

🏭 This week:

CBAM leaks raise questions, ferrous prices trend up

The main buzz in the market last week was around the leaked CBAM benchmark values in the EU, which nevertheless raised more questions than they provided answers. The general direction of prices was up, with scrap and iron ore both rising on-week, while Brazilian pig iron was boosted by demand from Europe and US coil prices surged after mill hikes succeeded.

Turkish scrap prices rose unexpectedly on Friday after mills accelerated their purchases. A southern Turkish mill is heard to have bought US-origin HMS 1&2 80:20 for December shipment at \$361/tonne cfr Türkiye, up from the previous nine deals at \$355.5/t from the same origin. As most market participants expected values to remain flat, the higher-priced deals surprised the market. Asia-origin billet offers at above \$465/t cfr Türkiye were meanwhile seeing no buyer interest, with Turkish mills' buying targets at below \$460/t cfr.

Brazilian pig iron export values recovered almost \$15/t to \$400-405/t fob. Domestic suppliers confirmed a growing appetite for material from the US and Europe, with demand from Italy and Germany heating up the market as EU mills sought alternatives to the soon-to-be-banned Russian pig iron. The general opinion was that, although these supplies are occasional, the Brazilian market is seeking new customers amid increased restrictions in North America.

In China, tensions resurfaced between China's state-backed ore purchasing group CMRG and Australian miner BHP, adding a touch of uncertainty to market sentiment. KORE 62% Fe rose over \$1 on-week to \$104.21/t cfr China on Friday. CMRG verbally instructed mills and major traders to suspend purchases of BHP's Jingbao Fines, mirroring a similar episode in early October. Market participants however said this reflects strategic posturing during long-term supply contract talks, rather than a fundamental shift in buying patterns.

Pricing for domestically produced hot rolled coil in the US strengthened further after domestic mills proved they can collect on their recent hike announcements. Spot prices for HRC jumped to a new range of \$860-900/short ton, from \$830-865/st a week earlier. Market participants reported that mill outages this autumn have apparently succeeded in pinching coil supply on the spot market. Buyers who were sceptical of the mill hike announcements in October and November are now facing higher costs to catch up with their inventory buys.

The European Commission's long-awaited draft CBAM benchmark values were provided in a leaked document. For more information, read the Europe section. EU sources estimated that CBAM costs for material from relatively low-emission producers could range between €30-60/t, depending on the source. Large buyers were working closely with their third-country suppliers on how to report every element of their production process. CBAM parameters and calculation values remain unclear, and the list of accredited inspectors who will verify suppliers' emissions has yet to be released. Buyers reported confusion and a reluctance to commit to new bookings.

ArcelorMittal said it was preparing to ramp up production at its facilities across Europe, anticipating the net change in demand due to the European Commission's proposed new tariff-quota measure to come into force in 2026. The firm added it plans to meet demand promptly and maintain stability in the supply chain. "Of equal importance, this increase in production will also support European jobs, and create significant value for the European economy," the firm noted in comments similar to those made by US steelmakers earlier in the year after President Donald Trump reintroduced tariffs.

Global crude steel output accelerated its drop in October, falling 5.9% on-year to 143.34 million tonnes, with Chinese production slumping heavily. US output surging by almost 10% could not prevent the decline, according to worldsteel data.

Finally, unions representing Acciaierie d'Italia (ADI) launched a 24-hour strike in protest over the lack of progress on the relaunch of the Taranto plant, with some warning the government intends to shut down the site next year. This followed the government's decision to increase the number of workers on temporary layoff schemes to 6,000 until the end of February 2026.

That's all for this week, folks. See you next time.

By: Adam Smith, Global Editor

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Will India still face scrap shortages despite expanding formal scrapping facilities?

KORE INDEX

Index	58%	61%	62%	65%
W-o-w % Change	1.33%	1.24%	1.12%	0.93%
21 Nov	91.31	102.47	104.21	116.24
20 Nov	91.93	102.41	104.80	116.77
19 Nov	92.06	102.54	104.94	116.90
18 Nov	91.12	101.64	104.04	116.07
17 Nov	90.94	101.52	103.92	115.99
Average	91.47	102.12	104.38	116.39
14 Nov	90.26	100.80	103.19	115.23
13 Nov	90.24	100.77	103.16	115.17
12 Nov	90.14	100.69	103.08	115.10
11 Nov	89.86	100.38	102.77	114.75
10 Nov	90.87	101.73	103.92	116.36
Average	90.27	100.87	103.22	115.32

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Global Overview

Americas:

- US HRC pricing jumps after mills' persistent hikes
- US steel import applications slide in September: AISI
- US rebar price highest in 27 months: mill hikes, tight supply

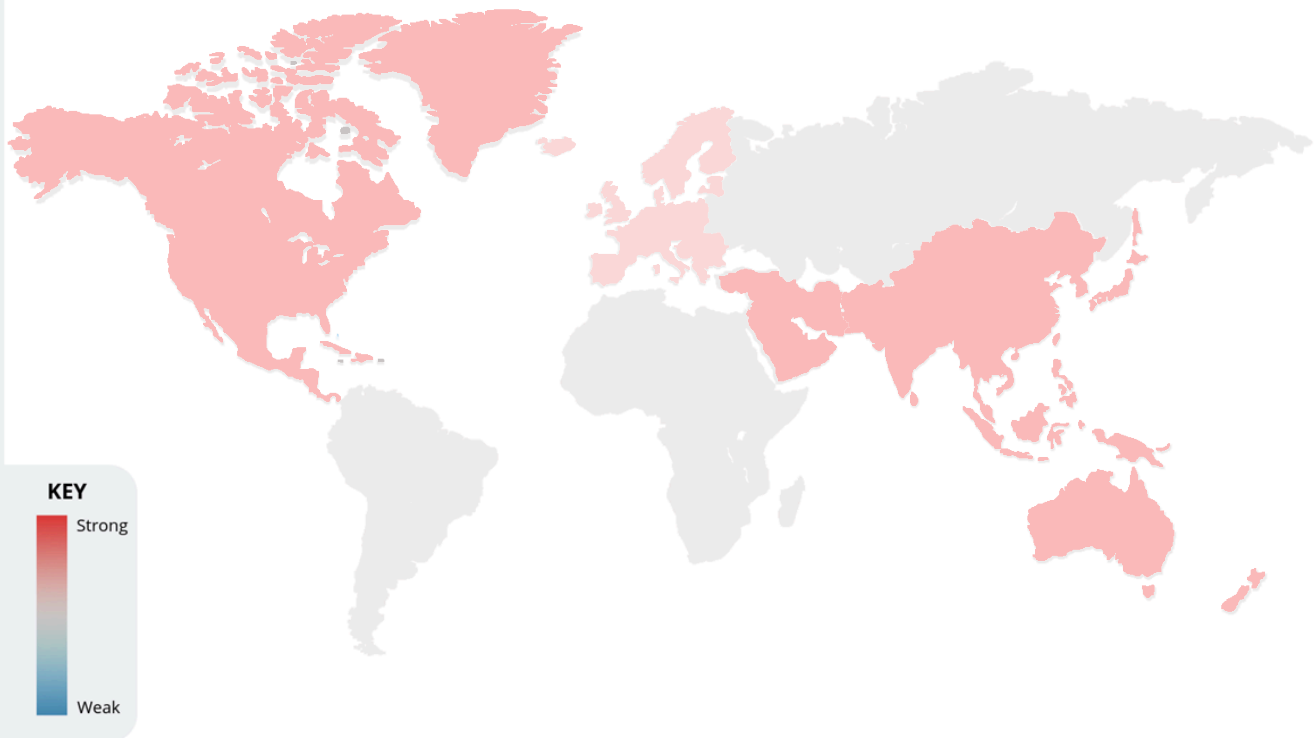
Europe:

- European longs stabilise
- EU coil prices stagnate after rising
- EU scrap prices flatten

Asia - China:

- Chinese coking coal futures hit three-month low
- Chinese steel remains steady despite slowly rising consumption
- China's semis exports see decline in October

KALLANISH STEEL WEEKLY GLOBAL SENTIMENT MAP



[Click here to view this map online](#)

Asia - India:

- Indian coil prices ease amid oversupply, cautious demand
- Rebar markets stay volatile with inconsistent regional buying
- Imported scrap weakens across South Asia on currency pressure

Türkiye:

- Turkish scrap prices spike on fresh deals
- Turkish re-rollers warn of new DIR measures disruption
- Turkish stainless users call for fair anti-dumping ruling

Asia: China

Chinese coking coal plummets, steel steady

The pricing rationale for the January 2026 Chinese coking coal futures contract has changed dramatically in the past two weeks, causing a sharp drop in futures prices last week and therefore impacting spot prices.

The driving force is the continued recovery in coking coal supply.

In early October, concerns arose about a potential contraction in coking coal supply during this winter. This was because coal mines were nearing the completion of their annual production targets, and therefore needed to prioritise safety to ensure a smooth transition into the new year. This boosted coking coal futures prices. The January 2026 contract price hit a low of CNY 1,117.5/tonne (\$157/t) on 30 September and a high of CNY 1,318/t on 31 October, an increase of nearly 18%.

In the first week of November, however, coking coal futures failed to continue their upward trend and instead fluctuated.

The situation changed dramatically two weeks ago. On 11 November, the expectation of a supply contraction of domestic coking coal was shaken by market discussions during the National Development and Reform Commission meeting on energy supply guarantee for the heating season. One week later, The Shanxi Economic Daily reported that Shanxi, China's largest coking coal-producing province, was making efforts to strengthen the energy supply guarantee during the heating season. The Prime Minister of Mongolia, Zandanshatar Gombojav, also proposed raising Mongolia's coal exports to China to 100 million tonnes/year in a recent meeting with the Chinese Premier in Moscow.

As a result, futures started to fall and coking coal buyers became more cautious. Market demand for coking coal replenishment is declining daily. Coking coal inventories at domestic mines went up for two consecutive weeks as transactions slowed down.

On the Dalian Futures Exchange, the January 2026 contract for coking coal futures closed at just CNY 1,103/t last Friday. The over 13% drop in two weeks has taken the contract price back below the level at the end of September, to its lowest in nearly three months. Spot prices plummeted in tandem, with values of coking coal specifications equivalent to those in futures contracts falling by nearly CNY 150-170/t from their peak in early November.

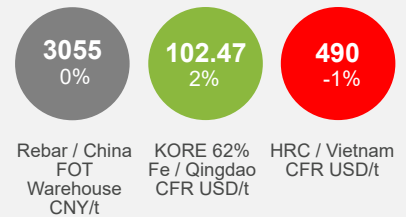
Anze low-sulphur prime coking coal assessed by Kallanish was down by just CNY 40/t on-week to CNY 1,660/t on Friday. This is because demand for this high-end product has not declined as rapidly as other materials.

Steel prices, however, were lacklustre. The market only saw some gains on Monday last week, as the central government focused on environmental inspections in Beijing, Tianjin, and Hebei. Hebei is China's largest steel-producing province. It has also dispatched inspection teams to several major state-owned steel and coal enterprises, including the two largest steelmakers – Baowu and Ansteel. However, concerns about off-season demand subsequently resurfaced and dominated pricing. Several days of gradual declines eventually erased the gains made on Monday.

Finally, on Friday afternoon, 20mm HRB400 rebar and 5.5x1,500mm Q235B HRC assessed by Kallanish remained fairly steady, each rising just CNY 10/t to CNY 3,050-3,060/t and CNY 3,290-3,310/t respectively in Shanghai.

By: Lyndon Ding, Senior China Analyst

Prices to watch:



In the news this week:

SEMIS

China's semis exports decline in October
China's monthly semi-finished steel exports fell year-on-year for the first time since May 2024 in October, with the absolute volume hitting a six-month low. China exported a total of over 1.17 million tonnes of semis in October, 4.4% lower than a year ago, according to data by the General Administration of Customs of China. The decrease was the result of fewer shipments to Türkiye, Italy, Saudi Arabia, Brazil, and Romania. The purchases of these countries in the previous month were all 30,000t or more, while Saudi Arabia's purchases were as high as 148,718t.

FLATS

CSC holds prices for second consecutive month

Taiwan's China Steel Corporation (CSC) is to keep its offers for flat products, including hot-rolled coils/sheets, cold-rolled coils and galvanized steel coils, unchanged for the second consecutive month in December as the international market remains steady. China's Baosteel recently decided to maintain flats offers for December while Vietnam's Formosa Ha Tinh Steel's price for non-skin passed SAE 1006 HRC, with delivery in January/February 2026, has remained flat same month-on-month.

CORPORATE

Baosteel closes in on 2025 carbon reduction target

Baosteel Company Limited, China's largest listed steel company is expected to reach its target of reducing carbon dioxide emissions by 8% this year compared to 2020. The company has followed the carbon reduction targets set by its parent company, Baowu Group. This consists of three phased targets compared to the 2020 emission baseline: 8% reduction in 2025, 30% in 2035, and carbon neutrality in 2050. In response to recent investor inquiries, Baosteel stated that the reduction levels reached 4.23% and 6.1% in 2023 and 2024 respectively, indicating the likelihood of achieving this year's 8% reduction goal.

INDUSTRY

Japan's September steel orders rebound to 2025 high

After hitting multi-year lows, Japan's combined monthly domestic and export orders for ordinary steel products rebounded in September, reaching their highest level this year, according to data by the Japan Iron & Steel Federation (JISF). September orders rose 13.3% month-on-month and 7.2% year-on-year to 4.732 million tonne. The 22.2% monthly increase in exports indicated that the disruptions caused by tariffs were fading, triggering a new round of overseas orders. Domestic demand also grew by 8% on-month to 2.76mt. The monthly rebound in September was mainly supported by growth in the buildings and public civil engineering construction sectors.

LONGS

Tokyo Steel increases sections prices in December

Tokyo Steel, Japan's leading electric arc furnace steelmaker, is to raise base prices of beams for December sales amid increased production costs and narrowing profits. December's base prices of H-beam steel, striped H-beam, channel and I-beams will each rise by JPY 3,000/tonne (\$19.4/t) to JPY 103,000/t, JPY 113,000/t, JPY 99,000/t and JPY 104,000/t, respectively. However, prices of large sized middle-flange and wide-flange H-beam products will be cut month-on-month due to their respective supply and demand conditions.

Asia: India

India's steel prices mixed, demand weak, CBAM leaks

India's steel market last week saw mixed trends across domestic and exported flat steel, as well as rebar and imported scrap, while regulatory developments gained prominence.

Hot and cold rolled coil export offers remained largely unchanged despite weaker sentiment amid leaked CBAM benchmark values. Domestic coil prices softened amid oversupply, cautious restocking and policy updates.

Indian HRC and CRC export offers to Europe were stable on-week, though sentiment stayed steady-to-soft after leaked provisional CBAM benchmark values in the EU. Mills held HRC at \$570-575/t cfr Antwerp/Bilbao and CRC at \$720-725/t cfr, with expectations of more competitive offers emerging in early December once CBAM benchmarks are clarified.

Indian-origin HRC into Vietnam was at around \$500/t cfr, while an export deal to the GCC at \$502-503/t cfr reflected mild pressure from weak regional demand.

Domestic flat product prices declined amid uneven demand and uncertainty following the expiry of India's temporary 12% safeguard duty. As of Wednesday, HRC slipped INR 500-600/t (\$5.6-6.7/t) to INR 46,500-47,000/t ex-Mumbai delivered, with CRC, plate and galvanised products following suit.

Buyers remained cautious as they awaited government notification on the DGTR's recommended three-year phased safeguard levy.

Regulatory movements also drew strong attention. The steel ministry removed the requirement for importers to obtain no-objection certificates (NOC) for grades not covered by any quality control orders (QCO), with all non-QCO grades now mapped directly to SIMS. It also extended QCO exemptions for Chapter 73 articles and 200-/300-series stainless flat products to 31 March 2026 to avoid supply disruptions. MSMEs and downstream sectors welcomed the easing, while larger mills warned of potential quality dilution.

In the longs segment, the market remained subdued but volatile across regions.

Secondary 12-25mm rebar traded at INR 38,000-39,000/t ex-Raipur, while primary rebar in Mumbai held at INR 44,200-45,200/t. Oversupply and inconsistent demand across regions kept sentiment fragile.

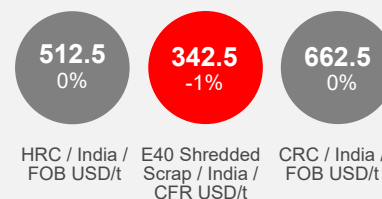
In raw materials, imported scrap weakened further on-week as the rupee hit record lows of INR 89.5/\$. HMS bids were capped at \$320-325/t cfr and shredded at \$340-350/t cfr.

In neighbouring countries, Bangladesh reported mixed activity with PNS at \$370/t cfr against bids of \$363-365/t. Pakistan saw shredded scrap soften to \$355/t cfr and HMS near \$338/t cfr. Currency pressure, comfortable inventories and slow finished steel demand kept procurement cautious across South Asia.

India's near-term sentiment is expected to stay muted until clearer direction emerges on safeguard duties, wider QCO rationalisation and CBAM benchmarks.

By: Suhita Poddar, Analyst

Prices to watch:



In the news this week:

INDUSTRY

India eases non-QCO steel import rules
India's steel ministry has issued procedural clarifications simplifying import requirements. This is the first formal step toward easing regulatory burdens highlighted by recent reform proposals. The ministry has scrapped the requirement introduced in October 2023 for importers to seek clarification or a no-objection certificate (NOC) for steel grades not covered under any quality control order (QCO).

INDUSTRY

India extends QCO exemptions for certain steel products
India's steel ministry has extended key quality control order (QCO) exemptions to 31 March 2026 in order to avoid supply disruptions and support industries facing shortages as domestic capacities scale up.

INDUSTRY

India's steel demand structurally strong: ICRA
India's steel demand is set to remain on a firm multi-year growth trajectory as structural and cyclical drivers align, Girishkumar Kadam, senior vice president and group head for corporate sector ratings at ICRA, told delegates at the recent Mjunction event in Mumbai, attended by Kallanish.

FLATS

India's construction sector drives flat steel usage up
India's steel demand is changing as more flat products move into structural applications. This trend is shaping product development and delivery models across the sector. This shift reflects wider changes in construction and manufacturing activity.

RAW MATERIALS

Raw material challenges constrain India's steel ambitions
India's crude steel production is expected to grow steadily at around 7% per year over the next five years, which could push output beyond 200 million tonnes. However, the government's long-term vision of reaching 300mt of capacity looks difficult to achieve due to project delays and raw material limitations, said T Natarajan, raw materials expert at SAIL's Bokaro Steel Plant. He shared these insights at the recent Mjunction event in Mumbai, attended by Kallanish.

CORPORATE

SAIL's RSP capacity to double by 2030: Kumaraswamy
India's steel and heavy industries minister HD Kumaraswamy has outlined an expansion plan that will nearly double Steel Authority of India Limited (SAIL)'s Rourkela Steel Plant (RSP) capacity to 9.8 million tonnes/year by 2030.

Europe

Leaked CBAM draft raises questions

The European Commission's long-awaited draft CBAM benchmark values were provided in a leaked document last week, giving EU importers a crucial number they need to calculate steel import cost from 1 January 2026. They remain subject to revision before finalising and have been called into question by some industry sources.

The benchmarks are provided in two columns, A for use when applying the actual emissions intensity data provided and verified by a non-EU steelmaker, and B for use with default values when actual data is not available.

In the case of A, one benchmark value is provided per HS code. However, the document stipulates the requirement to select a production route. If more than 50% of mass of the crude steel produced or used is sourced from scrap, the production route to be selected is scrap/EAF. If more than 50% of mass of the crude steel produced or used is sourced from DRI, the production route to be selected is DRI/EAF. If more than 50% of mass of the crude steel produced or used is sourced from a blast furnace or smelting reduction route, the production route to be selected is BF/BOF. If neither of the three routes above contribute more than 50% of the final steel, the production route is selected based on the component contributing the highest mass of the steel, the leaked document says.

Column B provides multiple benchmark values per HS code divided by production process – BF-BOF, DRI/EAF and scrap/EAF. The basic formula to calculate CBAM cost per tonne of steel imported is: actual or default embedded emissions - (corresponding emission benchmark x CBAM factor) x EU ETS price - carbon tax paid.

Taking Indian hot rolled coil as an example, when using default emissions data and therefore a default emissions benchmark of 1.53 tonnes CO₂/tonne of steel and country-specific default emissions value of 4.27tCO₂/t, and assuming a €80/tonne ETS price, the CBAM cost comes to €222.26/tonne in 2026. This is with a CBAM factor – or phase-in rate – of 97.5%, which decreases each subsequent year till it reaches zero in 2034, increasing the cost of import.

For many, however, the leak provides more questions than answers. Although the document lays out detailed rules for actual data that determine how the production route should be selected, "column A contains only one value per product – so the rules have no practical function," said Moravia Steel deputy commercial director Daniel Biedrawa.

For default/column B benchmarks, there are multiple values reflecting different production routes, but the document provides no guidance on how the appropriate route should be chosen. "In other words, the rules exist where they are not needed and are missing where they are essential," he adds.

GTG Consulting managing partner Luigi Villani meanwhile noted: "Column B remains more relevant because it is the only method that can be fully verified with real data. The iterative method would require proving the 'precursor of the purchased precursor', which is not possible in practice, so Column B provides the correct and demonstrable outcome."

As the calculation criteria stand, EU steel market sources said it remains difficult to determine the real cost of importing, because most figures currently available are default values.

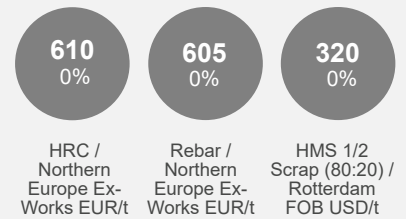
Another market participant estimated that CBAM costs for material from "virtuous" or relatively low-emission producers could range between €30-60/tonne (\$34.81-69.63/t), depending on the source. Large buyers are now working closely with their third-country suppliers, effectively "training" them on how to report every element of their production process. Asian mills must provide responsible, and above all verifiable, data for all production phases, starting with energy use and energy type. CBAM rules require at least one physical plant inspection per year by an accredited expert to verify the accuracy of the reported information. Industry discussions also indicate that virtual tours may be added on top of physical audits.

On the risk of false declarations, a coil buyer said it is in suppliers' interest to report accurate information, as many elements can be easily checked. Several Asian suppliers intend to remain active in Europe, and misreporting would quickly damage their reputation and market share.

According to another coil buyer, the list of accredited inspectors who will verify suppliers' emissions has yet to be released. Buyers reported confusion and a reluctance to commit to new bookings. The European market is quiet, and with steel availability sufficient, there is little urgency to purchase.

By: Natalia Capra, Journalist

Prices to watch:



In the news this week:

CORPORATE

Italy elevates Piombino coil project to national interest

Italy's council of ministers has classified Metinvest Adria's investment project in Piombino as a matter of "national strategic interest", Kallanish learns from the Ministry of Enterprises and Made in Italy (MIM). MIM minister Adolfo Urso discussed the decision in a call with Piombino mayor Francesco Ferrari. During the exchange, the minister said the measure aims to simplify authorisation procedures and ensure a higher level of certainty in carrying out the investment. The project foresees construction of a new-generation electric steelworks worth €3.2 billion.

CORPORATE

ArcelorMittal halts Spain steel powder project

ArcelorMittal Powders, the steelmaker's unit producing high-quality steel powders for multiple additive manufacturing technologies, is halting activity. "The company, which began operations in November 2023, has stopped its activities after the deadlines for the start of production were not met for technical reasons," ArcelorMittal states.

CORPORATE

Tata acquires Vattenfall power plants serving Ijmuiden

Tata Steel Nederland will acquire the Vattenfall power plants in the IJmond region that already serve the mill in Ijmuiden. The Vattenfall power plants in the region consist of three units. The power plants 24 and 25 in Velsen-Noord generate electricity predominantly from the residual gases from the steel production process. This electricity is used by Tata in its operational processes. The project is fully financed by public investor Finneg through the project company Finarnit. The full installation is scheduled to be operational by the end of 2026.

INDUSTRY

Eurofer urges EU ferroalloys safeguard adoption

Eurofer has urged the European Commission to adopt its proposed tariff-rate quota (TRQ) safeguard on ferro-alloy imports, describing it as the "last chance" for the industry to recover after years of import pressure. The Commission issued its safeguard proposal last week following an investigation, with member states set to vote on Monday or Tuesday this week. "There is no doubt that in the current critical situation, without any safeguard action this industry will disappear over the next years, creating a situation of total dependency for European users on supply from foreign countries," Eurofer said last week.

Americas

North American steel prices surge

North American hot rolled coil prices moved higher last week after Nucor increased its published base price for the fourth time in the past month, up \$15/short ton week-on-week to \$910/st, effective 17 November. NLMK USA also increased its pricing for cold rolled coil and HRC, citing increased demand, strong order flow and extended lead times, now into January.

The persistent mill price hikes are impacting North American suppliers. "We are hearing that several service centres are actively restocking with more orders in January since they misread the market and did not make year-end buys before lead times left December," a mill source said.

A factor driving HRC prices higher is reduced import flows into the US.

September US steel import permit applications by the American Iron and Steel Institute (AISI) totalled 1.65m st, down 12% month-on-month.

In the first nine months of 2025, US total and finished steel imports were 20.38m st and 15.15m st, respectively, based on September SIMA permits and August preliminary imports. Year-to-date total steel imports are down 8.5% and finished steel imports are down 12.2% from the first nine months of 2024.

US domestic rebar prices, meanwhile, moved higher week-on-week to a range of \$890-930/st, which is the highest level since August 2023. Buyers have accepted recent mill price hikes whilst facing a tight supply backdrop and a stable-to-higher scrap cost outlook.

Separately, there is growing foreign interest in relocating steel production and increasing manufacturing investment into the US in the wake of current tariff dynamics.

One example is Republic Steel parent Grupo Simec, which is engaged in discussions with several international steel producers interested in establishing operations at its idled Lorain, Ohio facility.

"We are encouraged by the strong interest shown in Lorain as a site for renewed steel production," said Lorain mayor Jack Bradley.

Turning to investments, Toyota Motor North America announced a series of investments in US manufacturing totalling \$912m to grow hybrid vehicle production capacity and metal casting.

General Motors followed suit and has increased US manufacturing investments through a \$250 million commitment to its Parma Metal Center. The investment will increase production of sheet metal stampings to support previous investments at its Kansas, Michigan and Tennessee assembly plants.

The company said the Parma Metal Center has the capacity to produce more than 100m parts annually and processes more than 400 tonnes/day of steel.

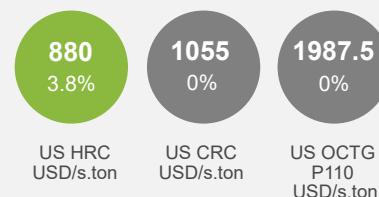
GM's 2025 manufacturing investments total approximately \$5.5 billion and underscore the company's commitment to bolster US production and supply chain resiliency.

Turning to metallurgical coal, SunCoke Energy announced a three-year extension of its coke-making agreement with Cleveland-Cliffs to begin 1 January 2026.

Lisle, Illinois-based SunCoke agreed to provide 500,000 st of metallurgical coke each year to Cleveland-Cliffs from its Haverhill coke-making facility in Franklin Furnace, Ohio.

By: John Isaacson, Journalist

Prices to watch:



In the news this week:

FLATS

Mill hikes cause HRC prices to jump

Pricing for domestically produced hot rolled coil in the US is strengthening after domestic mills proved that they can collect on their recent hike announcements. Spot prices for hot rolled coil have jumped to a new range of \$860-900/short ton, from \$830-865/st a week earlier. Cold rolled coil is flat this week at \$1,030-1,080/st. Market participants report that mill outages this fall apparently have succeeded in pinching coil supply on the spot market. Buyers who were sceptical of the mill hike announcements in October and November are now facing higher costs when they catch up with their inventory buys.

FLATS

US Plate prices flat

Pricing for domestically produced carbon steel plate in the US is flat this week, according to market participants, who expect slow business through the December holidays. Plate pricing in the spot market remains in a range of \$960-980/short ton. Whilst the domestic coil mills have prevailed in their recent attempts to coax price increases, the plate mills have been confounded by service centres who are not placing many inventory orders at this time of year. Last week, JSW Steel USA tried to issue a \$40/st increase, which fell flat along with other mills' unannounced attempts to raise invoice prices slightly.

LONGS

US rebar prices rise after mill hikes

US domestic rebar prices are higher week-on-week after buyers accepted recent mill price hikes whilst facing a tight supply backdrop and a stable-to-higher scrap cost outlook, market participants comment. Spot pricing for US domestic #4 rebar in 20-foot sticks increased to a new range of \$890-930/short ton, compared with \$870-910/st last week. Current pricing stands at its highest level since August 2023, up by 27.3% year-on-year. "Domestic rebar has re-entered an upward pricing cycle, supported by mill hikes, tight availability and low import arrivals," states a rebar trader. The trading source indicates that domestic mills have successfully enforced early-November price hikes of \$25-30/st, with little buyer apprehension.

TUBES & PIPES

US OCTG prices flatten

Pricing for domestically produced OCTG in the US is stable, with market participants telling Kallanish that there are few catalysts for an increase until 2026. The spot price range for welded 5.5-inch P110 casing is flat this week at \$1,950-2,025/short ton. Market participants note that West Texas Intermediate crude oil stuck around \$60/barrel does not encourage more drilling investment. However, natural gas pricing has strengthened to \$4.50/MMBtu, a level that could be a catalyst for more activity if producers think it is a sustainable level. Inventory taxes, which are based on goods on hand at year's end, discourage OCTG restocking in the fourth quarter.

▶ RAW MATERIALS

US scrap sentiment firm into December

Sentiment in the US scrap market continues to drift towards controlled firmness following sideways settlement in November. Sellers point to mills' need to replenish inventories as outages conclude, cutting inbound flows, along with early-season freezing weather in the Midwest. Obsolete grades are gaining strength on visibly reduced yard inflows, while mills defend prime prices to preserve sheet spreads and support the rising hot rolled coil trend. This is despite primes remaining adequately supplied. Overall, the balance still favours steady-to-firm conditions rather than any notable decline in December trading, given the month's short working days and the approaching January restocking cycle.

Türkiye

Turkish scrap prices spike on fresh deals

Turkish scrap prices rose unexpectedly on Friday, following a series of fresh bookings after mills accelerated their purchases.

A southern Turkish mill is heard to have bought US-origin HMS 1&2 80:20 for December shipment at \$361/tonne cfr, up from the previous nine deals at \$355.5/t from the same origin. Another mill purchased the same grade from the EU at \$355/t cfr, compared to earlier levels of \$351/t. A western mill concluded a cargo of HMS 1&2 95:5 and bonus grade mix at \$371/t cfr, while a northern producer bought UK-origin HMS 1&2 80:20 at \$354/t cfr. More deals were rumoured from the US but they remained unconfirmed.

These levels mark a notable increase from two Baltic deep-sea bookings heard a day earlier at \$353/t cfr Türkiye for HMS 1&2 80:20, January shipment.

As most market participants expected prices to remain flat, the higher-priced deals surprised the market, except for a minority who had anticipated a potential uptick.

A hike in dock prices has been observed since Thursday in the EU. €260/t reappeared after being unavailable early last week. The euro's depreciation to \$1.151 led Benelux exporters to hike collection prices rather than decreasing their price targets in the Turkish market, due to the tight supply in the region. On the contrary, they increased their targets.

In the short-sea market, offers at \$345-350/t cfr Türkiye faced buyer resistance throughout last week. Mills are increasingly prioritising domestic scrap to fill outstanding requirements.

Meanwhile, in the billet market, CIS-origin billet offers stood at around \$455-460/t cfr Türkiye, with the latest deal confirmed at \$455/t cfr. Asia-origin offers at above \$465/t saw no buyer interest, with Turkish mills' buying targets at below \$460/t cfr.

Turkish mills were prioritising the domestic market for rebar sales as export values became more uncompetitive after the recent rises.

Domestic rebar prices remain firm, driven by size shortages rather than actual demand. Offers stood at \$555-580/t ex-works on Friday with demand remaining limited to buyers' urgent needs before withholding tax payments become due in the coming week, and deals mostly concluding at \$550-570/t. Marmara region quotes are at \$580/t and facing buyer resistance.

Turkish mills are struggling to sell long steel products in the global market, where weak demand and low buyer confidence persist.

Mills' official rebar export offers on Thursday stood at \$555-565/t fob Türkiye actual weight for rebar and \$560-575/t fob for mesh-quality wire rod, up \$5/t from the high end of last week's range. Even \$570/t was available from a few mills on Thursday.

As of Friday, official export quotes for Turkish merchant bar were mostly heard at \$580-600/t fob Türkiye for standard products such as angles, IPN-UPN sections, flat bars, and IPE sections. Producers' current utilisation levels are high thanks to strong sales concluded in October.

Turkish pipe producers are facing extremely weak export demand, which continues to pressure prices.

Notably, HRC trading at below rebar prices is unusual, given its higher production costs and current scrap prices at above \$350/t cfr.

Domestic HRC deals in Türkiye were heard at \$535-545/t ex-works depending on volume. With January order books closing, fresh offers are reported to have increased to \$545-555/t.

Mills' offers for ERW pipe made from S235-grade hot rolled coil were heard on Thursday at \$560-575/t fob Türkiye theoretical weight, for February-March delivery. This is down \$5/t from the past two weeks.

By: Burcak Alpman & Elina Virchenko, Journalists

Prices to watch:

360.5

1.8%

HMS 1/2 scrap
CFR Türkiye/
USD/t

542.5

0.5%

HRC / Türkiye
Ex-Works
USD/t

555

0.9%

Rebar FOB
Türkiye/USD/t

In the news this week:

INDUSTRY

Turkish re-rollers warn of new DIR measures disruption

Karabük Chamber of Commerce and Industry (TSO) chairman Fatih Çapraz warns that recent amendments to the Inward Processing Regime (DIR) are putting Türkiye's steel industry under severe strain. Türkiye's Karabük region hosts one of the country's highest concentrations of rolling mills. Çapraz calls for the removal of the 25% domestic procurement requirement for billet imports and the extension of DIR certificate durations to at least six months from four, warning that the measures could undermine exporters' ability to compete in international markets, as domestic billet prices are often significantly higher than imported material. Otherwise, rolling mills, which are already struggling to remain operational, may have no choice but to suspend production.

INDUSTRY

Turkish stainless users call for fair anti-dumping ruling

As Türkiye's Ministry of Trade approaches the final decision in its stainless steel anti-dumping investigation initiated upon the request of Posco Assan, the country's stainless steel-using industries are sounding the alarm. An outcome in favour of domestic manufacturer Posco Assan could lead to soaring inflation, severe production losses, up to 300,000 job cuts, and a \$1.5 billion decline in exports, sectoral associations, including EVFED, TUSID, EVSİD, ZÜCİDER, PASİD, GEEM and PASDER warn. They stress that Posco Assan is not a primary producer but a cold-rolling plant dependent on imported stainless flat steel, and that any additional duties would harm the broader economy.

INDUSTRY

Türkiye's October passenger car production, exports decline: OSD

Türkiye's automotive production increased 8.1% on-year in October to 131,878 units, pushing January-October output up 3.6% to 1,163,425 units. This was despite a decline in passenger car manufacturing, which dropped 6.2% in October and 3.4% year-to-date, according to Automotive Manufacturers' Association (OSD) data. Passenger car export volume decreased substantially, falling 19.5% in October and 8.6% year-to-date to 54,314 and 488,385 units respectively. While total vehicle export volume was down 2.1% in October, the dollar value of exports still increased by 8.5% for the month and 11% year-to-date.

TUBES & PIPES

Turkish pipe exports grow in September

Turkish welded pipe exports grew 14% on-year to 244,737 tonnes in September, according to Turkish Statistical Institute (TUIK) data. This was also up from 186,598t in August, thanks to EU fourth-quarter quota shipments. The average value of September exports was \$853/tonne versus \$800/t in August 2025. In January-September, Turkish welded pipe exports rose 1.3% on-year to 1,569,951t. Rectangular hollow sections had the largest share in exports at 594,140t.

Price Movement

Type	Product	Latest Update	Frequency	Latest Price		Change
Flats	HRC / GCC / CFR USD/t	18 Nov 2025	Weekly	492.5 USD/t	▼	-1.0
Flats	Plate / N America Ex-Works USD/s.ton	19 Nov 2025	Weekly	970.0 USD/s.ton	-	0.0
Flats	CRC / N America Ex-Works USD/s.ton	19 Nov 2025	Weekly	1055.0 USD/s.ton	-	0.0
Flats	HRC / N America Ex-Works USD/s.ton	19 Nov 2025	Weekly	880.0 USD/s.ton	▲	4.0
Flats	HDG / Italy Ex-Works EUR/t	19 Nov 2025	Weekly	710.0 EUR/t	▲	1.0
Flats	HRC / Italy Ex-Works EUR/t	19 Nov 2025	Weekly	605.0 EUR/t	▲	2.0
Flats	HRC / S Europe CIF EUR/t	19 Nov 2025	Weekly	500.0 EUR/t	▲	2.0
Flats	CRC / Italy Ex-Works EUR/t	19 Nov 2025	Weekly	705.0 EUR/t	▼	-3.0
Flats	CRC / CIS-Black Sea FOB USD/t	19 Nov 2025	Weekly	537.5 USD/t	-	0.0
Flats	HRC / CIS-Black Sea FOB USD/t	19 Nov 2025	Weekly	447.5 USD/t	-	0.0
Flats	HRC / Türkiye Ex-Works USD/t	20 Nov 2025	Weekly	542.5 USD/t	-	0.0
Flats	HRC / Türkiye FOB USD/t	20 Nov 2025	Weekly	532.5 USD/t	▲	2.0
Flats	HRC / Türkiye CFR USD/t	20 Nov 2025	Weekly	477.5 USD/t	▲	1.0
Flats	CRC / Türkiye CFR USD/t	20 Nov 2025	Weekly	560.0 USD/t	-	0.0
Flats	HDG / Türkiye / CFR USD/t	20 Nov 2025	Weekly	571.5 USD/t	▲	2.0
Flats	HRC / Vietnam CFR USD/t	22 Nov 2025	Weekly	490.0 USD/t	▼	-1.0
Flats	HRC / China FOB USD/t	22 Nov 2025	Weekly	470.0 USD/t	-	0.0
Flats	Steel Plate / China Delivered Basis CNY/t	22 Nov 2025	Weekly	3390.0 CNY/t	-	0.0
Flats	HDG / N Europe Ex-Works EUR/t	22 Nov 2025	Weekly	710.0 EUR/t	▲	1.0
Flats	CRC / N Europe Ex-Works EUR/t	22 Nov 2025	Weekly	700.0 EUR/t	▲	1.0
Flats	HRC / N Europe Ex-Works EUR/t	22 Nov 2025	Weekly	610.0 EUR/t	-	0.0
Flats	HRC / China FOT Warehouse CNY/t	22 Nov 2025	Weekly	3300.0 CNY/t	-	0.0
Flats	CRC / India / FOB USD/t	24 Nov 2025	Weekly	662.5 USD/t	-	0.0
Flats	Plate (low grade) / Japan FOB USD/t	24 Nov 2025	Weekly	560.0 USD/t	-	0.0
Flats	CRC / Japan FOB USD/t	24 Nov 2025	Weekly	560.0 USD/t	-	0.0
Flats	HRC / Japan FOB USD/t	24 Nov 2025	Weekly	500.0 USD/t	-	0.0
Flats	HDG / China FOT CNY/t	24 Nov 2025	Weekly	4070.0 CNY/t	▼	-1.0
Flats	CRC / India / Domestic delivered basis INR/t	24 Nov 2025	Weekly	54875.0 INR/t	▼	-1.0
Flats	HRC / India - Mumbai / CFR ex-FTAs / USD/t	24 Nov 2025	Weekly	507.5 USD/t	-	0.0
Flats	HRC / India - Mumbai / CFR ex-China / USD/t	24 Nov 2025	Weekly	492.0 USD/t	▲	2.0
Flats	HRC / UK / DDP / GBP/t	24 Nov 2025	Weekly	525.0 GBP/t	-	0.0
Flats	CRC / China FOT Warehouse CNY/t	24 Nov 2025	Weekly	3850.0 CNY/t	-	0.0
Flats	Cold Rolled Sheet / China FOT Warehouse CNY/t	24 Nov 2025	Weekly	3920.0 CNY/t	-	0.0
Flats	HRC / India / FOB USD/t	24 Nov 2025	Weekly	512.5 USD/t	-	0.0
Flats	HRC / India / Domestic delivered basis INR/t	24 Nov 2025	Weekly	46750.0 INR/t	▼	-1.0
Longs	Rebar / US Midwest Ex-Works USD/s.ton	18 Nov 2025	Weekly	910.0 USD/s.ton	▲	2.0
Longs	Rebar / India / Ex-Works Mumbai / INR/t	18 Nov 2025	Weekly	46000.0 INR/t	▲	3.0
Longs	Rebar / Italy Ex-Works EUR/t	19 Nov 2025	Weekly	555.0 EUR/t	▲	7.0
Longs	Merchant Bar / Italy Ex-Works EUR/t	19 Nov 2025	Weekly	650.0 EUR/t	▼	-1.0
Longs	Wire rod / Black Sea / FOB USD/t	19 Nov 2025	Weekly	486.0 USD/t	▼	-0.0
Longs	Rebar / Singapore CFR USD/t	20 Nov 2025	Weekly	470.0 USD/t	-	0.0
Longs	Rebar / Türkiye / ex-Works / \$/t / excl. VAT	20 Nov 2025	Weekly	565.0 USD/t	▲	1.2
Longs	Wire Rod / N Europe / Ex-Works EUR/t	20 Nov 2025	Weekly	575.0 EUR/t	-	0.0
Longs	Rebar / India / Ex-Works / Raipur / INR/t	20 Nov 2025	Weekly	38750.0 INR/t	▲	1.0
Longs	Wire Rod / China FOB USD/t	22 Nov 2025	Weekly	467.5 USD/t	-	0.0
Longs	Rebar / N Europe Ex-Works EUR/t	22 Nov 2025	Weekly	605.0 EUR/t	-	0.0
Longs	Rebar / China FOT Warehouse CNY/t	22 Nov 2025	Weekly	3055.0 CNY/t	-	0.0
Longs	Angle Bar / Türkiye FOB USD/t	22 Nov 2025	Weekly	582.5 USD/t	-	0.0
Longs	Wire Rod / Türkiye FOB USD/t	22 Nov 2025	Weekly	562.5 USD/t	▲	1.0
Longs	Rebar Domestic / Kuwait / Ex-Works / KWD/t	24 Nov 2025	Weekly	169.5 KWD/t	-	0.0
Longs	Rebar Import / Bahrain / CPT / BHD/t	24 Nov 2025	Weekly	220.0 BHD/t	-	0.0
Longs	Rebar Import / Kuwait / CPT KWD/t	24 Nov 2025	Weekly	168.0 KWD/t	-	0.0
Longs	Rebar Local / Bahrain / CPT / BHD/t	24 Nov 2025	Weekly	222.5 BHD/t	▲	4.0
Longs	High Speed Wire Rod / Shanghai FOT CNY/t	24 Nov 2025	Weekly	3440.0 CNY/t	-	0.0
Longs	Rebar in Coil / Shanghai FOT CNY/t	24 Nov 2025	Weekly	3260.0 CNY/t	-	0.0

Price Movement

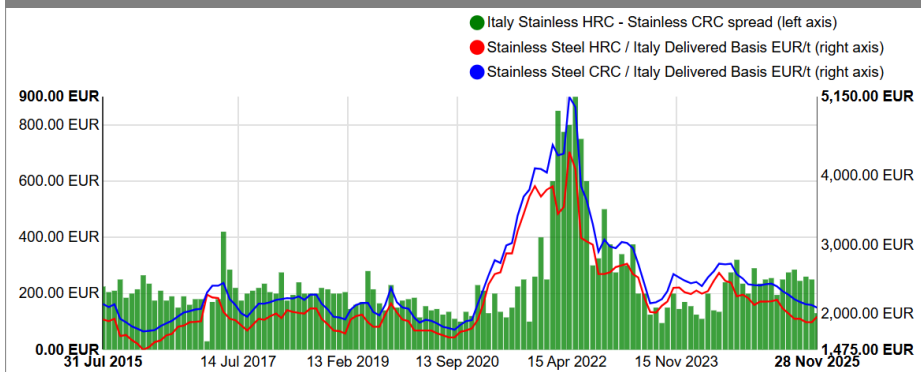
Type	Product	Latest Update	Frequency	Latest Price		Change
RM	Pig Iron / Black Sea FOB USD/t	19 Nov 2025	Weekly	312.5 USD/t	-	0.0
RM	Quasi-First Grade Coke / fot Rizhao Port CNY/t	22 Nov 2025	Weekly	1480.0 CNY/t	▼	-3.0
RM	Low sulphur coking coal / ex-works Anze CNY/t	22 Nov 2025	Weekly	1660.0 CNY/t	▼	-2.0
RM	Lvliang Quasi-first coke CNY/t ex-works	22 Nov 2025	Weekly	1430.0 CNY/t	-	0.0
RM	Coking coal / Australia FOB / USD/t	22 Nov 2025	Weekly	201.06 USD/t	▲	2.25
Scrap	E2 & E3 Shipbreaking scrap /Türkiye / Delivered basis / USD/t	19 Nov 2025	Weekly	358.0 USD/t	-	0.0
Scrap	E8 Light New Scrap / Italy Ex-Works EUR/t	19 Nov 2025	Weekly	340.0 EUR/t	-	0.0
Scrap	HMS 1&2 80:20 / UAE, delivered basis AED/t	19 Nov 2025	Weekly	1085.0 AED/t	-	0.0
Scrap	E1 Heavy Demolition Scrap / Italy Delivered Basis EUR/t	19 Nov 2025	Weekly	285.0 EUR/t	-	0.0
Scrap	E6 New cutting scrap (DKP) / Türkiye / delivered basis, TRY/t	19 Nov 2025	Weekly	14500.0 TRY/t	▲	2.8
Scrap	E40 Shredded Scrap / Italy Delivered Basis EUR/t	19 Nov 2025	Weekly	325.0 EUR/t	-	0.0
Scrap	HMS 1/2 80:20 / Bangladesh / CFR USD/t	19 Nov 2025	Weekly	332.5 USD/t	-	0.0
Scrap	Shredded Scrap E40 / Bangladesh/ CFR USD/t	19 Nov 2025	Weekly	355.0 USD/t	▲	3.0
Scrap	HMS 1/2 Scrap / Taiwan CFR USD/t	20 Nov 2025	Weekly	299.0 USD/t	▲	1.0
Scrap	Scrap / China / cfr / \$/t	22 Nov 2025	Weekly	335.0 USD/t	▼	-1.0
Scrap	E40 Shredded Scrap / Pakistan / CFR USD/t	22 Nov 2025	Weekly	357.5 USD/t	▼	-1.0
Scrap	E40 Shredded Scrap / India / CFR USD/t	22 Nov 2025	Weekly	345.0 USD/t	▼	-1.0
Scrap	HMS 80:20 Scrap (West Africa origin) / India / CFR USD/t	22 Nov 2025	Weekly	330.0 USD/t	-	0.0
Scrap	A3 (HMS 1&2 80:20) Short-Sea Scrap / Türkiye CFR USD/t	22 Nov 2025	Weekly	342.0 USD/t	-	0.0
Scrap	HMS 1/2 Scrap (80:20) / US East Coast FOB USD/t	24 Nov 2025	Weekly	320.0 USD/t	▲	3.0
Scrap	HMS 1/2 Scrap (80:20) / Rotterdam FOB USD/t	24 Nov 2025	Weekly	324.0 USD/t	▲	1.0
Scrap	HMS 80:20 Scrap / Benelux / delivered dock, EUR/t	24 Nov 2025	Weekly	257.5 EUR/t	▲	0.5
Scrap	HMS 1 Scrap / US Midwest Delivered Basis USD/t	24 Nov 2025	Weekly	330.0 USD/t	-	0.0
Scrap	E40 Shredded Scrap / Rotterdam / FOB / USD/t	24 Nov 2025	Weekly	344.0 USD/t	▲	1.0
Scrap	E3 Demolition Scrap / Italy Delivered Basis EUR/t	24 Nov 2025	Weekly	305.0 EUR/t	▲	2.0
Scrap	H2 Scrap / Japan Tokyo Bay FAS JPY/t	24 Nov 2025	Weekly	44000.0 JPY/t	-	0.0
Scrap	H2 Scrap / Japan Domestic Delivered Basis JPY/t	24 Nov 2025	Weekly	44000.0 JPY/t	▲	1.0
Semis	Billet / Italy Ex-Works EUR/t	19 Nov 2025	Weekly	485.0 EUR/t	-	0.0
Semis	Billet / Saudi Arabia / Ex-Works SAR/t	19 Nov 2025	Weekly	1805.0 SAR/t	▲	1.0
Semis	Billet / GCC / CFR USD/t	19 Nov 2025	Weekly	462.5 USD/t	▲	3.0
Semis	Slab / CIS-Black Sea FOB USD/t	19 Nov 2025	Weekly	435.0 USD/t	▼	-0.0
Semis	Billet / Türkiye ex-Works / USD/t	22 Nov 2025	Weekly	513.5 USD/t	-	0.0
Semis	Billet / Manila CFR USD/t	22 Nov 2025	Weekly	445.0 USD/t	-	0.0
Semis	Slab / Japan FOB USD/t	24 Nov 2025	Weekly	460.0 USD/t	-	0.0
Semis	Billet / CIS-Black Sea FOB USD/t	24 Nov 2025	Weekly	434.0 USD/t	-	0.0
T&P	OCTG P110 Pipe 5.5" diameter / N America FOB USD/s.ton	20 Nov 2025	Weekly	1987.5 USD/s.ton	-	0.0
T&P	Welded Pipe (S235) / Türkiye FOB USD/t	20 Nov 2025	Weekly	565.0 USD/t	-	0.0

Price Spreads

Product	Region	Frequency	Updated On	Latest Spread	Change
Italy Stainless HRC - Stainless CRC spread	Italy	Monthly	28/11/2025	130.00 EUR/t	-48.0%
Italy HRC - CRC spread	Italy	Weekly	21/11/2025	100.00 EUR/t	-23.0%
N America HRC - CRC spread	N America	Weekly	21/11/2025	175.00 USD/s.ton	-16.0%
China CRC - HDG spread	China	Weekly	21/11/2025	220.00 CNY/t	-15.0%
Türkiye Hrc - Welded Tubes spread	Türkiye	Weekly	21/11/2025	22.50 USD/t	-10.0%
China Billet - Rebar spread	China	Daily	24/11/2025	105.00 CNY/t	-9.0%
China Billet - Rebar in Coil spread	China	Daily	24/11/2025	310.00 CNY/t	-3.0%
Italy Billet - Merchant Bar spread	Italy	Weekly	21/11/2025	165.00 EUR/t	-3.0%
China HRC - CRC spread	China	Weekly	21/11/2025	71.20 USD/t	-2.0%
Iron Ore China CFR - Türkiye Scrap CFR	Qingdao	Daily	24/11/2025	256.10 USD/Dmt	-0.07%
Black Sea HRC - CRC spread	Black Sea	Weekly	14/11/2025	90.00 USD/t	0%
East Asia Slab - Plate spread	Japan	Weekly	21/11/2025	100.00 USD/t	0%
East Asia Slab - HRC spread	Japan	Weekly	21/11/2025	40.00 USD/t	0%
East Asia HRC - CRC spread	Japan	Weekly	21/11/2025	60.00 USD/t	0%
N America HRC - Welded pipes spread	N America	Weekly	21/11/2025	502.50 USD/s.ton	0%
Türkiye Billet - Rebar spread	Türkiye	Weekly	27/10/2023	17.50 USD/t	0%
Türkiye Billet - Angle Bars spread	Türkiye	Weekly	27/10/2023	62.50 USD/t	4.0%
Türkiye HRC - CRC spread	Türkiye	Weekly	21/11/2025	95.00 USD/t	6.0%
China Billet - Wire Rod spread	China	Daily	24/11/2025	384.08 CNY/t	8.0%
Black Sea Slab - HRC spread	Black Sea	Weekly	14/11/2025	12.50 USD/t	9.0%
N Europe HRC - CRC spread	N Europe	Weekly	21/11/2025	90.00 EUR/t	12.0%
Italy Billet - Rebar spread	Italy	Weekly	21/11/2025	70.00 EUR/t	100.0%
Italy CRC - HDG spread	Italy	Weekly	21/11/2025	5.00 EUR/t	125.0%

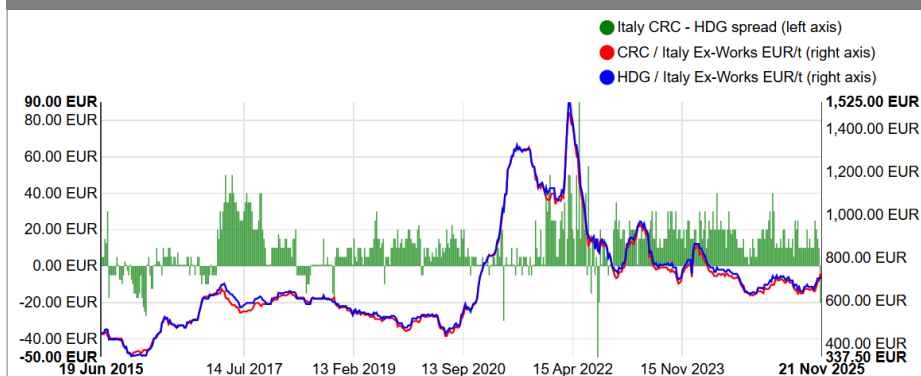
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Most declined: Italy Stainless HRC - Stainless CRC spread



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Most advanced: Italy CRC - HDG spread



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Q Special Feature

India's race to build a strong, reliable scrap market network

India is moving quickly to build a proper, organised scrap ecosystem, and the timing could not be more important. As the world pushes harder on decarbonisation, India's steel industry – one of the fastest-growing anywhere – is realising that scrap will play a huge role in shaping its low-carbon future. But while the shift is happening, the country still faces a big scrap shortage that will take years to fix.

Today, India has 182 approved Registered Vehicle Scrapping Facilities (RVSFs), with around 120 of these actually operating.

These centres mark a major change from the old informal scrapyards that dominated the sector for decades. Instead of dismantling cars on the roadside or in small unregulated yards, the new centres offer proper depollution, safe dismantling, material sorting and full paperwork.

This improves the quality of scrap and gives steelmakers cleaner, more reliable material. It also supports India's new End-of-Life Vehicle (ELV) rules, which require automakers to use a certain share of recycled steel in future.

Cleaner scrap is especially important for electric arc furnaces and many companies have started reprocessing RVSF scrap to make it suitable for EAF use.

The potential is huge. India generates around 3-4 million end-of-life vehicles every year, and this number is rising by 8-10% annually. If even half of these vehicles reach formal facilities, they could produce 1-2 million tonnes of steel scrap and roughly 250,000 tonnes of aluminium.

But the reality on the ground is mixed. Many people still avoid scrapping their old cars and two-wheelers. Some states are much more proactive than others. Uttar Pradesh in northern India, for example, alone accounts for nearly a quarter of all RVSFs in the country.

Experts say India needs better incentives to encourage people to scrap vehicles, along with more awareness of how recycling supports cleaner roads, cleaner cities and cleaner steel.

Scrap is becoming even more important as India moves towards producing 300-500m t/y of steel in the coming years. Using more scrap reduces the need for coking coal, which India imports heavily.

It also helps at a time when the quality of iron ore is declining. Higher alumina and silica levels in iron ore are pushing up production costs, and mining logistics remain tight in important belts such as Sundargarh and Keonjhar in eastern India. All of this makes scrap a more attractive and cleaner alternative.

India currently generates around 32mt of scrap each year. This could rise to 47mt by 2030. However, demand may cross 60mt. That leaves a gap of around 16mt. Closing this gap will not be easy.

Collection is still scattered, scrap purity varies widely, and there are only a few modern sorting and processing plants. Importing scrap will also not solve the problem, because developed

countries and key scrap exporters like the US and EU are tightening rules on scrap exports, which means less material will be available in global markets.

Large steel companies are starting to act. JSW Steel, for example, sees scrap as the quickest way to cut emissions. Rohit Agarwal, who heads the company's scrap business, told Kallanish that India's iron ore-based steelmaking route emits 33% more than the global average. He points out that steel makes up 12% of India's total emissions even though the industry accounts for only 2-3% of GDP.

At JSW, every 1% increase in scrap usage cuts carbon intensity by around 0.02 tonnes of carbon dioxide, a small number individually but a big impact at scale.

India has around 22.5 million end-of-life vehicles in total. If even a meaningful share of them were processed properly, the country would not need to import scrap at all. But at the moment, less than 1mt of scrap is formally recovered each year.

Complicated Goods and Services Tax (GST) rules, slow implementation of policies, and limited domestic shredder capacity are still holding the system back.

JSW is now building two 0.5mt scrap plants in Khopoli, Maharashtra, and Chennai, Tamil Nadu, and is also developing a 1mt scrap and natural gas-based DRI plant in Kadapa, Andhra Pradesh. The company says it is using digital tracking tools to monitor scrap quality and vendor performance more closely.

Market experts believe that for India to truly unlock the value of scrap, stronger policy support and better coordination between states will be essential.

With global scrap supplies tightening, a strong and reliable domestic scrap network is no longer just helpful, it is now crucial for India's path towards low-carbon steelmaking.

By: Aditi Tiwari, Analyst

Word of the week

Carbon Steel

This is a steel that is made up mostly of the element carbon. It relies on the carbon content for its structure. Most of the steel produced in the world is carbon steel.

STEEL SCRAP

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