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

FIS

Brent Intraday Morning Technical

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

Brent Nov 24 Morning Technical Comment – 240 Min



Synopsis—Intraday

Chart source Bloomberg

- Price is below the 8-21 period EMA's
- RSI is below 50 (36)
- Stochastic is oversold
- Price is below the daily pivot point 70.22
- Technically bearish yesterday, the MA on the RSI implied that we had light momentum support. Downside moves below USD 70.61 would create a positive divergence with the RSI, not a buy signal, it warned that we have the potential to see a momentum slowdown, meaning we were cautious on downside breakouts to new lows. Our wave analysis suggested that we were on wave 5 of this phase of the cycle; however, there was a larger bear cycle in play, meaning upside moves look like they should in theory be countertrend. As noted previously, if we did achieve our near-term downside target of USD 68.52, then the lower timeframe wave cycle would probably have seen a wave extension. A move above USD 74.20 would confirm that the lower timeframe wave cycle has completed. We were a cautious bear.
- The futures sold to a low of USD 68.68, meaning we have seen a wave extension to the downside on the lower timeframe Elliott wave cycle. We are below all key moving averages supported by the RSI below 50, intraday price and momentum are aligned to the sell side, as the RSI was below its average on the previous candle close.
- A close on the 4-hour candle above USD 70.22 with the RSI at or above 37.5 will mean price and momentum are aligned to the buyside. Upside moves that fail at or below USD 77.20 will leave the futures vulnerbale to further tests to the downside, above this level the technical will have a neutral bias.
- Technically bearish, the futures remain in divergence with the RSI, not a buy signal, it continues to warn that we could see a momentum slowdown. Intraday Elliott wave analysis on both the higher and lower timeframe cycles are suggesting upside moves should be considered as countertrend at this point. We continue to have a note of caution on downside moves whilst the divergence is in play.

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>