<u> EMISSIONS | OIL | FER</u>ROUS | <mark>FREIGHT</mark> | AGRI | METALS | ENERGY | PHYSICAL FREIGHT

FIS

Capesize Intraday

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

Capesize Nov 24 Morning Technical Comment – 240 Min



Support		Resistance		Current Price	Bull	Bear
S1	16,907	R1	18,808			
S2	15,450	R2	23,207	17,850	Stochastic oversold	RSI below 50
S3	13,992	R3	24,826			

Synopsis - Intraday

Source Bloomberg

- Price is below the 8—21 period EMA's
- RSI is below 50 (22)
- Stochastic is oversold
- Price is below the daily pivot level USD 18,808
- Technically bearish yesterday, the MA on the RSI implied that momentum remained weak. The move below the low of the bullish rejection candle (USD 19,525), suggested that any market buyers from the 17/10 were potentially stopping out. However, we had a conflict on the technical, as the new low had created a positive divergence with the RSI. Not a buy signal, it did warn that we have the potential to see a momentum slowdown, which needed to be monitored. Intraday Elliott wave analysis continued to suggest that upside moves look like they will be countertrend.
- The futures found light bid support post index, potentially due to the divergence; however, like yesterday, we have gapped lower on the open, resulting in the futures trading to a new low. We remain below all key moving averages with the RSI below 50, intraday price and momentum are conflicting.
- A close on the 4-hour candle below USD 18,808 with the RSI at or below 21 will mean price and momentum are aligned to the sell side. Likewise, a close above this level with the RSI at or above 25.5 will mean price it is aligned to the buyside. Upside moves that fail at or below USD 27,106 will leave the futures vulnerable to further tests to the downside, above this level the technical will have a neutral bias.
- Technically bearish, our intraday Elliott wave analysis is suggesting that we have the potential to trade as low as USD 13,992 within this phase of the cycle. However, we remain in divergence with the RSI, not a buy signal, it is a warning that we could see a momentum slowdown, which will need to be monitored. Upside moves that fail at or below USD 27,106 will warn that there is a larger, bearish Elliott wave corrective cycle 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>