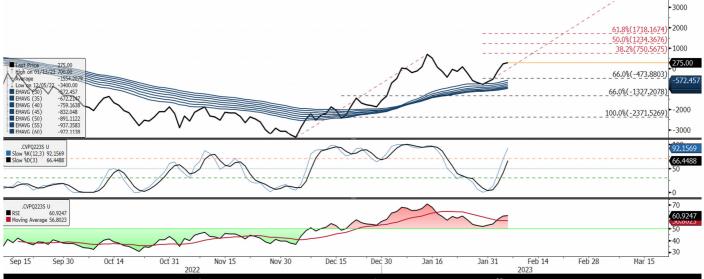
## **Cape v Pmx Technical Report**

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

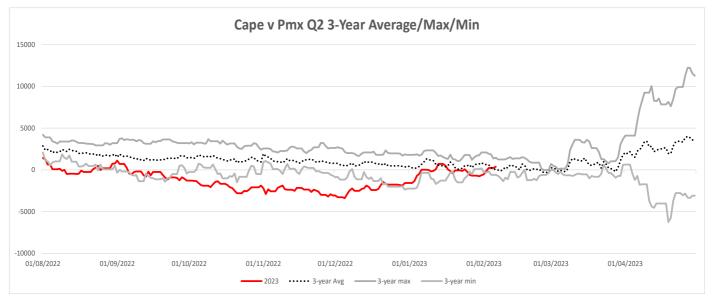
## Cape V Pmx Q2 23



Support		Resistance		<b>Current Price</b>	Bull	Bear			
S1	-473	R1	700						
S2	-775	R2	750	275	RSI above 50				
S3	-1,362	R3	1,234						
Synops	Synopsis - Intraday								

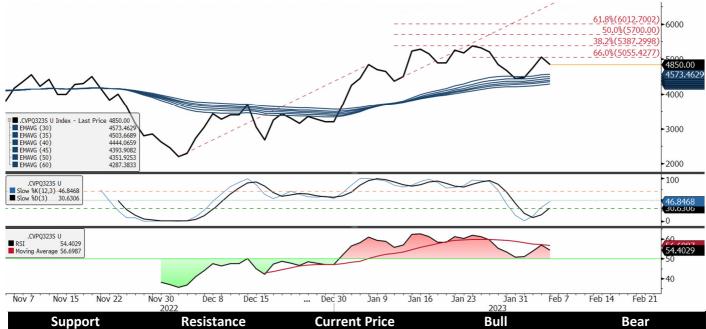
Source Bloomberg

- Price is above the EMA support band
- RSI is above 50 (60) •
- Stochastic is above 50
- 3-year seasonality based on the current price 06/02/23. -Average USD 81, Max USD 1,443, Min USD -600 .
- Technically bullish but in a corrective phase last week with a neutral RSI and oversold Stochastic, momentum warned that we were vulnerable to a test to the upside providing the RSI held above 50. A weakening MA on the RSI did warn that the technical was weakening. The spread held the EMA support band, resulting in a move higher, the RSI remains above 50.
- Downside moves that hold at or above USD -1,362 will support a bull argument, below this level the technical will have a neutral bias. Only below USD -2,425 is the technical bearish.
- Technically bullish with the spread moving higher, we now target the USD 700 high. Downside moves below USD -775 will imply that the futures are in a complex corrective phase, warning the USD -1,362 support could be vulnerable. However, corrective moves lower that hold at or above USD -473 will further support a near-term bull argument.



## Cape v Pmx Q3 23



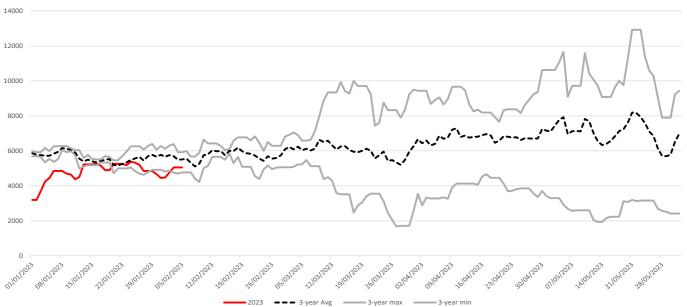


Support		Resistance		Current Price	Bull	Bear
S1	4,450	R1	5,386			
S2	4,375	R2	5,691	4,975	RSI above 50	
S3	3,700	R3	5,996			
<u> </u>						

Synopsis - Intraday

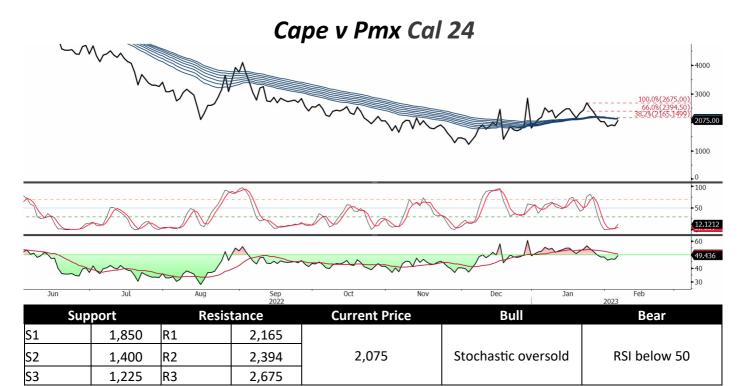
Source Bloomberg

- Price is above the EMA support band
- RSI is above 50 (54)
- Stochastic is oversold
- 3-year seasonality based on the current price 06/02/23. Average USD 5,555, Max USD 5,982, Min USD 4,766
- Technically bullish last week but with a neutral bias, support levels were vulnerable based on the depth of the pullback. We had a note of caution on upside moves as we had the potential to create a negative divergence on a new high, implying upside moves could fail to hold. The spread has moved lower with the technical now in bearish territory, however the futures have held the EMA support band meaning the RSI is above 50.
- Upside moves that fail at or below USD 5,055 will leave the futures vulnerable to further tests to the downside, above this level the technical will have a neutral bias. Only above USD 5,375 is the technical bullish.
- Technically bearish with price holding the USD 5,055 resistance at this point. Upside moves above USD 5,375 have the potential to create a negative divergence with the RSI. Not a sell signal, it will warn we have the potential to see a momentum slowdown on a new high, suggesting caution on upside breakouts.



Cape v Pmx Q3 3-Yr Avg/Max/Min

**Freight Investor Services** 

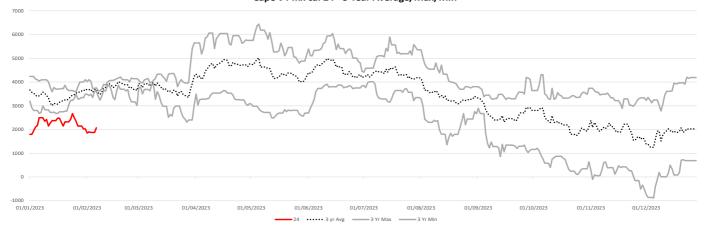


Synopsis - Intraday

- Price is below the EMA resistance band
- RSI is below 50 (49)
- Stochastic is oversold
- 3-year seasonality based on the current price 06/02/23. Average USD 3,771, Max USD 3,759, Min USD 3,615
- Technically bearish last week, we had a note of caution due to a support zone between USD 2,011 USD 1,989. We also remained conscious of the bullish seasonality charts. Price did trade down to a low of USD 1,850 before finding light bid support. The spread is below the EMA resistance band with the RSI below 50.

Source Bloomberg

- Upside moves that fail at or below USD 2,394 will leave the futures vulnerable to further tests to the downside, above this level the technical will have a neutral bias. Only above USD 2,675 is the spread bullish.
- Technically bearish, the futures are back above the support zone, if the RSI moves above 50 then momentum will be vulnerable to a test to the upside as the stochastic is in oversold territory, warning resistance levels could be tested. We also note that price is around USD 1,700 below the 3-year seasonality average.



Cape v Pmx cal 24 - 3 Year Average/Max/Min

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 a uthorised 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>