

Cape 5TC					
	Today	Change	Change	MTD	YTD
<b>BCI Index</b>	4,703	<b>256</b>	<b>5.76%</b>	4,575	3,171
<b>C2</b> (160lt Tubarao - Rotterdam)	18,388	<b>1,413</b>	<b>8.32%</b>	17,682	13,115
<b>C3</b> (160mt Tubarao - Qingdao)	35,725	<b>0,675</b>	<b>1.93%</b>	35,388	26,788
<b>C5</b> (160mt W Australia - Qingdao)	14,750	<b>1,083</b>	<b>7.92%</b>	14,209	10,521
<b>C7</b> (150mt Bolivar - Rotterdam)	20,056	<b>0,787</b>	<b>4.08%</b>	19,663	15,103
<b>C8</b> (182mt Gibraltar/HH trans Atlantic RV)	45,125	<b>1,937</b>	<b>4.49%</b>	44,157	30,124
<b>C9</b> (182mt Continent/Med trip Far East)	69,754	<b>1,566</b>	<b>2.30%</b>	68,971	53,472
<b>C10</b> (182mt Nopac round V)	42,010	<b>3,749</b>	<b>9.80%</b>	40,136	22,212
<b>C14</b> (182mt China - Brazil RV)	40,415	<b>943</b>	<b>2.39%</b>	39,944	28,551
<b>C16</b> (182mt Revised backhaul)	18,833	<b>2,277</b>	<b>13.75%</b>	17,695	8,714
<b>C17</b> (170mt Saldanha Bay to Qingdao)	26,200	<b>0,538</b>	<b>2.10%</b>	25,93	19,47
<b>BCI 5TC (182)</b>	42,649	<b>2,318</b>	<b>5.75%</b>	41,490	28,763

Supramax 11TC					
	Today	Change	Change	MTD	YTD
<b>BSI Index</b>	1,508	<b>-12</b>	<b>-0.79%</b>	1,514	1,219
<b>S1B_63</b> (Canakkale trip via Med or BI Sea to China-South Japan)	17,738	<b>-54</b>	<b>-0.30%</b>	17,765	17,692
<b>S1C_63</b> (US Gulf trip to China-South Japan)	24,893	<b>286</b>	<b>1.16%</b>	24,750	23,236
<b>S2_63</b> (North China one Australian or Pacific round via East Coast South America)	18,408	<b>-175</b>	<b>-0.94%</b>	18,608	14,626
<b>S3_63</b> (North China trip to West Africa)	18,375	<b>-25</b>	<b>-0.14%</b>	18,388	12,856
<b>S4A_63</b> (US Gulf trip to Skaw-Passero)	26,893	<b>-193</b>	<b>-0.71%</b>	26,990	23,669
<b>S4B_63</b> (Skaw-Passero trip to US Gulf)	11,079	<b>8</b>	<b>0.07%</b>	11,075	10,875
<b>S5_63</b> (West Africa trip via East Coast South America)	21,079	<b>-78</b>	<b>-0.37%</b>	21,118	20,245
<b>S8_63</b> (South China trip via Indonesia to East Coast South America)	24,796	<b>-154</b>	<b>-0.62%</b>	24,985	15,268
<b>S9_63</b> (West Africa trip via East Coast South America)	17,429	<b>-21</b>	<b>-0.12%</b>	17,440	16,560
<b>S10_63</b> (South China trip via Indonesia to South China)	17,042	<b>-125</b>	<b>-0.73%</b>	17,197	11,651
<b>S15_63</b> (Indian Ocean trip via South Africa to Far East)	17,390	<b>-10</b>	<b>-0.06%</b>	17,395	14,544
<b>BSI 11TC</b>	19,058	<b>-151</b>	<b>-0.79%</b>	19,134	15,407

BDI Index					
	Today	Change	Change	MTD	YTD
<b>BDI Index</b>	2,832	<b>102</b>	<b>3.74%</b>	2,781	2,089

Atlantic vs. Pacific (5TC)					
	Today	Change	Change	MTD	YTD
Cape Atlantic (C8, C9)	57,440	<b>1,752</b>	<b>3.39%</b>	56,564	41,798
Cape Pacific (C10, C14)	41,213	<b>2,346</b>	<b>6.09%</b>	40,040	25,382
<b>Cape Atlantic vs. Pacific</b>	<b>16,227</b>	<b>-595</b>	<b>-2.70%</b>	<b>16,524</b>	<b>16,416</b>
Panamax Atlantic (1a, 2a)	20,041	<b>778</b>	<b>4.50%</b>	19,652	18,072
Panamax Pacific (3a, 4)	16,999	<b>201</b>	<b>1.12%</b>	16,898	13,658
<b>Panamax Atlantic vs. Pacific</b>	<b>3,043</b>	<b>577</b>	<b>3.38%</b>	<b>2,754</b>	<b>4,414</b>
Supramax Atlantic 3TC (S4A,S4B,S9)	18,467	<b>-69</b>	<b>-0.25%</b>	18,501	17,035
Supramax Pacific 3TC (S2,S8,S10)	20,082	<b>-151</b>	<b>-0.76%</b>	20,264	13,848
<b>Supramax Atlantic vs. Pacific</b>	<b>-1,615</b>	<b>83</b>	<b>0.51%</b>	<b>-1,762</b>	<b>3,186</b>
Handysize Atlantic 4TC (HS1-HS4)	13,959	<b>117</b>	<b>0.42%</b>	13,900	13,998
Handysize Pacific 3TC (HS5,HS6,HS7)	15,655	<b>96</b>	<b>0.62%</b>	15,607	11,318
<b>Handysize Atlantic vs. Pacific</b>	<b>-1,696</b>	<b>21</b>	<b>-0.20%</b>	<b>-1,706</b>	<b>2,679</b>

Previous TC					
	Today	Change	Change	MTD	YTD
<b>BCI 5TC (180)</b>	39,146	<b>2,318</b>	<b>6.29%</b>	37,987	25,260
<b>BSI 10TC</b>	17,024	<b>-151</b>	<b>-0.88%</b>	17,100	13,373

Panamax 5TC					
	Today	Change	Change	MTD	YTD
<b>BPI Index</b>	2,054	<b>52</b>	<b>2.60%</b>	2,028	1,766
<b>P1A_82</b> (82500mt Transatlantic RV)	14,573	<b>840</b>	<b>6.12%</b>	14,153	13,653
<b>P2A_82</b> (82500mt SKAW-GIB/FAR EAST)	25,509	<b>715</b>	<b>2.88%</b>	25,152	22,491
<b>P3A_82</b> (82500mt Japan-SK/NOPAC/RV)	20,006	<b>300</b>	<b>1.52%</b>	19,856	16,310
<b>P4_82</b> (82500mt FAR EAST/NOPAC/SK-PASS)	13,991	<b>101</b>	<b>0.73%</b>	13,941	11,006
<b>P5_82</b> (82500mt S China/HK range Indo RV)	20,829	<b>190</b>	<b>0.92%</b>	20,734	14,377
<b>P6_82</b> (82500mt Dely Spore or (Busan, US grain season) transatlantic)	19,652	<b>352</b>	<b>1.82%</b>	19,476	16,834
<b>P8</b> (66000mt Santos to China)	52,733	<b>0,819</b>	<b>1.58%</b>	52,187	45,343
<b>BPI82 5TC</b>	18,490	<b>472</b>	<b>2.62%</b>	18,254	15,891

	Avg 2026	Avg 2025	Max 2026	Min 2026	30D Vol 2025
<b>Cape 5TC</b>	28,763	21,297	42,649	19,729	93.37%
<b>Panamax 5TC</b>	15,891	13,361	18,490	11,536	36.96%
<b>Supramax 11TC</b>	15,407	14,275	19,487	12,038	19.44%
<b>Handysize 7TC</b>	12,697	11,911	15,002	10,578	11.56%

Handysize 7TC					
	Today	Change	Change	MTD	YTD
<b>BHSI Index</b>	821	<b>6</b>	<b>0.74%</b>	818	705
<b>HS1_38</b> (Skaw/Passero trip Recalada/Rio de Janeiro)	7,321	<b>13</b>	<b>0.18%</b>	7,315	8,195
<b>HS2_38</b> (Skaw/Passero trip Boston/Galveston)	9,829	<b>-179</b>	<b>-1.79%</b>	9,919	9,830
<b>HS3_38</b> (Recalada/Rio de Janeiro trip Skaw/Passero.)	23,756	<b>413</b>	<b>1.77%</b>	23,550	20,208
<b>HS4_38</b> (US Gulf trip via US Gulf or NCSA to Skaw/Pass)	14,929	<b>221</b>	<b>1.50%</b>	14,819	17,757
<b>HS5_38</b> (SE Asia trip via Australia to Singapore/Japan)	15,321	<b>29</b>	<b>0.19%</b>	15,307	11,720
<b>HS6_38</b> (S Korea/Japan via NOPAC to Singapore/Japan)	15,657	<b>174</b>	<b>1.12%</b>	15,570	11,311
<b>HS7_38</b> (S Korea/Japan via NOPAC to SE Asia)	15,986	<b>86</b>	<b>0.54%</b>	15,943	10,924
<b>BHSI 7TC</b>	14,774	<b>108</b>	<b>0.74%</b>	14,720	12,697

Spreads and Ratio (5TC)					
	Today	Yesterday	MTD	YTD	2025
<b>Cape5TC / Pmx5TC Spread</b>	24,159	22,313	23,236	12,872	7,936
<b>Pmx5TC / Smx11TC Spread</b>	<b>-588</b>	<b>-1,191</b>	<b>-880</b>	484	<b>-914</b>
<b>Cape5TC / Smx11TC Spread</b>	23,591	21,122	22,357	13,356	7,022
<b>Pmx 2A / Pmx 5TC Spread</b>	7,019	6,776	6,898	6,600	7,607
<b>Cape Atlantic vs Cape Pacific</b>	16,227	16,822	16,524	16,416	6,947
<b>Pmx Atlantic vs Pmx Pacific</b>	3,043	2,466	2,754	4,414	6,747
<b>Supra Atlantic vs Supra Pacific</b>	<b>-1,615</b>	<b>-1,698</b>	<b>-1,762</b>	3,186	3,063
<b>Cape5TC / Pmx5TC Ratio</b>	2.307	1.326	2.273	1.810	1.594
<b>Pmx5TC / Smx10TC Ratio</b>	0.970	1.198	0.954	1.031	0.936
<b>Smx10TC / Handy7TC Ratio</b>	1.290	0.900	1.300	1.213	1.198
<b>Cape5TC / Smx10TC Ratio</b>	2.238	1.589	2.168	1.867	1.492

Source - The Baltic Exchange

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