pmx5TC Spread</b>	11,596	11,032	11,596	11,019	7,936
<b>Pmx5TC / Smx11TC Spread</b>	540	502	540	813	<b>-914</b>
<b>Cape5TC / Smx11TC Spread</b>	12,136	11,534	12,136	11,832	7,022
<b>Pmx 2A / Pmx 5TC Spread</b>	6,760	6,787	6,760	6,301	7,607
<b>Cape Atlantic vs Cape Pacific</b>	9,270	11,326	9,270	15,165	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	3,460	3,094	3,460	4,626	6,747
<b>Supra Atlantic vs Supra Pacific</b>	328	410	328	4,635	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	1.733	1.326	1.733	1.715	1.594
<b>Pmx5TC / Smx10TC Ratio</b>	1.035	1.198	1.035	1.056	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.220	0.900	1.220	1.175	1.198
<b>Cape5TC / Smx10TC Ratio</b>	1.794	1.589	1.794	1.811	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