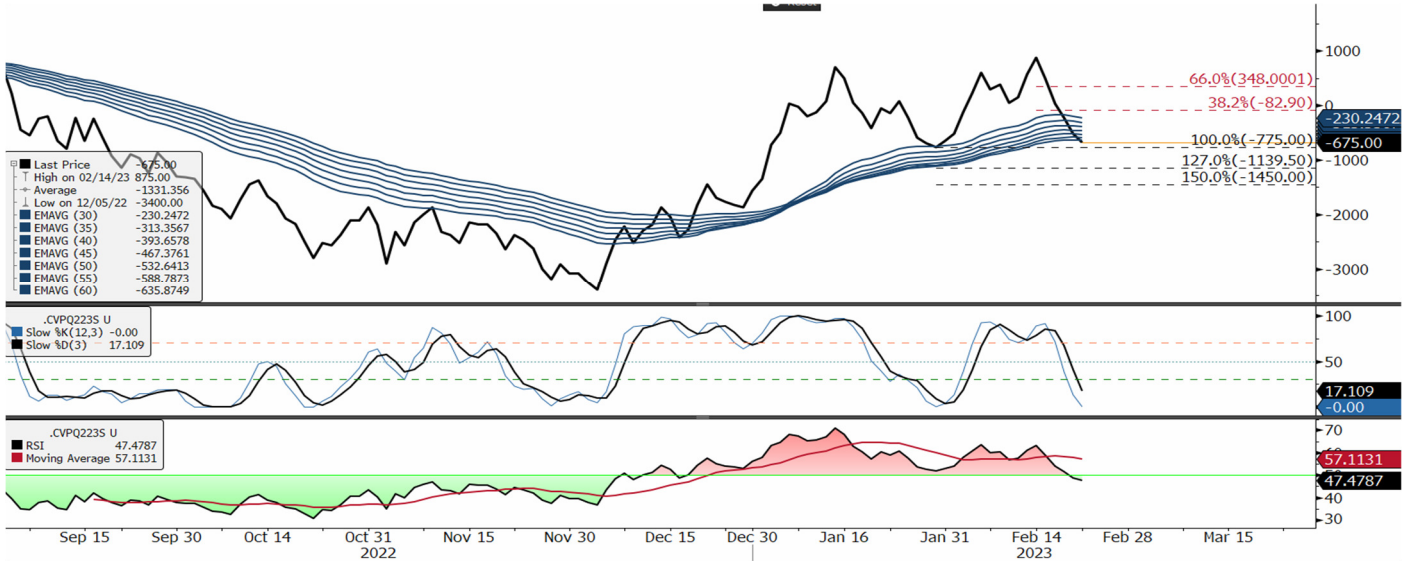




Cape v Pmx Technical Report

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

Cape V Pmx Q2 23



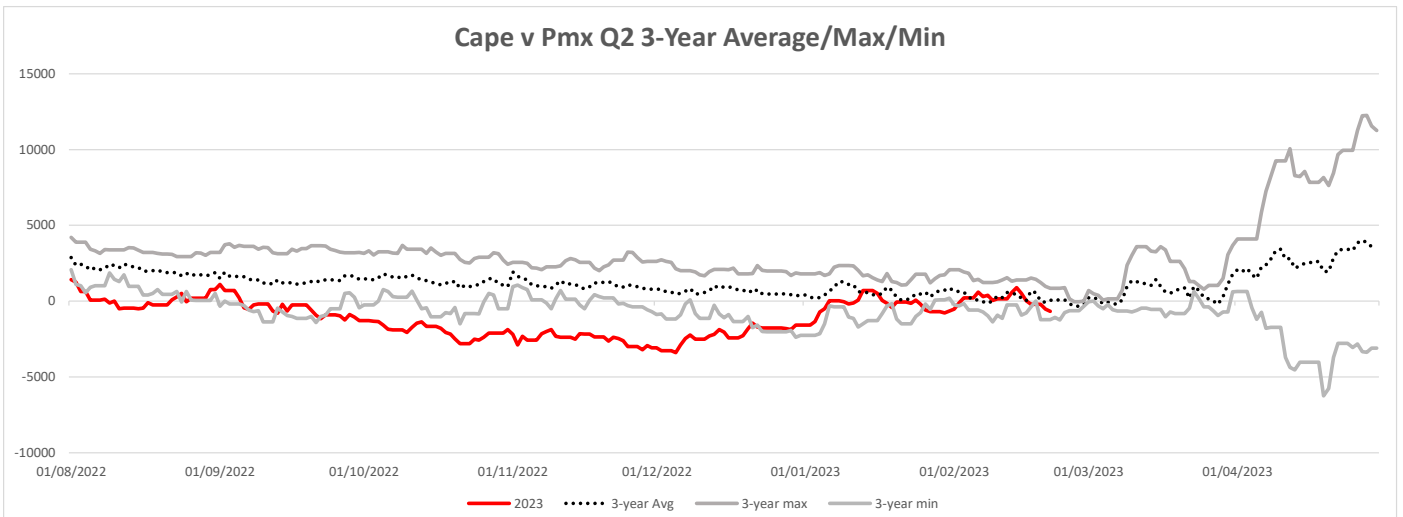
Support	Resistance	Current Price	Bull	Bear
S1	-775	R1	-82	
S2	-1,139	R2	100	
S3	-1,450	R3	348	
		-675	Stochastic oversold	RSI below 50

Synopsis - Intraday

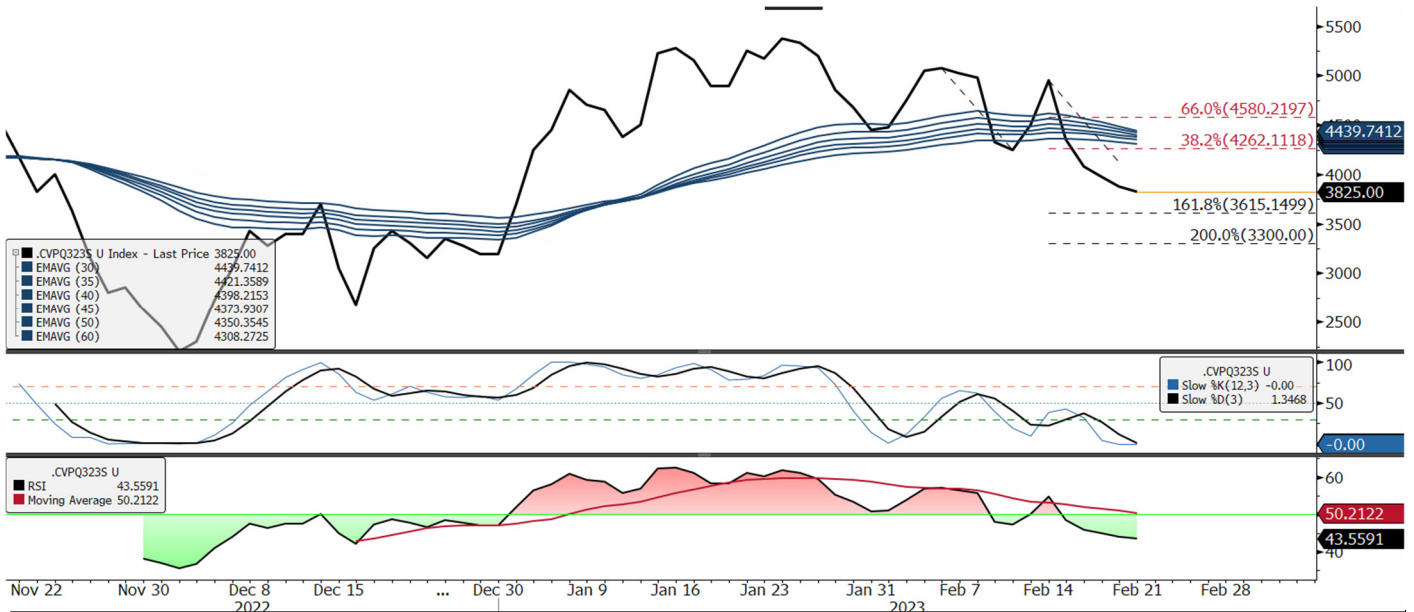
Source Bloomberg

- Price is below the EMA support band
- RSI is below 50 (47)
- Stochastic oversold
- 3-year seasonality based on the current price 21/02/23. Average USD 51, Max USD 853, Min USD -1,225
- We were a cautious bull last week as the as the futures were in divergence with the RSI, not a sell signal it did warn that we had the potential to see a momentum slowdown. Fibonacci projections suggested we had a potential upside target as high as USD 1,718; however, price traded to a high of USD 975 on the intraday before correcting on the back of the divergence. The spread is now trading just below the base of the EMA support band with the RSI below 50.
- Upside moves that fail at or below USD 348 will leave the futures vulnerable to further tests to the downside, above this level the technical will have a neutral bias. Likewise, a close below USD -775 will mean the technical is bearish.
- Technically bullish with a neutral bias, the stochastic has now entered oversold territory with price trading around the support band, warning we could be a little overextended to the downside at this point. This would suggest that USD 348 is the key resistance to follow on the technical.

Cape v Pmx Q2 3-Year Average/Max/Min



Cape v Pmx Q3 23



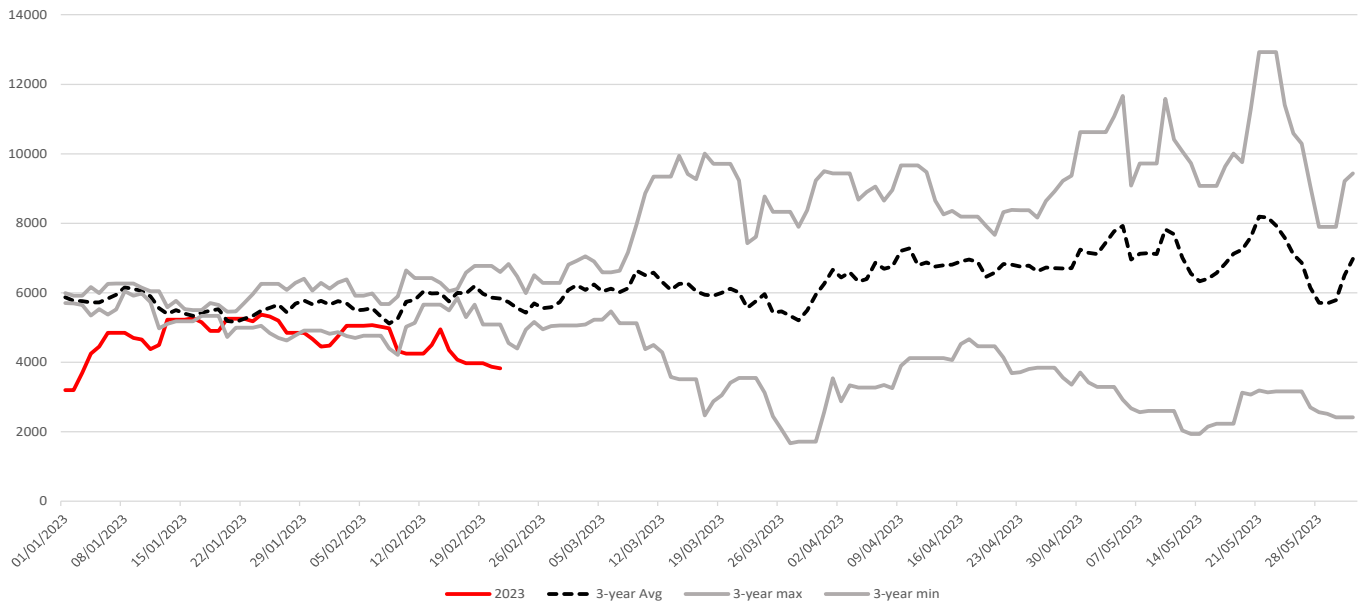
Support	Resistance	Current Price	Bull	Bear	
S1	3,712	R1	4,262	Stochastic oversold	RSI below 50
S2	3,615	R2	4,397		
S3	3,300	R3	4,580		

Synopsis - Intraday

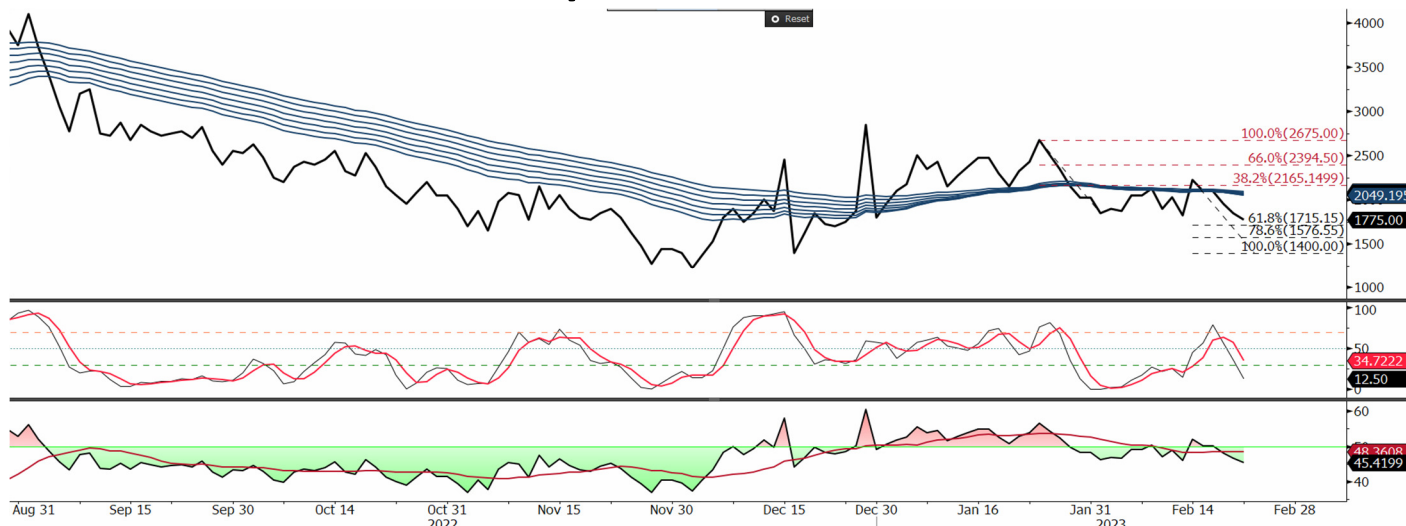
Source Bloomberg

- Price is below the EMA support band
- RSI is below 50 (43)
- Stochastic is oversold
- 3-year seasonality based on the current price 21/02/23. Average USD 5,830, Max USD 6,593, Min USD 5,091
- Technically bearish with key resistance at USD 4,794 on the last report. We did have a 3-wave corrective phase that could potentially have bullish implications going forward. However, the MA on the RSI was sloping in a downward trajectory, warning momentum remains weak at this point, suggesting resistance levels could hold if tested in the near-term. The spread did move higher with price trading above the USD 4,794 resistance; however, as highlighted, momentum was weak meaning the upside move failed to hold. Price has since traded to new lows with the spread below the EMA support band whilst the RSI is below 50.
- Upside moves that fail at or below USD 4,580 will leave the futures vulnerable to further tests to the downside, above this level the technical will have a neutral bias. Only above USD 4,950 is the technical bullish.
- We remain bearish with the MA on the RSI suggesting momentum is still weak. However, we can see on the line chart that sell side momentum is slowing, with price showing signs that we could be about to roll over to the buy side in the near-term, making USD 4,580 the key resistance to follow. Bearish, but looking a little overextended to the downside.

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



Cape v Pmx Cal 24



Support	Resistance	Current Price	Bull	Bear
S1	R1	1,850		RSI below 50
1,825	2,165			
S2	R2			
1,715	2,394			
S3	R3			
1,400	2,675			

Synopsis - Intraday

Source Bloomberg

- Price is below the EMA resistance band
- RSI is below 50 (45)
- Stochastic is oversold
- 3-year seasonality based on the current price 21/02/23. Average USD 3,896, Max USD 4,097, Min USD 3,694
- The spread lacked directional bias last week based on the compressed EMA band, we also had conflicting momentum indicators, as the MA on the RSI suggested momentum was weak whilst below USD 1,850 the spread would be in divergence with the RSI, warning we had the potential to see a momentum slowdown on a new low. We traded to a low of USD 1,825 before moving higher; however, due to momentum being weak, the upside moves failed to hold.
- 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.
- We still lack directional bias based on the EMA band with the MA on the RSI now flat. Downside moves below USD 1,825 have the potential to create a positive divergence with the RSI, suggesting caution below this level. Technically neutral.

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 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 freightinvestorservices.com