FERTS AGRI OIL WET FFAS DRY FFAS IRON ORE METALS AIR FREIGHT COA



info@freightinvestor.com | www.freightinvestorservices.com | (+44) 207 090 1120

	Previous Close	Current Close	% Change		Previous Close	Current Close	% Change
Cape 1 month forward	10750	11750	9.3%	Pmx 1 month forward	17725	17100	-3.5%
Cape Q2 21	15525	16250	4.7%	Pmx Q2 21	16275	16100	-1.1%
Cape Cal 22	15125	15700	3.8%	Pmx Cal 22	11425	11575	1.3%

	Previous Close	Current Close	% Change		Previous Close	Current Close	% Change
Smx 1 month forward	19000	18500	-2.6%	Brent	67.31	67.01	-0.4%
Smx Q2 21	16000	15625	-2.3%	WTI	63.45	63.45	0.0%
Smx Cal 22	11125	11175	0.4%	Iron ore	165.7	165.35	-0.2%

Data Source FIS and Bloomberg

The downside move in the March Iron ore futures looks to have been over quickly, with the price

failing to test the USD 165.80 support that we highlighted in the morning technical. Rebar continues to push higher, and steel margins remain stable, this supports our bullish technical, as the market is seemingly unfazed by the announced curbs in Tangshan yesterday. USD 176.20 is the level for the march futures, however the April is becoming the active contract, so we could see both contracts looking to trade above this level.

The Capesize index is showing a momentum slowdown and is holding above the USD 12,191 level that we highlighted yesterday. Down just USD 112 today, this prompted market buyers in the March futures to push it above our USD 11,600 level from yesterday, to trade up to a USD 12,500 high. Tomorrows open will be key, as price and momentum are conflicting. If the futures open above the USD 11,850 level with the 4-hour RSI above 52 (currently 49), then any upside move, could potentially gain real traction. If the futures come under pressure on the open market sellers will be looking to test the USD 10,250 low.

Two days ago, the Panamax index was showing signs of slowing down, today it came in down USD 617, at USD 18,532. we noted on the technical report on the 17/02/21 that the index was 54% above the 34-period exponential moving average, meaning we had a large mean reversion gap in play. The average has now moved USD 1,600 higher, whilst the index has moved USD 2,791 lower, meaning the gap is now only 17%. What we are seeing is a natural correction from an over-extended market that is rebalancing. The technical still indicates a corrective phase rather than bearish and we maintain or view that there should be further upsides moves to come. We mark the USD 16,000 area as a key support level suggesting that we could soon be seeing some value in the futures in the March and April futures.

The Supramax index is slowing down but still posting gains of around +USD 500, the disparity between the March and the index is now at USD 2,000. There is time value in the April futures which is why it is pricing at USD 16,550, however if the index turns negative tomorrow and enters a corrective phase, we still see key support at USD 15,300. As highlighted in the Panamax, if the April contract moves much lower it could start attracting market buyers looking to extract some value on the curve.

Oil really does not know what to do today. The Brent futures had what can only be described as a small technical break to the upside on the EU open that lasted all of 20 minutes before trading below the USD 67.03 low of the opening bull candle. A quick about reverse resulted in the futures trading within 1 pip of the USD 66.47 daily pivot point. Market shorts closed out, pushing the futures back up to USD 67.03. Day traders only today based on that price action. If the 6.00 p.m. (U.K.) candle closes above USD 67.04 then you could potentially see the market being bullied back up to the USD 67.70 level. However, if it does not it will probably test the low,

Continued page 2.

The information provided in this communication is not intended for retail clients. It is general in nature only and does not constitute advice or an offer to sell, or the solicitation of an offer to purchase any swap or other financial instruments, nor constitute any recommendation on our part. The information has been prepared without considering your investment objectives, financial situation, or knowledge and experience. This material is not a research report and is not intended as such. FIS is not responsible for any trading decisions taken based on this communication. Trading swaps and over-the-counter derivatives, exchange-traded derivatives, and options involve substantial risk and are not suitable for all investors. You are advised to perform an independent investigation to determine whether a transaction is suitable for you. No part of this material may be copied or duplicated in any form by any means or redistributed without our prior written consent. Freight Investor Services Ltd (FIS) is authorised and regulated by the Financial Conduct Authority (FRN: 211452) and is a member of the National Futures Association ("NFA"). Freight Investor Services PTE Ltd ('FIS PTE') is a private limited company, incorporated and registered in Singapore with company number 200603922G, and has subsidiary offices in India and Shanghai. Freight Investor Solutions DMCC ('FIS DMCC') is a private limited company, incorporated and registered in Dubai with company number DMCC1225. Further information about FIS including the location of its offices can be found on our website at www.freightinvestorservices.com

FERTS AGRI OIL WET FFAS DRY FFAS IRON ORE METALS AIR FREIGHT COAL



info@freightinvestor.com | www.freightinvestorservices.com | (+44) 207 090 1120

The unprecedented cold front in Texas resulted in crude output falling to 9.7 million barrels a day (EIA) with concerns of a shortage of global supplies now building, the futures have traded to an intraday high of USD 67.30 on the back of this news. Our morning report had suggested we have the potential for further upside moves, however this is data driven and not technical and could potentially change the Elliott wave footprint in the coming days. Time will tell...

Have a nice evening.

The information provided in this communication is not intended for retail clients. It is general in nature only and does not constitute advice or an offer to sell, or the solicitation of an offer to purchase any swap or other financial instruments, nor constitute any recommendation on our part. The information has been prepared without considering your investment objectives, financial situation, or knowledge and experience. This material is not a research report and is not intended as such. FIS is not responsible for any trading decisions taken based on this communication. Trading swaps and over-the-counter derivatives, exchange-traded derivatives, and options involve substantial risk and are not suitable for all investors. You are advised to perform an independent investigation to determine whether a transaction is suitable for you. No part of this material may be copied or duplicated in any form by any means or redistributed without our prior written consent. Freight Investor Services Ltd (FIS) is authorised and regulated by the Financial Conduct Authority (FRN: 211452) and is a member of the National Futures Association ("NFA"). Freight Investor Services PTE Ltd ('FIS PTE') is a private limited company, incorporated and registered in Singapore with company number 200603922G, and has subsidiary offices in India and Shanghai. Freight Investor Solutions DMCC ('FIS DMCC') is a private limited company, incorporated and registered in Dubai with company number DMCC1225. Further information about FIS including the location of its offices can be found on our website at www.freightinvestorservices.com