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



## **Iron Ore Offshore Intraday Morning Technical**

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

## Iron Ore Offshore Feb 24 Morning Technical Comment – 240 Min Chart



## Synopsis - Intraday

- Price is below the 34-55 period EMA's
- RSI is below 50 (39 )
- Stochastic is oversold
- Price is below the daily pivot point USD 128.73
- Technically bearish yesterday, the MA on the RSI was starting to flatten whilst we had another positive divergence in play, not a buy signal it warned that we had the potential to see a momentum slowdown which needed to be monitored. The lower timeframe Elliott wave analysis indicated that we have a five-wave pattern lower that was trading on the 61.8% Fibonacci projection level, warning that we could potentially be nearing exhaustion for this phase of the cycle. However, the move lower looked to be a corrective wave A, suggesting any upside move had the potential to be a countertrend wave B at this point, making USD 137.98 the key resistance to follow. If broken, then the probability of the futures trading to a new low would start to decrease. The futures traded to a low of USD 125.45 in the Asian day session, but the move has failed to hold due to the divergence in play, resulting in the futures now trading USD 3.05 above the low. Price is below the EMA resistance band with the RSI below 50, intraday price and momentum are conflicting.

Chart source Bloomberg

- A close on the 4-hour candle below USD 128.73 with the RSI at or below 33 will mean price and momentum are aligned to the sell side; likewise, a close above this level will mean it is aligned to the buyside. Upside moves that fail at or below USD 137.36 will leave the futures vulnerable to further tests to the downside, above this level the technical will have a neutral bias.
- Technically bearish, the futures have failed to hold the downside move due to the divergence, resulting in a 4-hour bullish rejection
  candle. If price and momentum become aligned to the buyside, then resistance levels will start to look vulnerable. We maintain our
  view that upside moves look like they could be countertrend (Elliott wave B); however, we are cautious on downisde moves at this
  point due to the divergence and rejection candle.

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>