EMISSIONS | OIL | <mark>FERROUS</mark> | FREIGHT | AGRI | METALS | ENERGY | PHYSICAL FREIGHT |



Iron Ore Offshore Intraday Morning Technical

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

Iron Ore Offshore Feb 23 Morning Technical Comment – 240 Min Chart



| Support | | Resistance | | Current Price | Bull | Bear |
|---------|--------|------------|--------|----------------------|--------------|-----------------------|
| S1 | 127.18 | R1 | 129.28 | | | |
| S2 | 123.65 | R2 | 135.28 | 128.65 | RSI above 50 | Stochastic overbought |
| S3 | 121.97 | R3 | 143.00 | | | |

Synopsis - Intraday

Chart source Bloomberg

- Price is above the 34-55 period EMA
- RSI is above 50 (63)
- Stochastic is overbought
- Price is above daily pivot point USD 127.18
- Before the CNY the futures had looked to be on an Elliott wave 5 of 5, with the wave one being longer than the wave 3, meaning we had a maximum upside target of USD 126.55 based on the Elliott rules. The futures have moved higher, suggesting we are seeing some form of wave extension (I cannot see why based on my wave count at this point). Price is above the EMA support band with the RSI above 50, intraday price and momentum are aligned to the buyside.
- A close on the 4-hour candle below USD 127.18 with the RSI at or below 61.5 will mean price and momentum are aligned to the sell side. Downside moves that hold at or above USD 121.97 will support a bull argument, below this level the technical will have a neutral bias. Only below USD 118.40 is the technical bearish.
- Technically bullish, the futures are in divergence with the RSI, not a sell signal it does warn that we have the potential to see a momentum slowdown and will need to be monitored. In terms of the Elliott wave, we will now need to wait for some clarity as the wave 3 is currently showing as the shortest wave which based on Elliott rules should not happen, meaning we either have wave extension, or an anomaly. A cautious bull due to the divergence and the lack of wave clarity at this point.

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 <u>freightinvestorservices.com</u>