Crash - Neutral Currency Carry Trades

by Jakub Jurek

Discussed by Mikhail Chernov, London Business School and CEPR



DB G10 Currency Harvest Fund





- Long futures contracts on the three currencies associated with the highest interest rates
- Short futures contracts on the three currencies associated with the lowest interest rates
- Quarterly rebalancing



DBV vs S&P 500



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Daily excess returns; relevant numbers are annualized

	Mean	Vol	Skew	Kurt	SR
DBV					
03.1993 - 12.2009	0.06	0.10	-1.11	18.24	0.55
03.1993 - 05.2008	0.07	0.08	-0.69	14.10	0.85
03.1993 - 03.2009	0.05	0.10	-1.19	20.17	0.50

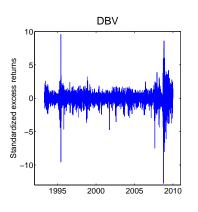
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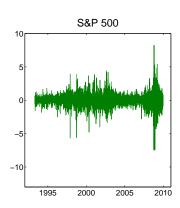
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S&P					
03.1993 - 12.2009	0.02	0.20	-0.24	8.83	0.10
03.1993 - 05.2008	0.03	0.17	-0.11	3.69	0.18
03.1993 - 03.2009	0.01	0.20	-0.24	9.13	0.03



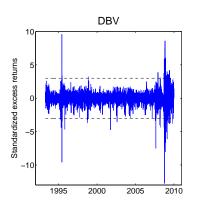
Time Series

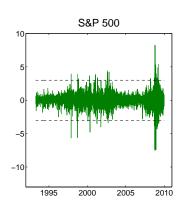






Time Series







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- What are the magnitudes of crashes?
- How is the crash risk priced?
- Is the price of crash risk sufficient to explain returns to carry trades?
- What are the best tools (data, methods) to address these questions?



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- ... finds that if both are implemented, the excess returns on portfolios are equal to zero as in UIP
- What does this mean?

UIP and AP

UIP tells us that:

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$$= \sum_{j=2}^{\infty} (\kappa_{j}^{*} - \kappa_{j})/j!$$



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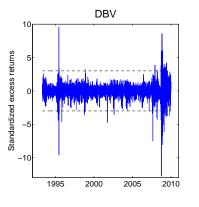


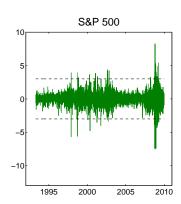
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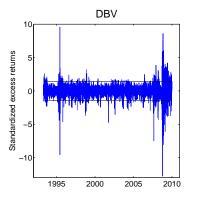
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 - We are cutting off (almost) all downside risk to achieve $E(rx_{i+1}^{port}) \approx 0$

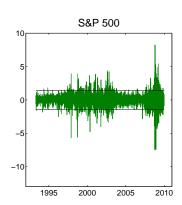














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We need a model



Conclusion

- Very interesting topic
- Crash risk must be important for understanding returns to carry trades
- Options should be exceptionally useful in measuring market prices of crash risk
- Next step: develop models to correctly measure these objects and assess whether they are correctly priced

