

Steel scrap forecasts



Methodology and price
specifications – August 2022

Mission statement

Fastmarkets Metals and Mining is the leading global provider of pricing intelligence for the non-ferrous metal, steel, steelmaking raw materials, industrial minerals, ferrous and non-ferrous scrap markets, producing price assessments with Fastmarkets MB and Fastmarkets AMM since 1913 and 1882 respectively. The research arm of Fastmarkets Metals and Mining provides forecasts and analysis based on price assessments from Fastmarkets MB and Fastmarkets AMM. Established in 1991, we have provided regular, insightful analysis and forecasts to businesses around the world to help them make informed and strategic decisions and recommendations. Our mission is to meet the market's data requirements honestly and independently, acting with integrity and care to ensure that the trust and confidence placed in the reliability of our methodologies is maintained. We do not have a vested interest in the markets on which we report. Within the research function of Fastmarkets, we stress our ability to operate independently of the rest of the Group, and the existence of formal rules of confidentiality that exist between the pricing and news providers within the Group and the research and consulting functions.

Introduction

Fastmarkets' reporters and analysts are required to abide by a code of conduct and clear pricing procedures during their market reporting and pricing activities. Fastmarkets is completely independent and has no vested commercial interest in any of the markets it prices. We are the world's largest dedicated price reporting teams for both metals and forest products. We have offices in London, New York, Boston, San Francisco, Eugene, Charlottesville, Atlanta, Pittsburgh, Beijing, Shanghai, Hong Kong, Singapore, Melbourne, Sao Paolo, Mumbai, Brussels, Helsinki, Dnipro and Istanbul. The aim of this document is to provide a clear overview of Fastmarkets' forecasting methodology and specifications for the prices forecast. If you have any questions, please contact Fastmarkets Executive VP Analytics Dan Klein at dan.klein@fastmarkets.com for metals, Fastmarkets Metals and Mining research leader, Kim Leppold, at kim.leppold@fastmarkets.com about our forecast products.

Fastmarkets' forecasting methodology

Fastmarkets provides a dynamic, bottom-up and unbiased approach to short-term (<2-year) monthly and quarterly price forecasting.

The methodological model takes a three-way approach to account for:

1. supply-demand fundamentals
2. underlying costs & implied margins
3. market sentiment

This framework enables the analysts to determine the key but changing drivers of price movements in the past and future.

To source the information to prepare our price forecasts, forecasters conduct both extensive desk-based research as well as primary research; the latter being more heavily weighted toward our near-term (<3 month) view.

Fastmarkets' forecasting methodology includes drawing on expertise from our in-house analysts with forecasting experience of up to 20-25 years who rely heavily on the intelligence gathering and data analytics insight of our extensive editorial teams.

We supplement this valuable network with our proprietary databases, which focus on the underlying physical market movements that drive prices and the archive of spreads between price series that instruct and contextualize our understanding of margins.

These are supported by exhaustive third-party data and economic forecasting services, which help us to build the fundamental drivers of the future.

Our analysts access extensive existing relationships across the industry through face time and written interviews, and take into account the opinions provided to our price reporters and data analytics team. This cross-referencing approach helps us to value the intelligence, generate insight and help in our mission to illuminate markets.

Modeling Fastmarkets' forecasts

Generating our forecasts is an involved process that combines macroeconomic theory, market insight, statistical modeling and machine learning. It is this

combination of expert knowledge and cutting-edge data modeling which generates our trusted forecasts. They also allow deeper insight into the fundamental workings of a market and elicit data patterns that give insight and relative weighting of key market factors that drive price direction, such as seasonality and its impact on collections in the scrap markets. These insights and their statistical robustness allow our expert analysts to improve forecast accuracy and reliability and to inform their commentary along with traditional macro-economic and sentiment analysis.

Our data collection and process:

- Include price benchmarks - which refer to prices used in industrial contracts - and prices that are viewed as trendsetters for a particular region or a product group
- Bespoke approach to each price forecast
- Draw on a comprehensive set of macro-economic data
- Machine learning approach to find the best model candidate and predictions with rigorous checks on model approach and output
- Models undergo periodical review
- Rigorous approval process

Scrap price forecasts

Crucial to the results of steel price forecasts is a detailed analysis of distinct region- and grade-specific factors.:

- Fastmarkets' internal forecasts for crude steel production in individual countries or regions
- Anticipated trends in electric-arc furnace steelmaking versus blast furnace - basic oxygen furnace route, as well as in scrap use in the latter.
- Scrap supply indicators for prime and obsolete grades.
- Trends in countries or regions net trade and trade policy changes.
- Relative performance of alternative steelmaking feedstock options, such as hot metal costs and merchant iron metal prices, as well as semi-finished steel.
- Fastmarkets' expertise in the steel sector that enables an examination of operating margins, as we cross-reference predicted metal spreads against the fundamental backdrop
- Projected performance of main flat steel users (such as automotive and other transport) versus long steel users (for example construction) and implications for obsolete versus prime scrap market developments.
- Market sentiment, including price trends of benchmark raw materials and steel prices.

Forecast list

MB-STE-0416 **Steel scrap HMS 1&2 (80:20 mix) North Europe origin, cfr Turkey, \$/tonne**

Quality: HMS 1&2 (80:20 mix compliant with ISRI specifications 200-206. Grades normalized Shredded, HMS 1&2 (70:30), HMS 1&2 (90:10), HMS 1, Bonus Grade, P&S, and A3 material

Quantity: Min 5,000 tonnes

Location: cfr Iskenderun, Turkey

Timing: Within six weeks

Unit: USD per tonne

Payment Terms: Cash, other payment terms normalized to basis

Publication: Daily 4pm London time

Notes: Bulk carrier from Northern Europe

MB-STE-0149 **Steel scrap heavy scrap domestic, delivered mill China, yuan/tonne**

Quality: Min size: thickness 6mm

Quantity: Standard order size 1,000-10,000 tonnes

Location: Delivered Eastern China

Timing: Immediate

Unit: RMB/tonne

Payment terms: Prompt payment upon delivery

Publication: Weekly. Friday, 2-3 pm London time

MB-STE-0303 **HMS #1, \$/tonne Delivered Pittsburgh**

Assessment: No1 heavy melt

Quality: Wrought iron and/or steel scrap ¼ inch and over in thickness. Individual pieces not over 60 inches x 24 inches (charging box size) prepared in a manner to insure compact charging.

Location: Delivered mill price, Pittsburgh, US

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 200. A separate methodology for the AMM Midwest index is available.

MB-STE-0285

HMS #1, \$/tonne Delivered Philadelphia

Assessment: No1 heavy melt

Quality: Wrought iron and/or steel scrap ¼ inch and over in thickness. Individual pieces not over 60 inches x 24 inches (charging box size) prepared in a manner to insure compact charging.

Location: Delivered mill price, Philadelphia, US

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 200. A separate methodology for the AMM Midwest index is available.

MB-STE-0228

HMS #1, \$/long ton Delivered Chicago, USA

Assessment: No1 heavy melt

Quality: Wrought iron and/or steel scrap ¼ inch and over in thickness. Individual pieces not over 60 inches x 24 inches (charging box size) prepared in a manner to insure compact charging.

Location: Delivered mill price, Chicago, US

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 200. A separate methodology for the AMM Midwest index is available.

MB-STE-0229

HMS #2, \$/tonne Delivered Chicago

Assessment: No2 heavy melt

Quality: Wrought iron and steel scrap, black and galvanized, 1/8 inch and over in thickness, charging box size to include material not suitable as No. 1 heavy melting steel. Prepared in a manner to insure compact charging.

Location: Delivered mill, Chicago, US

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 203

MB-STE-0236 **Cut Structural/Plate 2' Max.,
\$/tonne Delivered Chicago**

Assessment: Cut structural/plate, 2' max
 Quality: Cut structural and plate scrap, 2 feet and under. Clean open hearth steel plates, structural shapes, crop ends, shearings, or broken steel tires. Dimensions not less than ¼ inch in thickness, not over 2 feet in length and 18 inches in width. Phosphorus or sulfur not over 0.05 percent.

Location: Delivered mill, Chicago, US
 Unit: USD per gross ton
 Publication: Monthly, typically before the 10th
 Notes: ISRI Code: 237

MB-STE-0233 **Shredded, \$/long ton Delivered
Chicago, USA**

Assessment: Shredded auto scrap
 Quality: Homogeneous iron and steel scrap magnetically separated, originating from automobiles, unprepared No. 1 and No2 steel, miscellaneous baling and sheet scrap. Average density 70 pounds per cubic foot.

Location: Delivered mill, Chicago, US
 Unit: USD per gross ton
 Publication: Monthly, typically before the 10th
 Notes: ISRI Code: 211. A separate methodology for the AMM Midwest index is available

MB-STE-0308 **Shredded, \$/tonne Delivered
Pittsburgh**

Assessment: Shredded auto scrap
 Quality: Homogeneous iron and steel scrap magnetically separated, originating from automobiles, unprepared No. 1 and No2 steel, miscellaneous baling and sheet scrap. Average density 70 pounds per cubic foot.

Location: Delivered mill, Pittsburgh, US
 Unit: USD per gross ton
 Publication: Monthly, typically before the 10th
 Notes: ISRI Code: 211. A separate methodology for the AMM Midwest index is available

MB-STE-0289 **Shredded, \$/tonne Delivered
Philadelphia**

Assessment: Shredded auto scrap
 Quality: Homogeneous iron and steel scrap magnetically separated, originating from automobiles, unprepared No. 1 and No2 steel, miscellaneous baling and sheet scrap. Average density 70 pounds per cubic foot.

Location: Delivered mill, Philadelphia, US
 Unit: USD per gross ton
 Publication: Monthly, typically before the 10th
 Notes: ISRI Code: 211. A separate methodology for the AMM Midwest index is available

MB-STE-0306 **Busheling, \$/tonne Delivered
Pittsburgh**

Assessment: No1 busheling
 Quality: Clean steel scrap, not exceeding 12 inches in any dimensions, including new factory busheling (for example, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, Pittsburgh, US
 Unit: USD per gross ton
 Publication: Monthly, typically before the 10th
 Notes: ISRI Code: 207. A separate methodology for the AMM Midwest index is available

MB-STE-0216 **Steel scrap No1 busheling, consumer buying price, delivered mill Alabama, \$/gross ton**

Quality: Clean steel scrap, not exceeding 12 inches in any dimensions, including new factory busheling (for example, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, US, Alabama

Unit: USD per gross

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 207. A separate methodology for the AMM Midwest index is available

MB-STE-0251 **Steel scrap No1 busheling, consumer buying price, delivered mill Cincinnati, \$/gross ton**

Quality: Clean steel scrap, not exceeding 12 inches in any dimensions, including new factory busheling (for example, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, US, Cincinnati

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 207. A separate methodology for the AMM Midwest index is available

MB-STE-0224 **Steel scrap No1 busheling, consumer buying price, delivered mill Arkansas/Tenn, \$/gross ton**

Quality: Clean steel scrap, not exceeding 12 inches in any dimensions, including new factory busheling (forexample, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, US, Arkansas/Tennessee

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 207. A separate methodology for the AMM Midwest index is available

MB-STE-0217 **Steel scrap shredded auto scrap, consumer buying price, delivered mill Alabama, \$/gross ton**

Quality: Homogeneous iron and steel scrap magnetically separated, originating from automobiles, unprepared No. 1 and No2 steel, miscellaneous baling and sheet scrap. Average density 70 pounds per cubic foot.

Location: Delivered mill, US, Alabama

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 211. A separate methodology for the AMM Midwest index is available

MB-STE-0225 **Steel scrap shredded auto scrap, consumer buying price, delivered mill Arkansas/Tenn, \$/gross ton**

Quality: Homogeneous iron and steel scrap magnetically separated, originating from automobiles, unprepared No. 1 and No2 steel, miscellaneous baling and sheet scrap. Average density 70 pounds per cubic foot.

Location: Delivered mill, US, Arkansas/Tennessee

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 211 A separate methodology for the AMM Midwest index is available

MB-STE-0252 **Steel scrap shredded auto scrap, consumer buying price, delivered mill Cincinnati, \$/gross ton**

Quality: Homogeneous iron and steel scrap magnetically separated, originating from automobiles, unprepared No. 1 and No2 steel, miscellaneous baling and sheet scrap. Average density 70 pounds per cubic foot.

Location: Delivered mill, US, Arkansas/Tennessee

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 211. A separate methodology for the AMM Midwest index is available

MB-STE-0232 **Busheling, \$/long ton Delivered Chicago, USA**

Assessment: No1 busheling

Quality: Clean steel scrap, not exceeding 12 inches in any dimensions, including new factory busheling (for example, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, Chicago, US

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 207. A separate methodology for the AMM Midwest index is available

MB-STE-0288 **Busheling, \$/tonne Delivered Philadelphia**

Assessment: No1 busheling

Quality: Clean steel scrap, not exceeding 12 inches in any dimensions, including new factory busheling (for example, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, Philadelphia, US

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 207. A separate methodology for the AMM Midwest index is available

MB-STE-0230 **Bundles, \$/long ton Delivered Chicago, USA**

Assessment: No1 bundles:

Quality: New black steel sheet scrap, clippings or skeleton scrap, compressed or hand bundled, to charging box size, and weighing not less than 75 pounds per cubic foot. (Hand bundles are tightly secured for handling with a magnet.) May include Stanley balls or mandrel wound bundles or skeleton reels, tightly secured. May include chemically detinned material. May not include old auto body or fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, Chicago, US

Unit: USD per gross ton

Publication: Monthly, typically before the 10th

Notes: ISRI Code: 208

MB-STE-0304
Bundles, \$/tonne Delivered Pittsburgh

Assessment: No1 bundles:
 Quality: New black steel sheet scrap, clippings or skeleton scrap, compressed or hand bundled, to charging box size, and weighing not less than 75 pounds per cubic foot. (Hand bundles are tightly secured for handling with a magnet.) May include Stanley balls or mandrel wound bundles or skeleton reels, tightly secured. May include chemically detinned material. May not include old auto body or fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, Pittsburgh, US
 Unit: USD per gross ton
 Publication: Monthly, typically before the 10th
 Notes: ISRI Code: 208

MB-STE-0286
Bundles, \$/tonne Delivered Philadelphia

Assessment: No1 bundles:
 Quality: New black steel sheet scrap, clippings or skeleton scrap, compressed or hand bundled, to charging box size, and weighing not less than 75 pounds per cubic foot. (Hand bundles are tightly secured for handling with a magnet.) May include Stanley balls or mandrel wound bundles or skeleton reels, tightly secured. May include chemically detinned material. May not include old auto body or fender stock. Free of metal coated, limed, vitreous enameled, and electrical sheet containing over 0.50 percent silicon.

Location: Delivered mill, Philadelphia, US
 Unit: USD per gross ton
 Publication: Monthly, typically before the 10th
 Notes: ISRI Code: 208

MB-STE-0418
Steel scrap HMS 1&2 (80:20), export index, fob New York, \$/tonne

Quality: HMS 1&2 (80/20 mix) compliant to ISRI specifications 200 – 206
 Quantity: Min 5,000 tonnes
 Location: fob New York, other US East Coast ports normalized
 Timing: Within 1 month
 Unit: US dollars per tonne
 Payment terms: Cash equivalent
 Publication date: Every Wednesday (or following day)
 Notes: North America origin. bulk carrier

MB-STE-0425
Steel scrap HMS 1&2 (80:20), export index, fob Los Angeles, \$/tonne

Quality: HMS 1&2 (80/20 mix) compliant to ISRI specifications 200 – 206
 Quantity: Min 5,000 tonnes
 Location: fob Long Beach, other US West Coast ports normalized
 Timing: Within 1 month
 Unit: US dollars per tonne
 Payment terms: Cash equivalent
 Publication Date: Every Wednesday (or following day)
 Notes: North America origin. bulk carrier

MB-STE-0419
Steel scrap shredded scrap, export index, fob New York, \$/tonne

Quality: Shredded scrap compliant to ISRI specifications 210-212
 Quantity: Minimum 5,000 tonnes
 Location: fob New York, other East Coast ports normalized
 Timing: Within 1 month
 Unit: US dollars per tonne
 Payment terms: Cash equivalent
 Publication date: Every Wednesday (or following day)
 Notes: North America origin. bulk carrier

MB-STE-0077 **Steel scrap 1&2 old steel domestic, delivered consumer UK, £/tonne**

Quality: Predominantly 3-6mm thick. Sizes do not exceed 1.50m x 0.60m x 0.60m (or as otherwise agreed) prepared in a manner to ensure compact charging. Grade 1 may include tube and hollow section, wire rope properly prepared by agreement with consumer, properly prepared material from heavy commercial vehicles including wheels, but excluding body and wheels from light vehicles Grade 2 may include properly prepared material from dismantled vehicles including light vehicle wheels, but must exclude vehicle body arisings and also domestic appliances

Quantity: Minimum 300 tonnes

Location: Delivered to consumer

Timing: Varies

Unit: £/tonne

Payment terms: 30-90 days from the end of the month

Publication: Monthly. Typically, the second week of the month

MB-STE-0087 **Steel scrap OA plate and structural domestic, delivered consumer UK, £/tonne**

Quality: P&S, consisting of cut structural and plate arisings predominantly 6mm thick in sizes not exceeding 1.50m x 0.60m x 0.60m (or as otherwise agreed) prepared in a manner to ensure compact charging. May include properly prepared wagon material less than 6mm thick. Excludes tube and hollow sections

Quantity: Minimum 300 tonnes

Location: Delivered to consumer

Timing: Varies

Unit: £/tonne

Payment terms: 30-90 days from the end of the month

Publication: Monthly. Typically, the second week

MB-STE-0100 **Steel scrap HMS 1&2 (80:20 mix) export, fob main port UK, \$/tonne**

Quality: 18x36 inches to 24x60 inches

Quantity: Standard order size 1,000 tonnes

Location: FOB UK

Timing: Up to 6 weeks

Unit: USD/tonne

Payment terms: LC, bank transfer

Publication: Weekly. Friday, 4.30pm London time

MB-STE-0099 **Steel scrap shredded export, fob main port UK, \$/tonne**

Quality: Standard size 200mm

Quantity: Standard order size 1,000 tonnes

Location: FOB UK

Timing: Up to 6 weeks

Unit: USD/tonne

Payment terms: LC, bank transfer

Publication: Weekly. Friday, 4.30pm London time

MB-STE-0169 **Steel scrap No E3 (old thick steel scrap) domestic, delivered mill Germany, €/tonne**

Quality: More than 6mm thick in sizes not exceeding 1.5x0.5x0.5 metres

Quantity: Minimum 300 tonnes

Location: Delivered to mill

Timing: Prompt

Unit: EUR/tonne

Payment terms: Within 60 days

Publication: Monthly. Typically the second Friday

MB-STE-0414 **Steel scrap E40 shredded domestic, delivered consumer Germany, €/tonne**

Quality: Old steel scrap fragmentised into pieces not exceeding 200mm in any direction for 95% of the load

Quantity: Minimum 300 tonnes

Location: Delivered to mill

Timing: Prompt

Unit: EUR/tonne

Payment terms: Within 60 days

Publication: Monthly. Typically the second Friday of the month

MB-STE-0167 **Steel scrap No E3 (old thick scrap) domestic, delivered mill Italy, €/ tonne**

Quality: More than 6mm thick in sizes not exceeding 1.5x0.5x0.5 metres
 Quantity: Minimum 300 tonnes
 Location: Delivered to mill
 Timing: Prompt
 Unit: EUR/tonne
 Payment terms: Within 60 days
 Publication: Monthly. Typically, the second Friday of the month

MB-STE-0849 **Steel scrap E40 shredded, delivered to mill Italy, €/tonne**

Quality: More than 6mm thick in sizes not exceeding 1.5x0.5x0.5m
 Quantity: Minimum 300 tonnes
 Location: Delivered to mill
 Timing: Prompt
 Unit: €/tonne
 Payment: Within 60 days
 Publication: Monthly. Typically, the second Friday of the month

MB-STE-0420 **Steel scrap HMS 1&2 (80:20 mix), fob Rotterdam, \$/tonne**

Quality: HMS 1&2 (80:20 mix) NE origin compliant to ISRI specifications 200-206. Grades normalized: shredded, HMS 1&2 (70:30 mix), HMS 1&2 (90:10 mix), HMS 1, Bonus Grade, P&S, and A3 material
 Quantity: Min 5,000 tonnes Location: fob Rotterdam, the Netherlands
 Timing: Within six weeks
 Unit: USD per tonne
 Payment Terms: Cash, other payment terms normalized to Rotterdam
 Publication: Weekly, Fridays at 4pm London time
 Notes: Bulk carrier from Northern Europe

MB-STE-0098 **Steel scrap shredded export, fob Rotterdam, \$/tonne**

Quality: Max size: 200mm
 Quantity: Standard order size 1,000 tonnes
 Location: fob Rotterdam
 Timing: Up to 6 weeks
 Unit: USD/tonne
 Payment terms: LC, bank transfer
 Publication: Weekly. Friday, 4.30pm London time

MB-STE-0464 **Steel scrap HMS 1&2 (80:20 mix) US material import, cfr main port Taiwan, \$/tonne**

Quality: Heavy melting scrap (HMS) 1&2 (80:20)
 Quantity: Minimum 200 tonnes (containerised)
 Location: cfr Taiwan main port
 Timing: Up to three months
 Unit: US\$/tonne
 Payment terms: LC, bank transfer
 Publication: Daily, 5-6pm Singapore time

MB-STE-0095 **Steel scrap shredded import, cfr delivered Turkish port, \$/tonne**

Quality: Standard size 200mm
 Quantity: Standard order size 1,000 tonnes
 Location: cfr Europe, USA
 Timing: Up to six weeks
 Unit: USD/tonne
 Payment terms: LC, bank transfer
 Publication: Weekly. Friday, 4.30pm London time

MB-STE-0413 **Steel scrap HMS 1&2 (80:20 mix) import, cfr Nhava Sheva, India, \$/tonne**

Quality: Standard size 200mm
 Quantity: Minimum 100 tonnes (containerized)
 Location: cfr Nhava Sheva
 Timing: Up to 6 weeks
 Unit: USD/tonne
 Payment terms: LC, bank transfer
 Publication: Weekly. Friday, 4.30pm London time

MB-STE-0421	Steel scrap shredded, index, import, cfr Nhava Sheva, India \$/tonne
Quality:	Shredded material, compliant to ISRI specifications 210-212. Grades normalized: shredded, HMS 1&2 (70:30 mix), HMS 1&2 (90:10 mix), HMS 1, Bonus Grade, P&S, and A3 material
Quantity:	Min 100 tonnes
Location:	cfr Nhava Sheva
Timing:	Within six weeks
Unit:	USD per tonne
Payment Terms:	Cash, other payment terms normalized to Nhava Sheva
Publication:	Twice weekly, Tuesday and Fridays at 4pm London time
Notes:	Containerized, all origins

MB-ST5-0012	Steel scrap 5C loose old light domestic, delivered inter-market UK, £/tonne
Quality:	May consist of depolluted motor cars, white goods and old light iron and steel arisings. Must not include heavy iron and steel, wire ropes, wire, fuel tanks, or tin coated materials
Quantity	Minimum 300 tonnes
Location:	Inter-merchant, delivered to consumer
Timing:	Varies
Unit:	£/tonne
Payment terms:	30-90 days from the end of the week
Publication:	Weekly. Friday, 2-3pm London time

Contacts

Kim Leppold

Head of Research, Steel
kim.leppold@fastmarkets.com

Alexander Kershaw

Senior Analyst
alexander.kershaw@fastmarkets.com

Risk & Compliance Team

T: +44 20 7827 5264 or
T: +44 20 7779 8519
riskandcompliance@fastmarkets.com

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