

| Capesize 5TC                                          |        |        |          |        |        |
|-------------------------------------------------------|--------|--------|----------|--------|--------|
|                                                       | Today  | Change | Change % | MTD    | YTD    |
| BCI (Baltic Capesize Index)                           | 4,376  | -76    | -1.71%   | 4,758  | 3,819  |
| C2 (Tubarao to Rotterdam)                             | 15,119 | -0.125 | -0.82%   | 15,643 | 14,906 |
| C3 (Tubarao to Qingdao)                               | 35,659 | -0.191 | -0.53%   | 35,689 | 30,338 |
| C5 (W.Australia to Qingdao)                           | 13,285 | -0.2   | -1.48%   | 14.9   | 11,918 |
| C7 (Bolivar to Rotterdam)                             | 18,819 | -0.406 | -2.11%   | 19,969 | 17,437 |
| C8_182 (Gibraltar/Hamburg transatlantic round voyage) | 40,856 | -1,363 | -3.23%   | 44,830 | 37,803 |
| C9_182 (Cont-Med trip China-Japan)                    | 74,461 | -72    | -0.1%    | 75,086 | 62,936 |
| C10_182 (China-Japan transpacific round voyage)       | 37,286 | -1,219 | -3.17%   | 44,651 | 32,327 |
| C14_182 (China-Brazil or W.Africa round voyage)       | 39,420 | -62    | -0.16%   | 39,555 | 33,291 |
| C16_182 (Revised Backhaul)                            | 10,744 | -284   | -2.58%   | 12,229 | 11,681 |
| C17 (Saldanha Bay to Qingdao)                         | 26,035 | -0.12  | -0.46%   | 26,073 | 22,128 |
| C5TC (182) (Capesize 5-Time Charter)                  | 39,684 | -691   | -1.71%   | 43,156 | 34,635 |
| C5TC (Capesize 5-Time Charter)                        | 36,181 | -691   | -1.87%   | 39,653 | 31,132 |

| Panamax 5TC                                         |        |        |          |        |        |
|-----------------------------------------------------|--------|--------|----------|--------|--------|
|                                                     | Today  | Change | Change % | MTD    | YTD    |
| BPI (Baltic Panamax Index)                          | 2,107  | -48    | -2.23%   | 2,231  | 1,981  |
| P1A_82 (Skaw-Gibraltar transatlantic round voyage)  | 18,923 | -863   | -4.36%   | 22,383 | 16,738 |
| P2A_82 (Skaw-Gibraltar trip to Taiwan-Japan)        | 28,656 | -462   | -1.59%   | 31,460 | 25,899 |
| P3A_82 (Japan-S.Korea transpacific round voyage)    | 16,953 | -438   | -2.52%   | 17,165 | 17,361 |
| P4_82 (Japan-S.Korea trip to Skaw-Passero)          | 11,544 | -122   | -1.05%   | 11,443 | 11,964 |
| P5_82 (S.China, Indonesian round voyage (BEP Asia)) | 15,767 | -527   | -3.23%   | 15,840 | 15,907 |
| P6_82 (Singapore round voyage via Atlantic)         | 19,915 | -146   | -0.73%   | 19,688 | 18,382 |
| P8 (Santos to Qingdao grain)                        | 52,586 | -0.057 | -0.11%   | 52,078 | 48,693 |
| P5TC (Panamax 5-Time Charter)                       | 18,964 | -427   | -2.2%    | 20,084 | 17,826 |

| Supramax 11TC                                              |        |        |          |        |        |
|------------------------------------------------------------|--------|--------|----------|--------|--------|
|                                                            | Today  | Change | Change % | MTD    | YTD    |
| BSI (Baltic Supramax Index)                                | 1,634  | 3      | 0.18%    | 1,614  | 1,413  |
| S1B (Canakkale trip via Med or Black Sea to China-S.Korea) | 24,507 | -57    | -0.23%   | 25,266 | 20,050 |
| S1C (US Gulf trip to China-S.Japan)                        | 30,553 | -278   | -0.9%    | 30,202 | 26,132 |
| S2 (N.China one Australian or Pacific round voyage)        | 18,388 | 107    | 0.59%    | 17,403 | 16,450 |
| S3 (N.China trip to W.Africa)                              | 19,642 | -91    | -0.46%   | 19,387 | 16,473 |
| S4A (US Gulf trip to Skaw-Passero)                         | 30,366 | -184   | -0.6%    | 30,033 | 26,589 |
| S4B (Skaw-Passero trip to US Gulf)                         | 15,450 | -75    | -0.48%   | 15,969 | 12,192 |
| S5 (W.Africa trip via EC S.America to N.China)             | 26,375 | 156    | 0.59%    | 25,756 | 22,786 |
| S8 (S.China trip via Indonesia to EC India)                | 21,779 | 150    | 0.69%    | 21,217 | 18,936 |
| S9 (W.Africa trip via EC South America to Skaw-Passero)    | 21,563 | 366    | 1.73%    | 20,973 | 18,467 |
| S10 (S.China trip via Indonesia to S.China)                | 15,238 | 194    | 1.29%    | 14,695 | 13,533 |
| S15 (Indian Ocean trip via S.Africa to the Far East)       | 17,336 | 36     | 0.21%    | 18,072 | 16,410 |
| S11TC (Supramax 11-Time Charter)                           | 20,651 | 37     | 0.18%    | 20,400 | 17,861 |
| S10TC (Supramax 10-Time Charter)                           | 18,617 | 37     | 0.2%     | 18,366 | 15,827 |

| Handysize 7TC                                           |        |        |          |        |        |
|---------------------------------------------------------|--------|--------|----------|--------|--------|
|                                                         | Today  | Change | Change % | MTD    | YTD    |
| BHSI (Baltic Handysize Index)                           | 867    | 1      | 0.12%    | 872    | 791    |
| HS1_38 (Skaw-Passero trip to Rio de Janeiro-Recalada)   | 8,243  | -78    | -0.94%   | 8,475  | 7,965  |
| HS2_38 (Skaw-Passero trip to Boston-Galveston)          | 10,571 | -43    | -0.41%   | 10,911 | 9,948  |
| HS3_38 (Rio de Janeiro-Recalada trip to Skaw-Passero)   | 20,738 | 88     | 0.43%    | 20,615 | 21,312 |
| HS4_38 (US Gulf or NC S.America to Skaw-Passero)        | 15,657 | 14     | 0.09%    | 16,569 | 18,169 |
| HS5_38 (SE.Asia trip to Singapore-Japan)                | 17,550 | 112    | 0.64%    | 17,256 | 14,318 |
| HS6_38 (N.China-S.Korea-Japan to N.China-S.Korea-Japan) | 17,306 | 0      | 0%       | 17,212 | 14,063 |
| HS7_38 (N.China-S.Korea-Japan trip to SE.Asia)          | 17,331 | 0      | 0%       | 17,229 | 13,928 |
| HS7TC (Handysize 7-Time Charter)                        | 15,605 | 20     | 0.13%    | 15,688 | 14,230 |

| BDI Index |       |        |          |       |       |
|-----------|-------|--------|----------|-------|-------|
|           | Today | Change | Change % | MTD   | YTD   |
| BDI       | 2,776 | -39    | -1.39%   | 2,941 | 2,456 |

| Averages   |          |          |          |          |         |
|------------|----------|----------|----------|----------|---------|
|            | Avg 2026 | Avg 2025 | Max 2026 | Min 2026 | 30D Vol |
| C5TC (182) | 34,635   | 24,757   | 50,041   | 19,729   | 54.28%  |
| C5TC       | 31,132   | 21,246   | 46,538   | 16,226   | 59.42%  |
| P5TC       | 17,826   | 13,376   | 22,691   | 11,536   | 24.61%  |
| S11TC      | 17,861   | 14,273   | 21,965   | 12,038   | 9.45%   |
| S10TC      | 15,827   | 12,239   | 19,931   | 10,004   | 10.45%  |
| HS7TC      | 14,230   | 11,902   | 17,044   | 10,578   | 3.64%   |

| Atlantic vs. Pacific (5TC)    |        |        |          |        |        |
|-------------------------------|--------|--------|----------|--------|--------|
|                               | Today  | Change | Change % | MTD    | YTD    |
| Cape Atlantic                 | 57,659 | -718   | -1.23%   | 59,958 | 50,370 |
| Cape Pacific                  | 38,353 | -641   | -1.64%   | 42,103 | 32,809 |
| Cape Atlantic VS Pacific      | 19,306 | -77    | -0.4%    | 17,855 | 17,561 |
| Panamax Atlantic              | 23,790 | -663   | -2.71%   | 26,921 | 21,318 |
| Panamax Pacific               | 14,249 | -280   | -1.93%   | 14,304 | 14,663 |
| Panamax Atlantic VS Pacific   | 9,541  | -383   | -3.85%   | 12,617 | 6,656  |
| Supramax Atlantic 3TC         | 22,460 | 36     | 0.16%    | 22,325 | 19,082 |
| Supramax Pacific 3TC          | 18,468 | 150    | 0.82%    | 17,772 | 16,307 |
| Supramax Atlantic VS Pacific  | 3,991  | -115   | -2.79%   | 4,553  | 2,813  |
| Handysize Atlantic 4TC        | 13,802 | -5     | -0.03%   | 14,143 | 14,349 |
| Handysize Pacific 3TC         | 17,396 | 37     | 0.22%    | 17,233 | 14,103 |
| Handysize Atlantic VS Pacific | -3,593 | -42    | -1.19%   | -3,090 | 245    |

| Spreads and Ratios (5TC)       |        |        |          |        |        |        |
|--------------------------------|--------|--------|----------|--------|--------|--------|
|                                | Today  | Change | Change % | MTD    | YTD    | 2025   |
| Cape5TC (182) / Pmx5TC Spread  | 20,720 | -264   | -1.26%   | 23,072 | 16,809 | 11,381 |
| Pmx5TC / Smx11TC Spread        | -1,687 | -464   | -37.94%  | -316   | -35    | -896   |
| Cape5TC (182) / Smx11TC Spread | 19,033 | -728   | -3.68%   | 22,755 | 16,774 | 10,484 |
| Pmx P2A / Pmx5TC Spread        | 9,692  | -35    | -0.36%   | 11,376 | 8,073  | 6,868  |
| Cape Atlantic VS Pacific       | 19,306 | -77    | -0.4%    | 17,855 | 17,561 | 12,642 |
| Panamax Atlantic VS Pacific    | 9,541  | -383   | -3.85%   | 12,617 | 6,656  | 6,665  |
| Supramax Atlantic VS Pacific   | 3,991  | -115   | -2.79%   | 4,553  | 2,813  | 2,840  |
| Cape5TC (182) / Pmx5TC Ratio   | 2.093  | 0.01   | 0.5%     | 2.148  | 1.929  | 1.844  |
| Pmx5TC / Smx10TC Ratio         | 1.019  | -0.025 | -2.4%    | 1.094  | 1.142  | 1.11   |
| Smx11TC / Handy7TC Ratio       | 1.323  | 0.001  | 0.05%    | 1.3    | 1.25   | 1.195  |
| Cape5TC (182) / Smx10TC Ratio  | 2.132  | -0.041 | -1.91%   | 2.351  | 2.194  | 2.033  |

Source(s): Baltic Exchange, FIS

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