Issue #23, 11th August 2026

NAVIGATE Commodities

Steel Scrap Markets

A Bird's Eye View

Commissioned by:

LME An HKEX Company

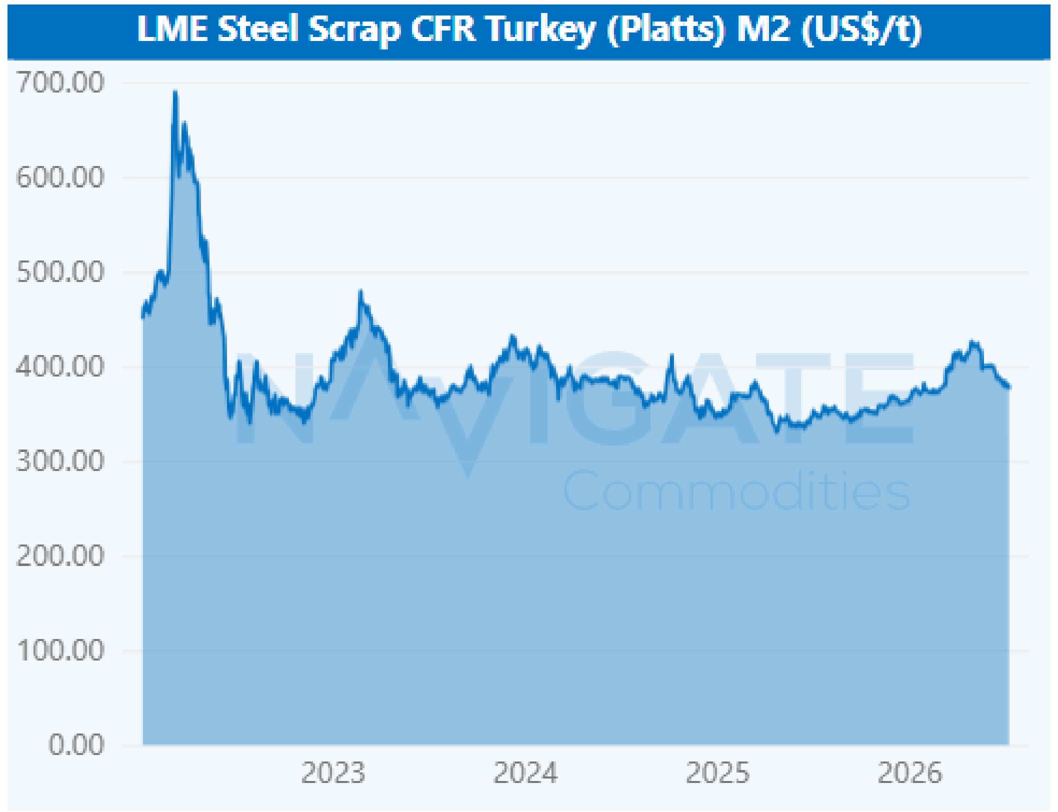
Report Overview:

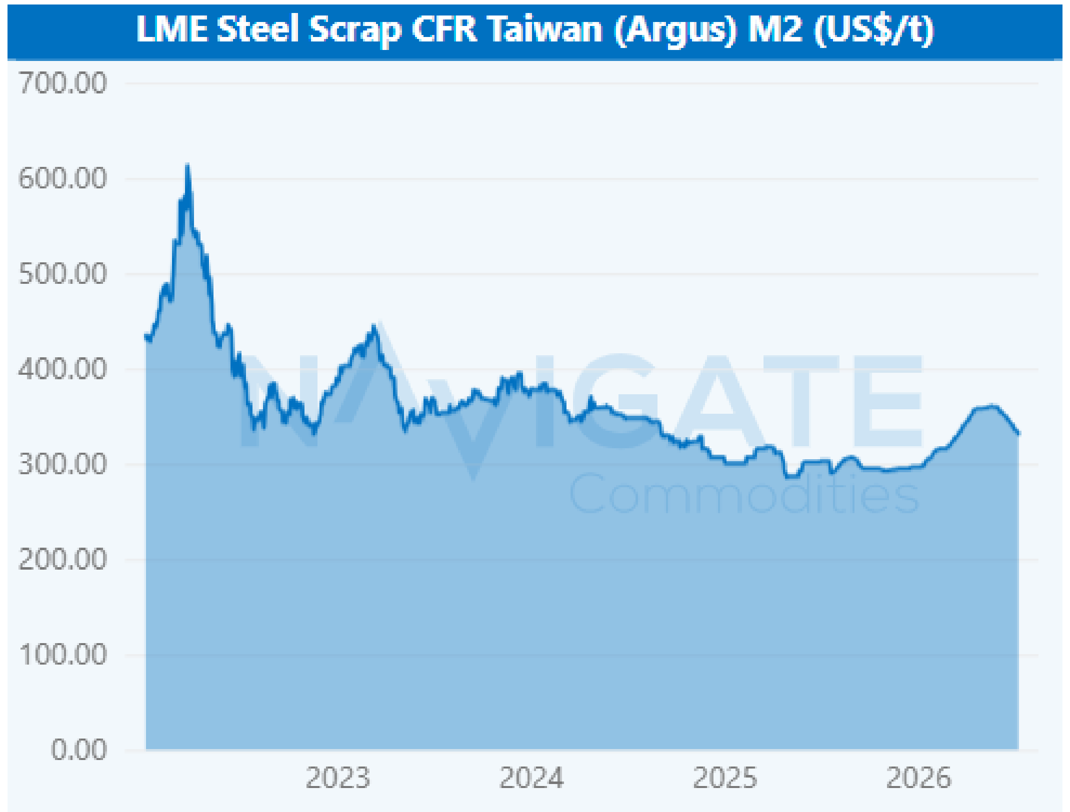
“Steel Scrap Markets – a Bird’s Eye View” is a new report commissioned by the London Metal Exchange (LME), designed to give market participants a unique perspective on the highly fragmented and traditionally often opaque world of ferrous scrap markets.

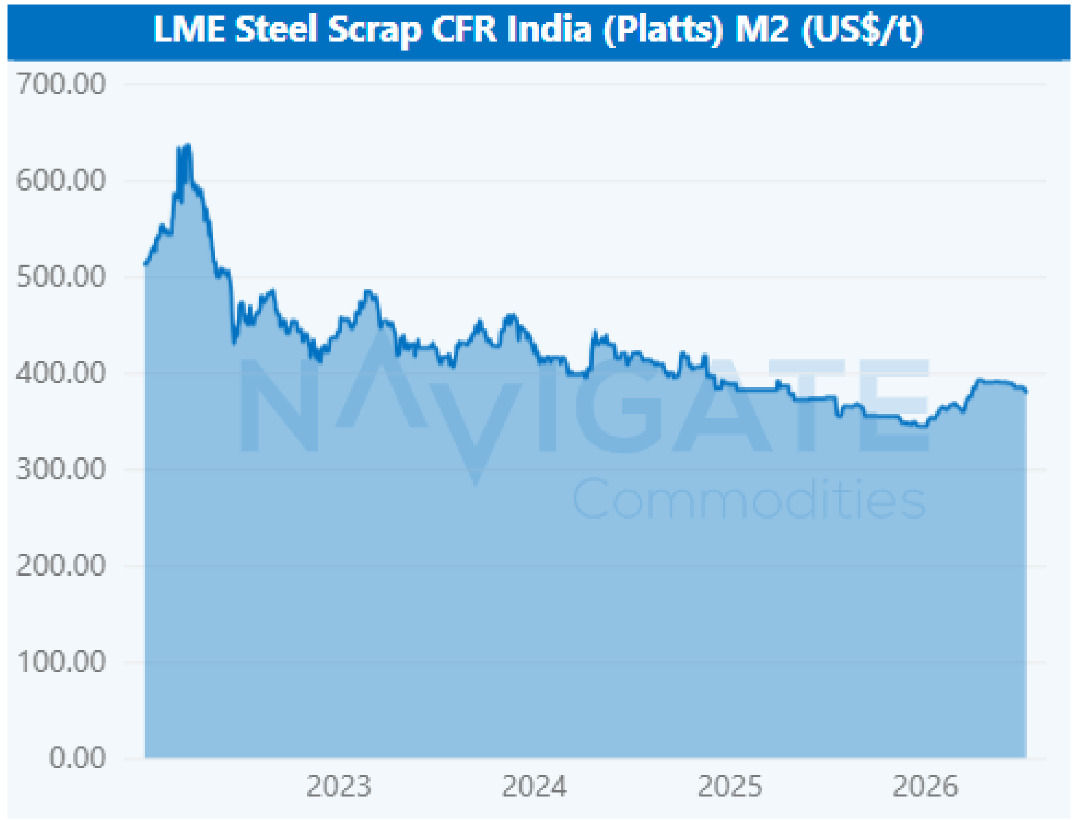
This report includes a wealth of data and provides commentary on supply chains from the key steel scrap markets of Turkey, India, and Taiwan.

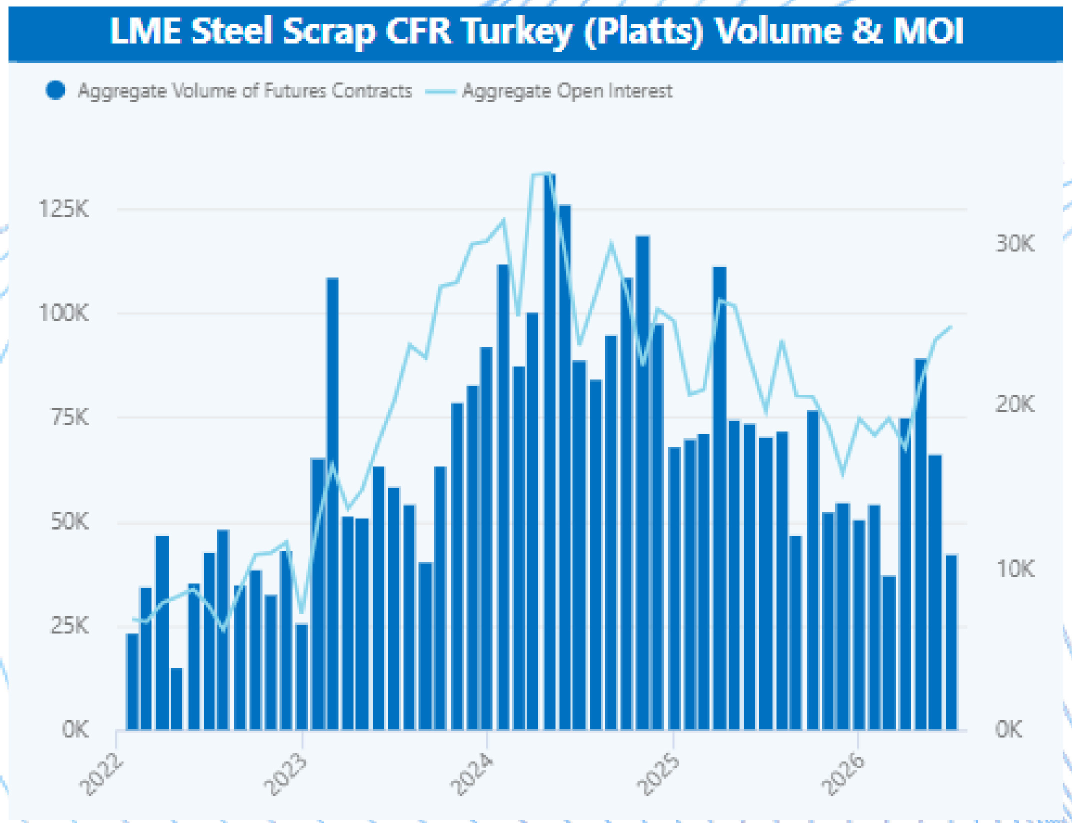
Authors Navigate Commodities satellite-based technology, AI and machine learning to monitor and assess data from steel mills, trade routes and ports to bring transparency to and insight on the world of steel scrap.

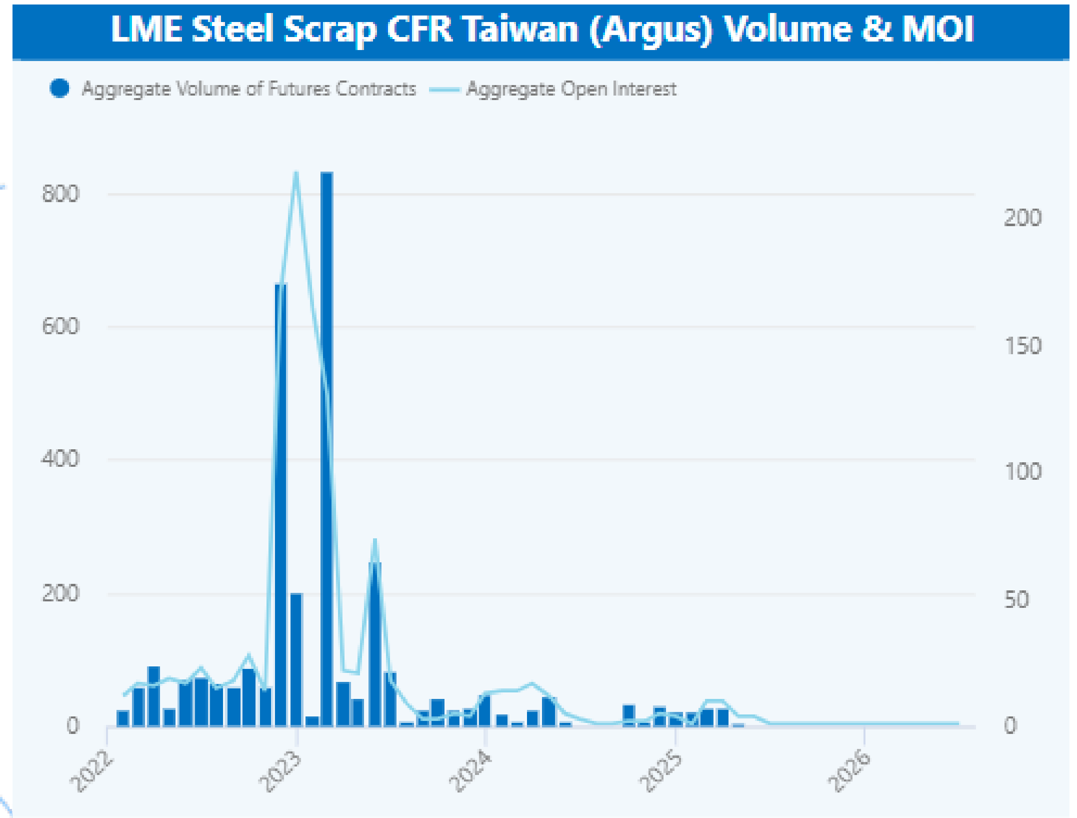
LME Steel Scrap Futures

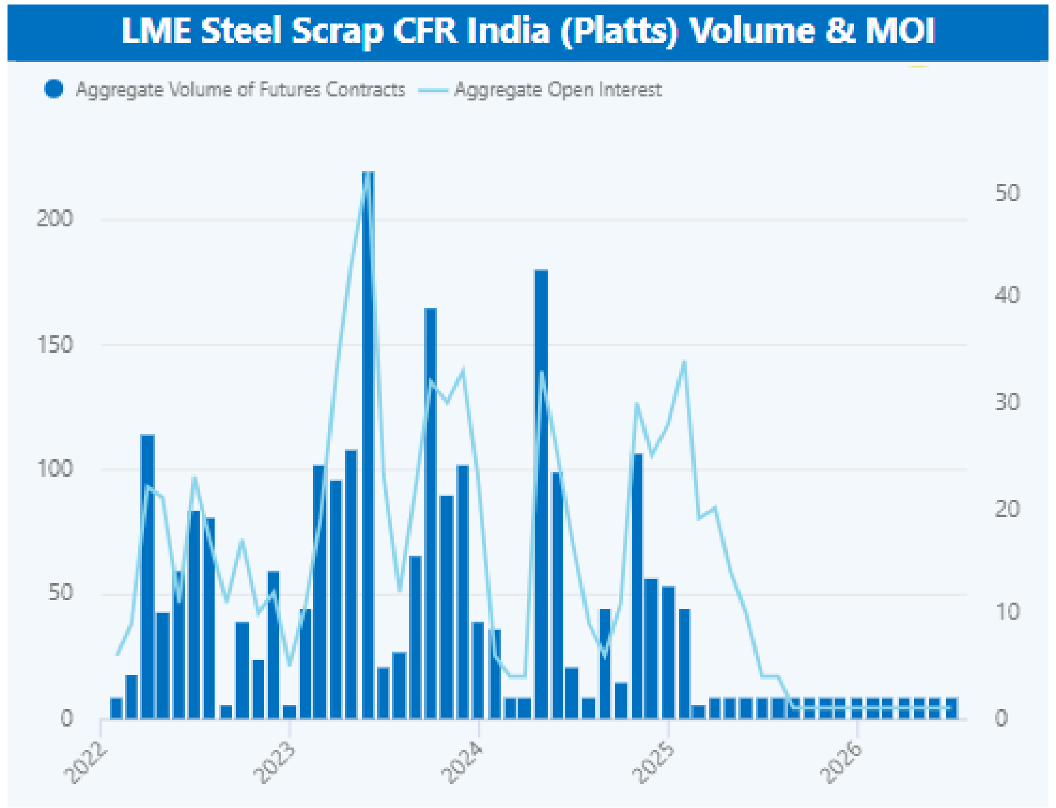








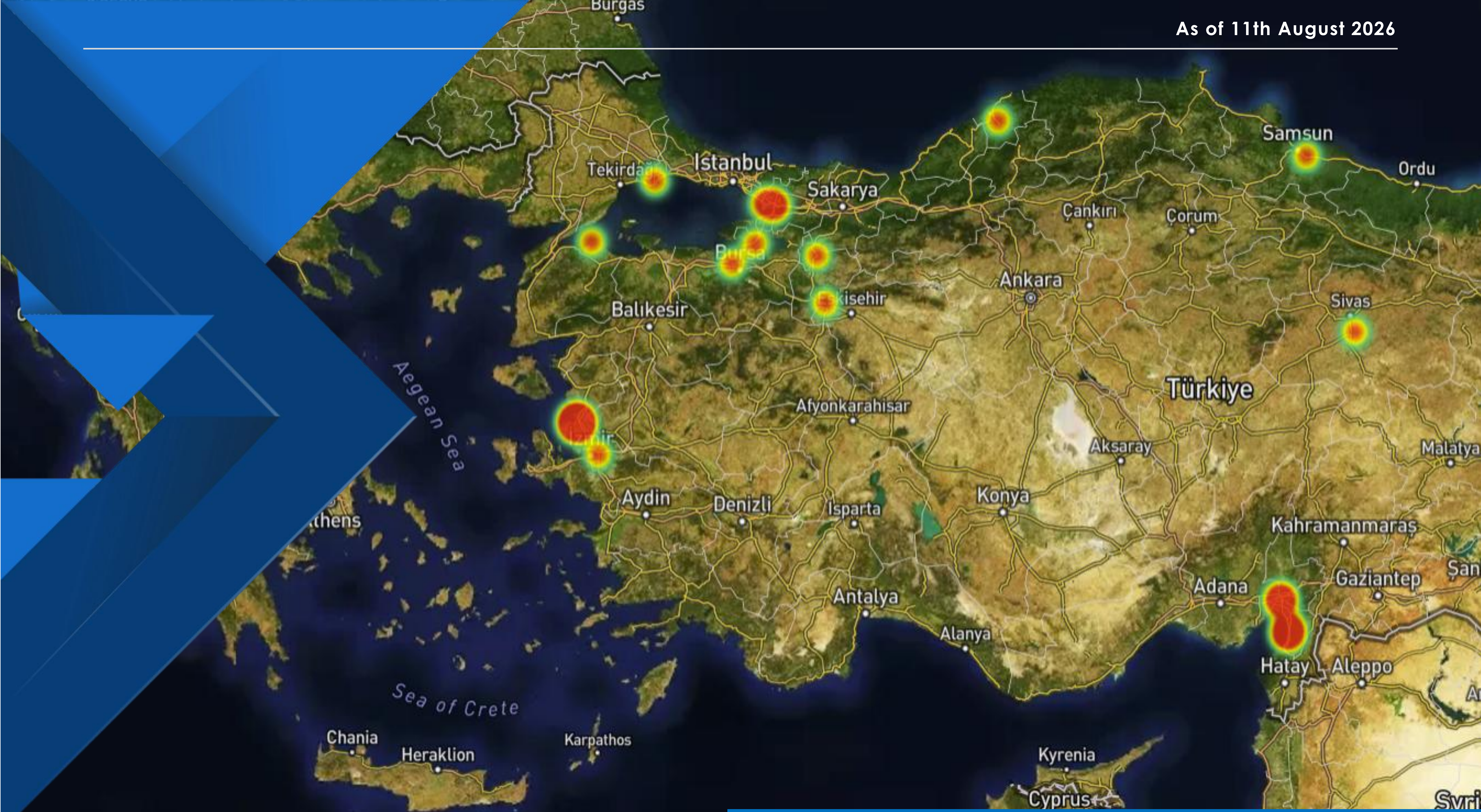




Source: Navigate Commodities, Bloomberg, London Metal Exchange (LME)

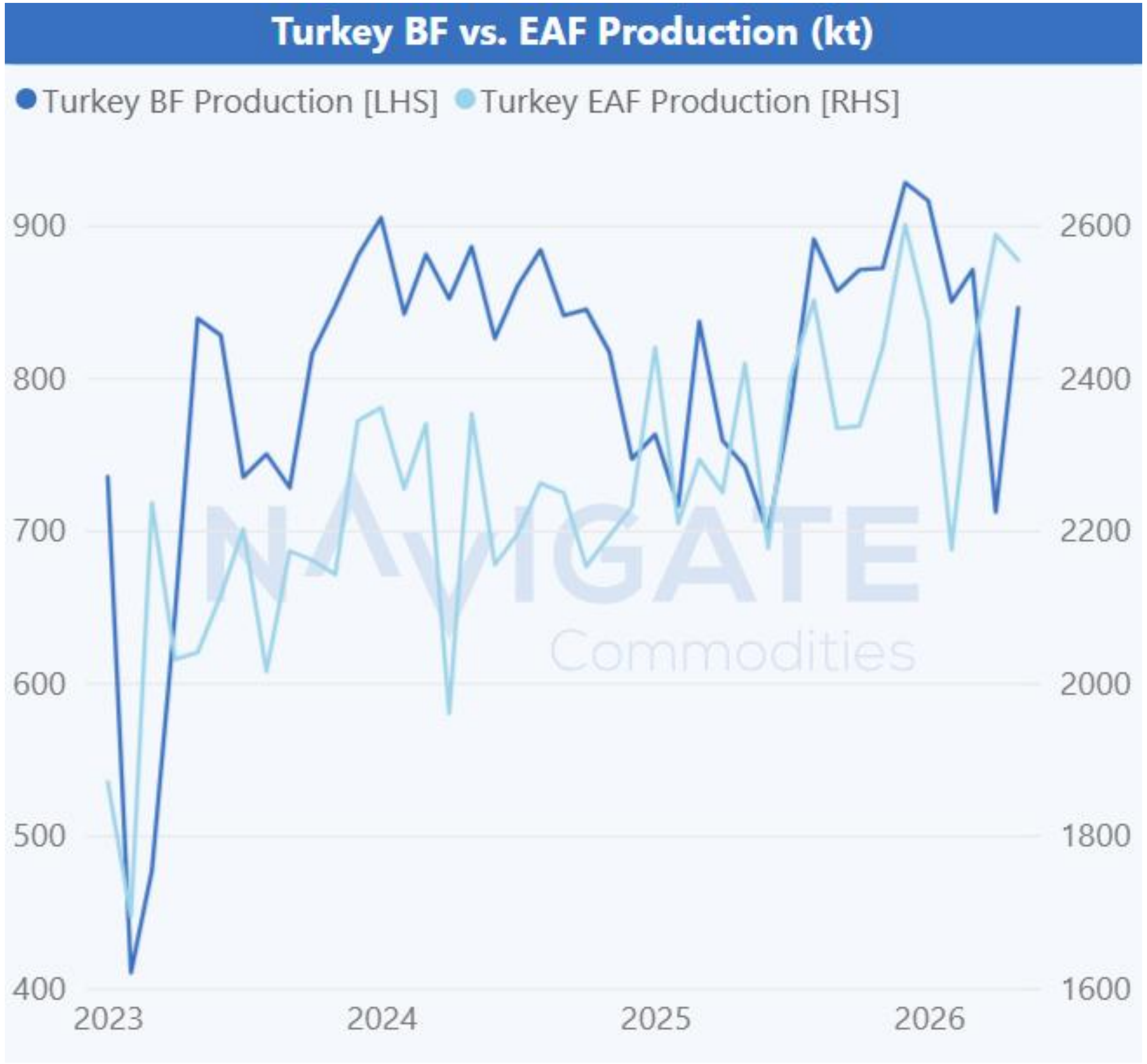
Türkiye Steel Scrap Market Overview

As of 11th August 2026

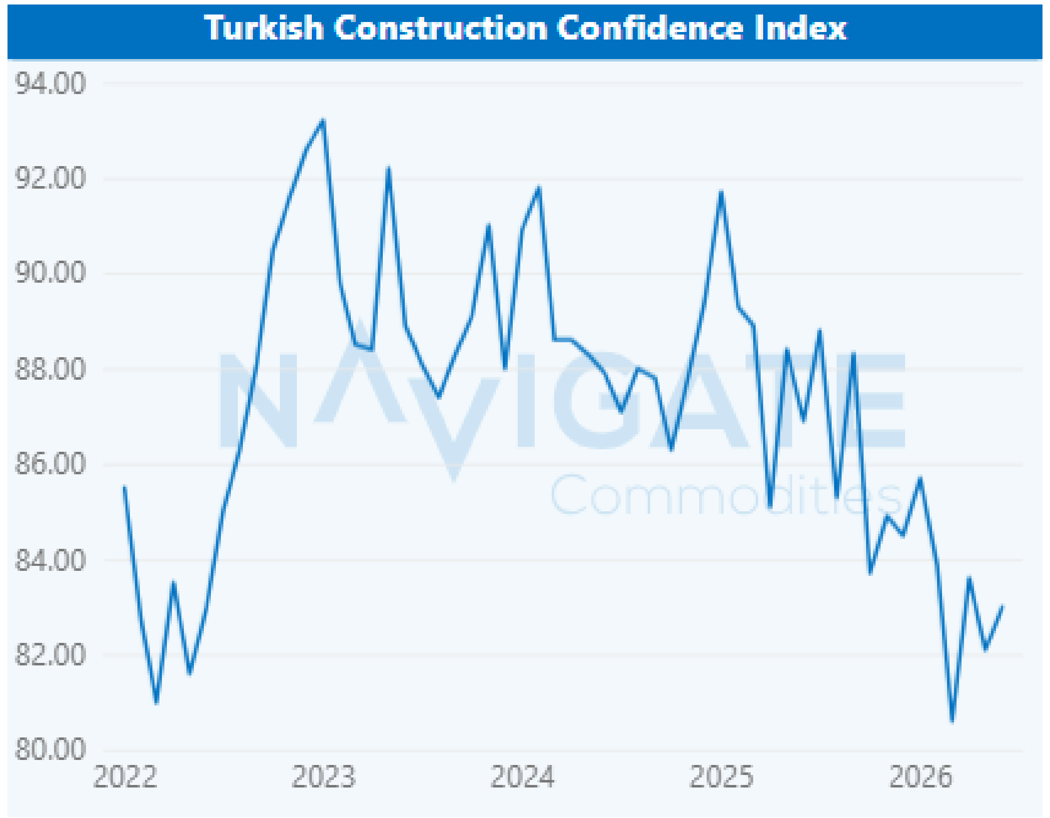


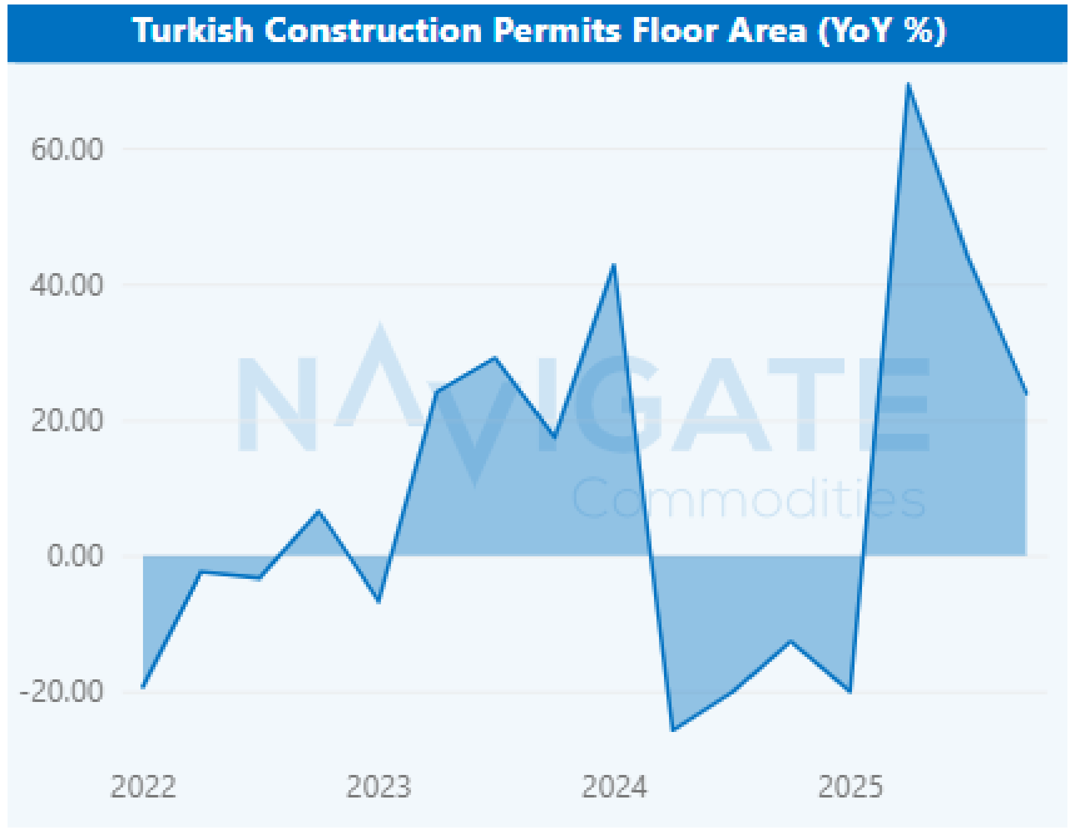
Türkiye

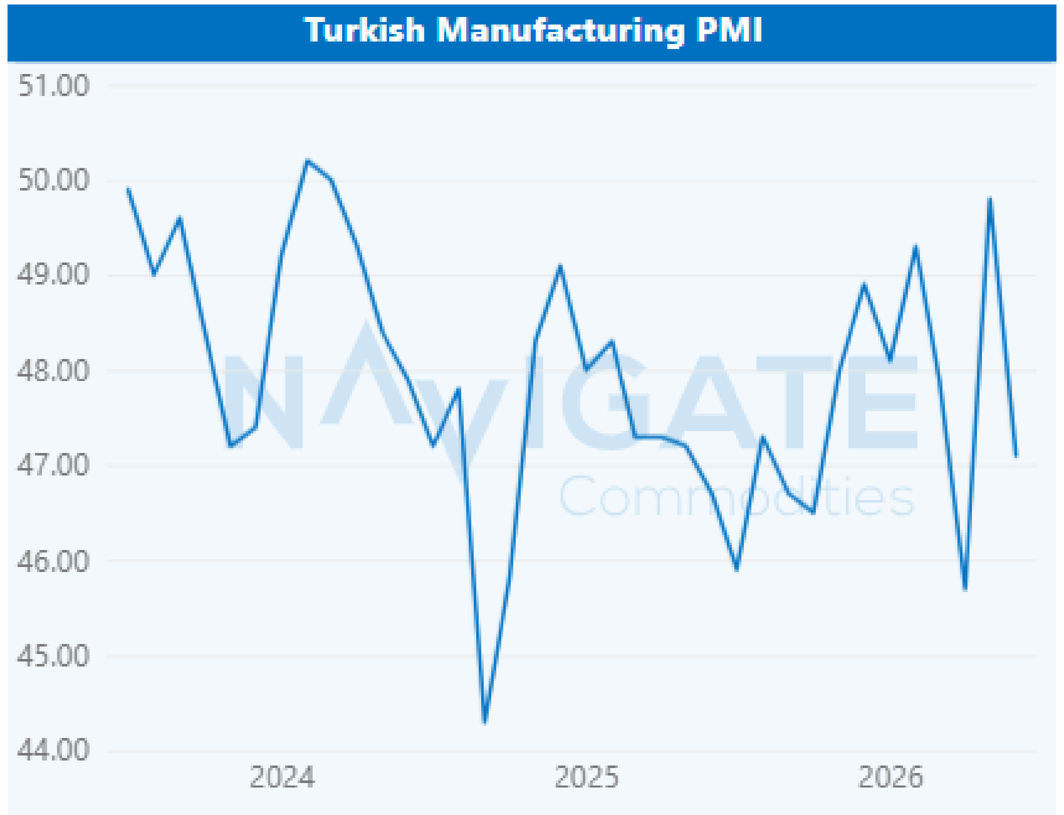
Over the past month, Turkish HMS 1&2 (80:20) has shifted from a European-led sell-off into a more range-bound market around US$368–375/t CFR Türkiye (TKY). Prices fell from the low-US$410s toward US$370/t CFR TKY, as North European suppliers liquidated inventories they did not want to carry into July/August, with UK, Baltic, Russian, and Continental EU cargoes repeatedly clearing below US-origin quality equivalents. The key point was sequencing: this was not primarily a Turkish Ferrous Scrap demand-led collapse. Turkish Rebar followed Ferrous Scrap lower, rather than leading it, while Navigate Earth showed Turkish EAF capacity utilisation rates staying elevated by historical summer standards. Türkiye remained the price taker, forced to melt Ferrous Scrap given that Semis optionality was relatively limited, even as Europe became the marginal tonne pressuring the benchmark lower. Europe's weak EU27 EAF capacity utilisation rates through 2026, healthy Ferrous Scrap-laden river barge flows, and Amsterdam, Rotterdam, Antwerp & Ghent (ARAG) inventory-build drove the first leg lower. The US then loosened at the margin as June/July EAF activity softened and July domestic obsolete settlements fell around US$10-20/gt, increasing US East Coast export availability. However, the downside has become less clean cut with renewed US-Iran escalation around the Straits of Hormuz, which restricts Iranian Semis and UAE containerized Ferrous Scrap flows, supports bunker fuel costs, and adds war-risk premiums; keeping the CFR-to-FOB wedge sticky. More recently, seasonably and historically low European river water levels are now impeding the free navigation of Ferrous Scrap-laden barges downstream to key export terminals; underpinning current offer levels.

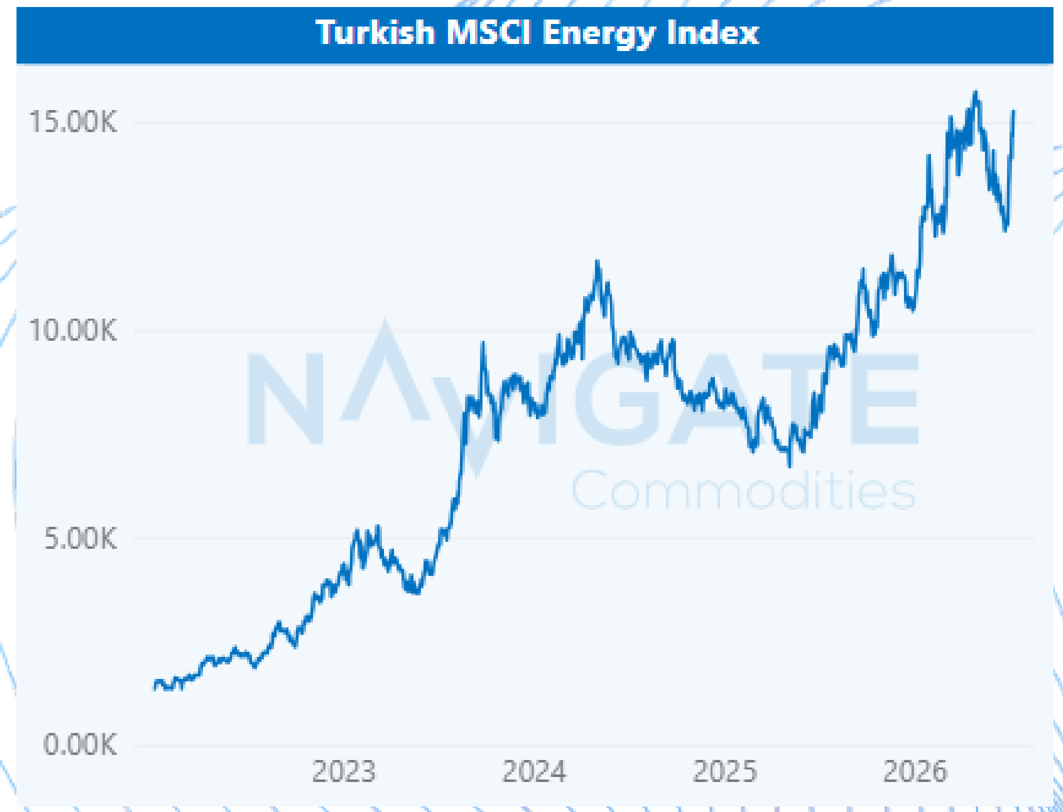


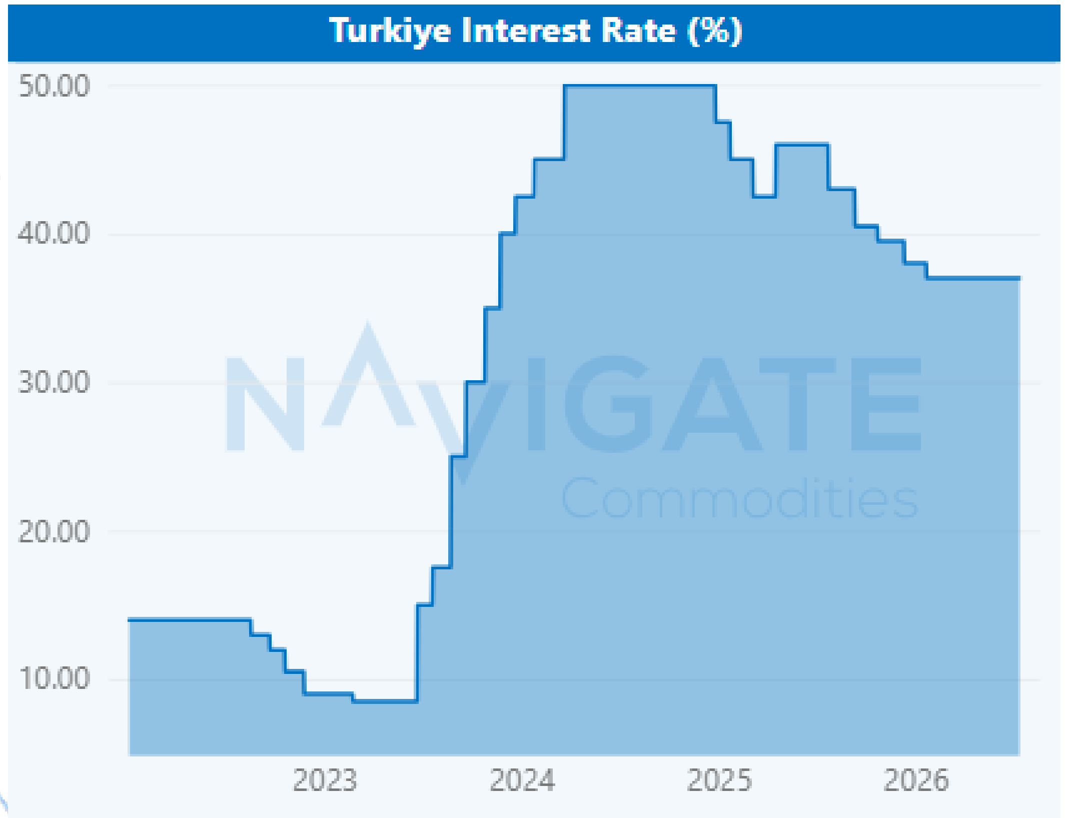
Source: Navigate Commodities

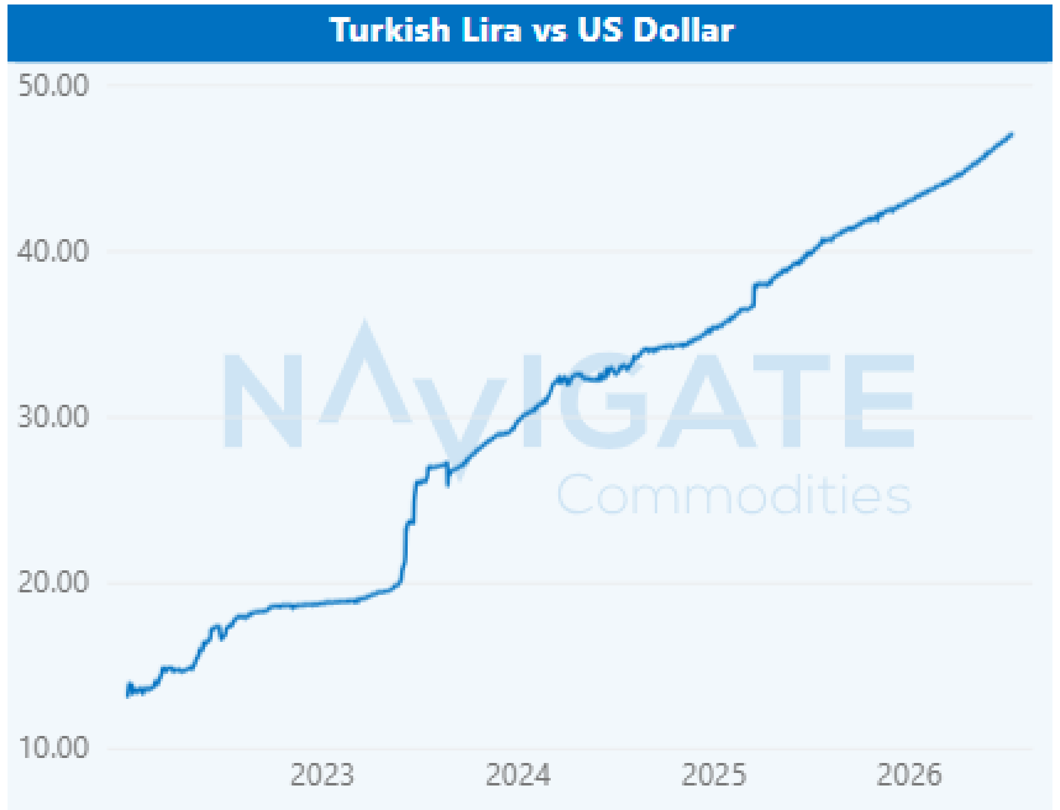




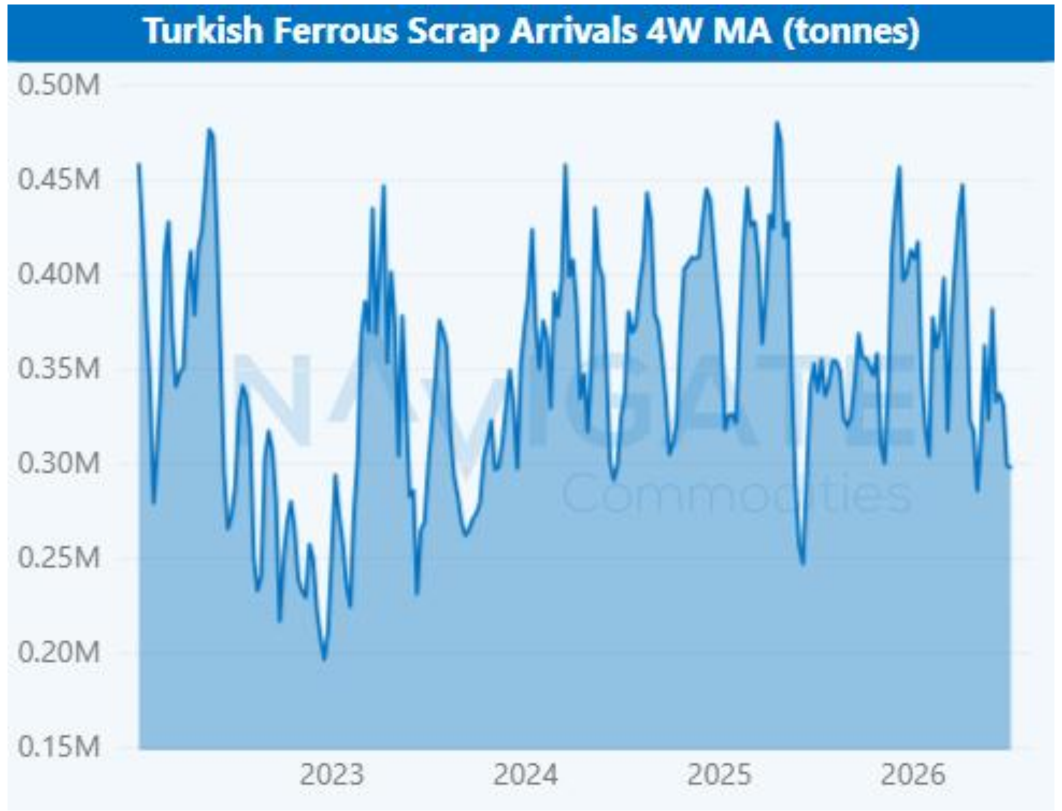


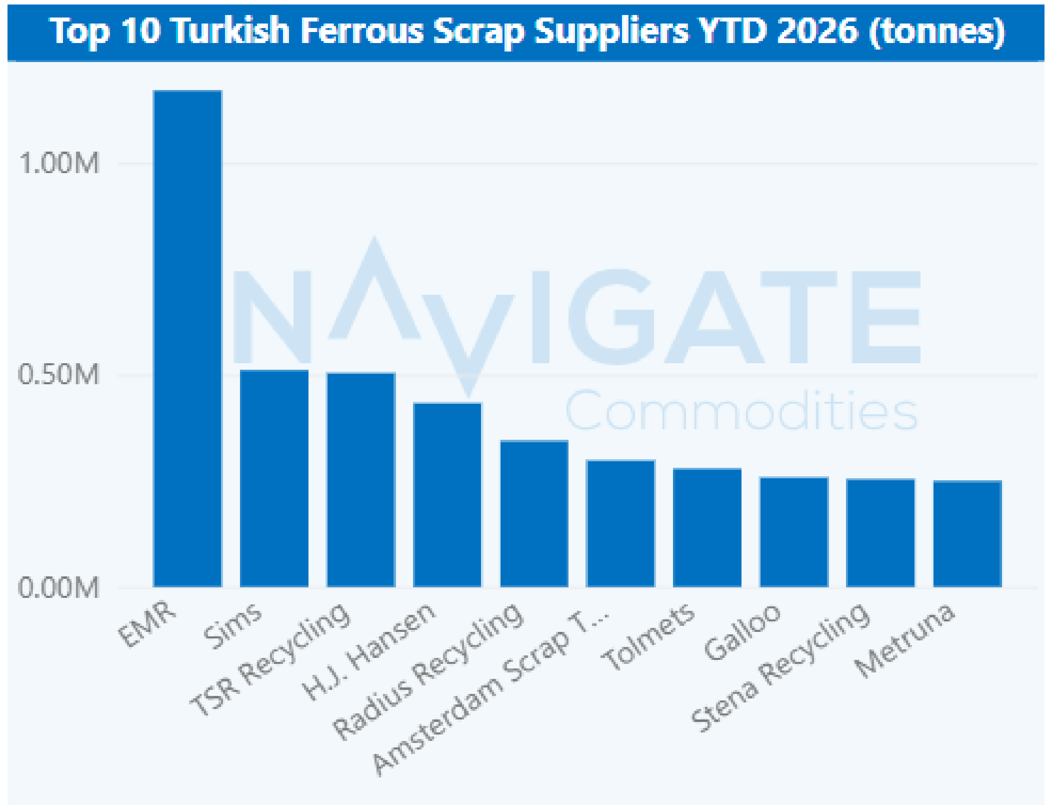


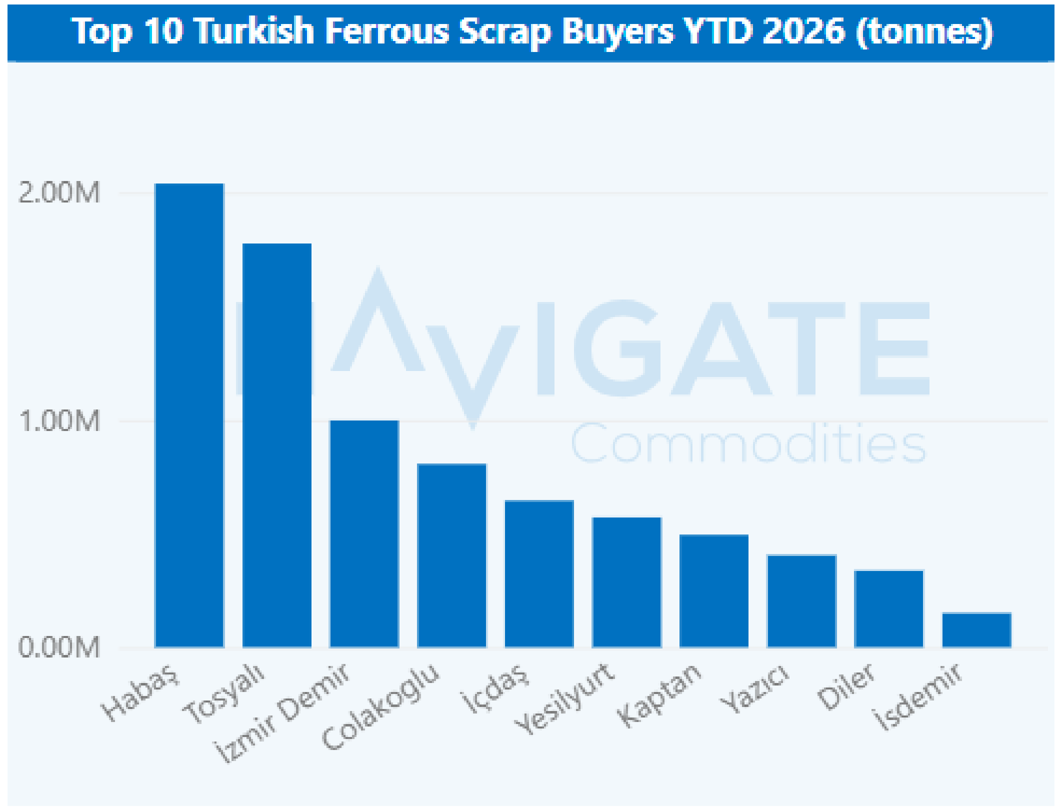


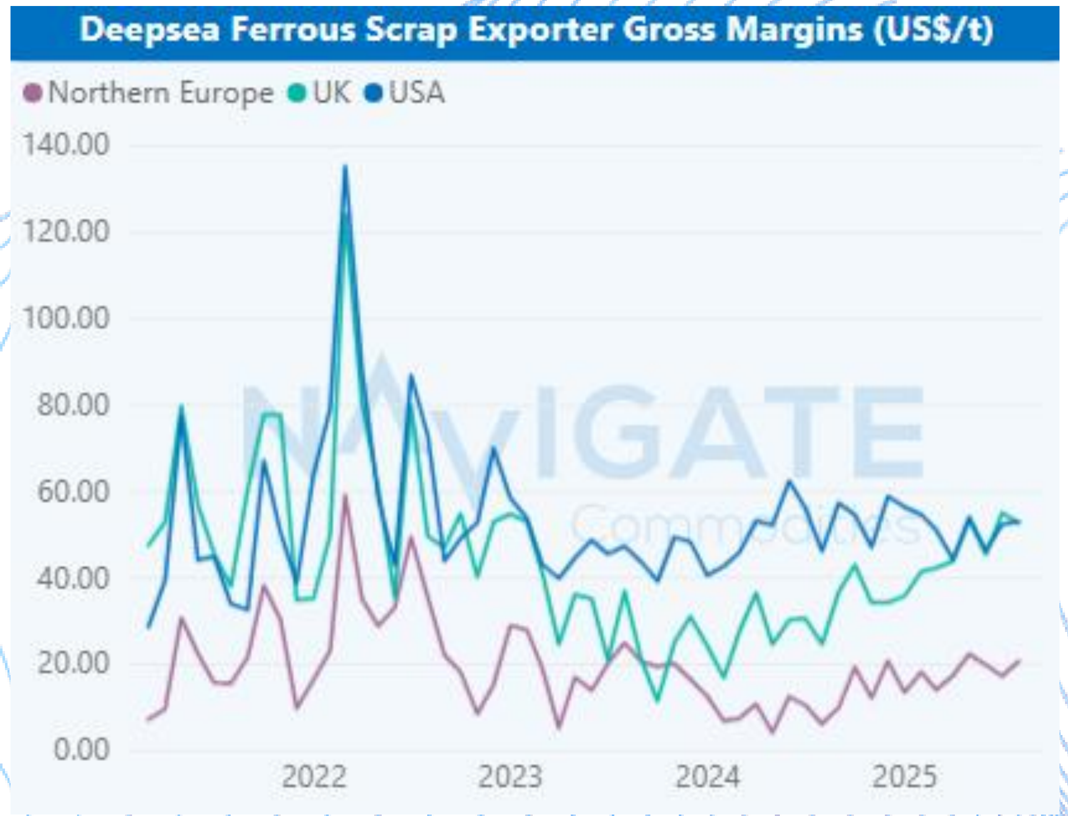


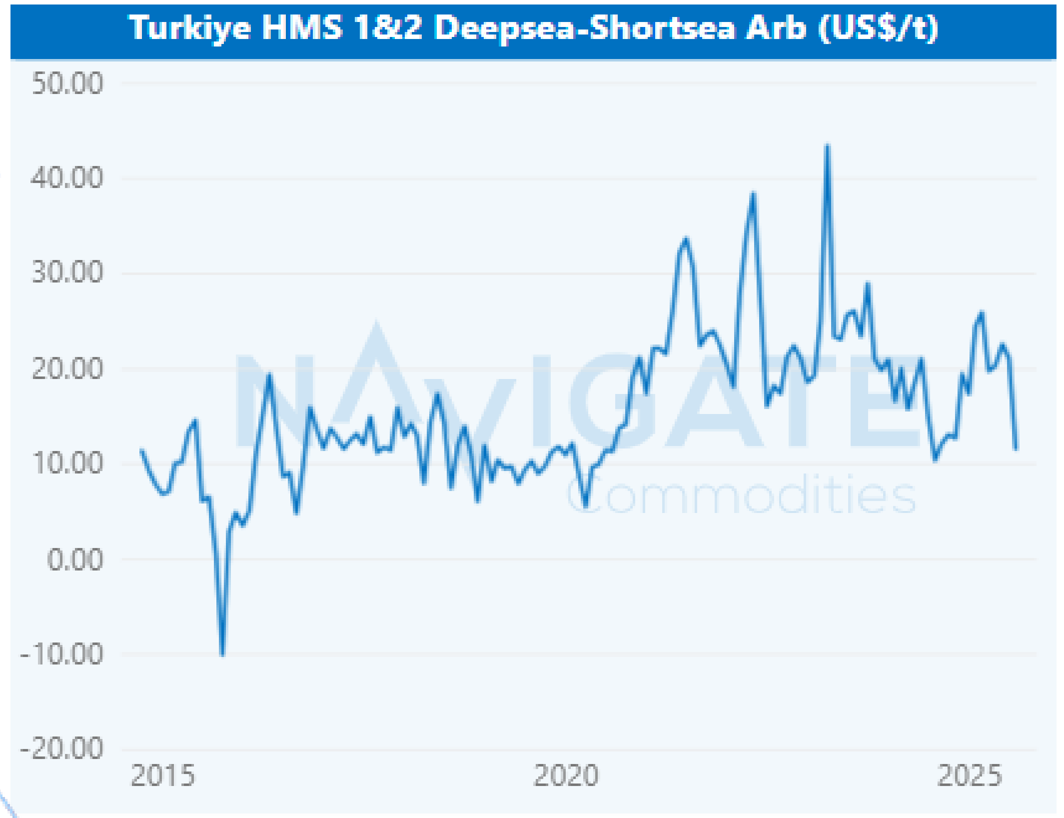
Source: Navigate Commodities, Bloomberg

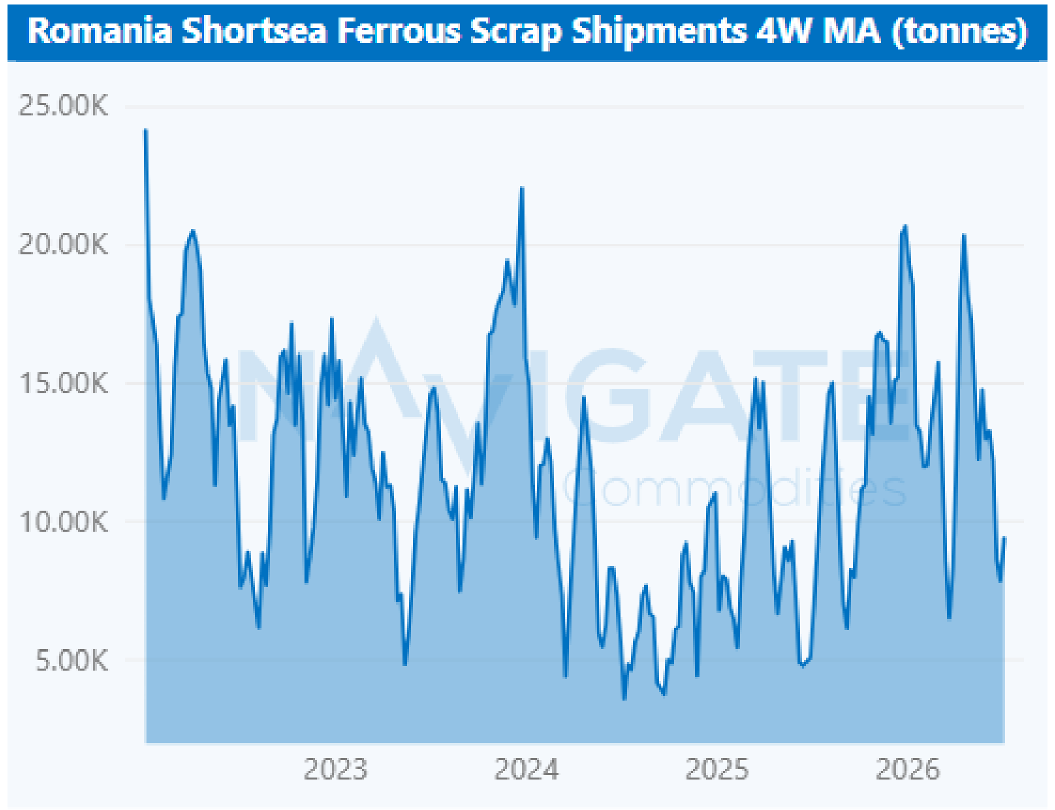




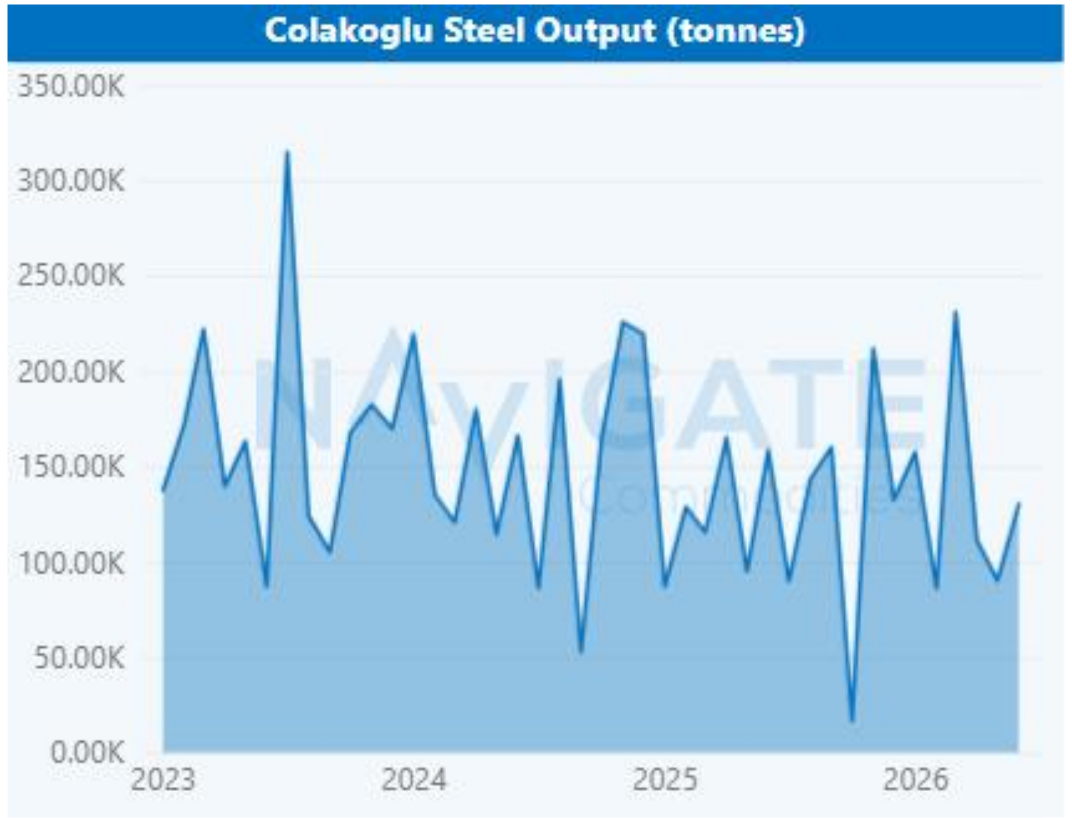


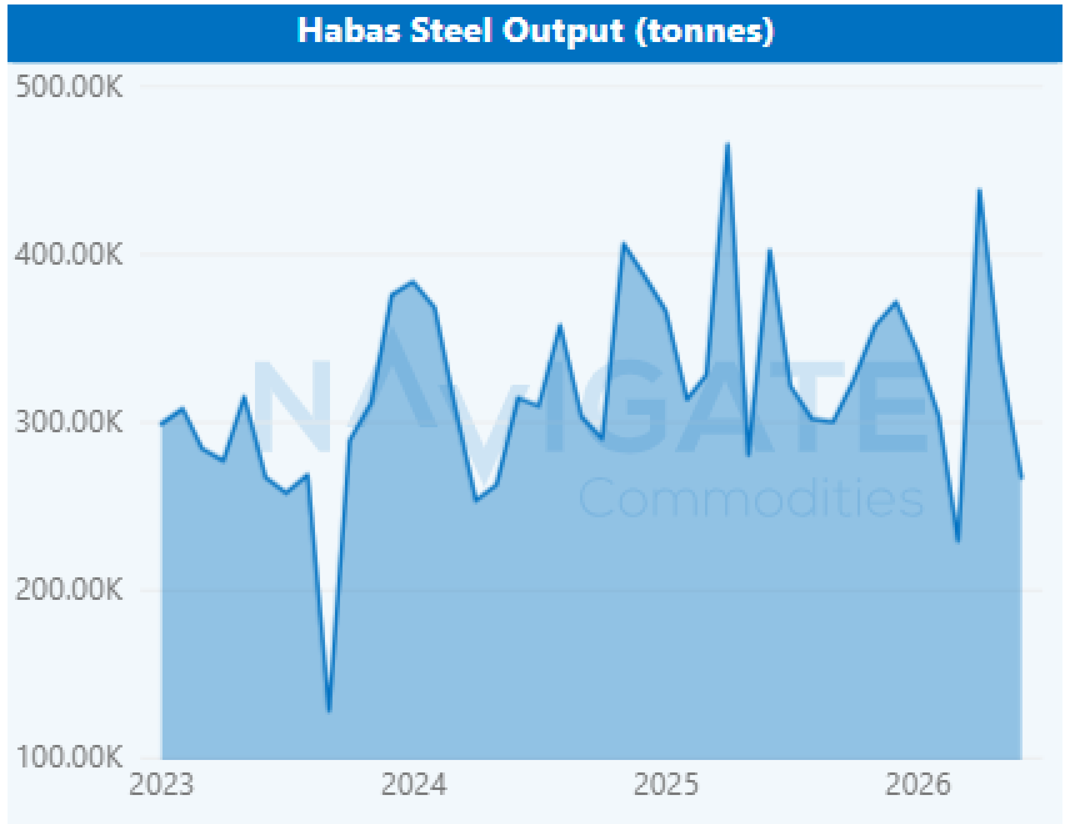


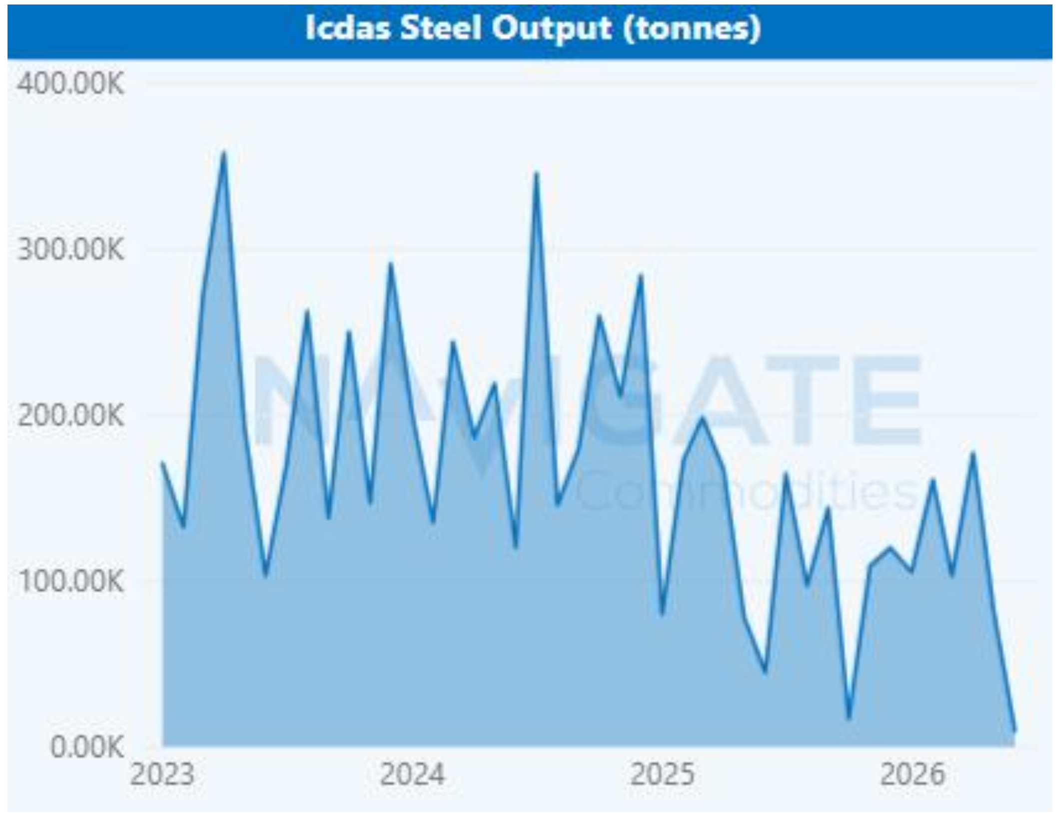


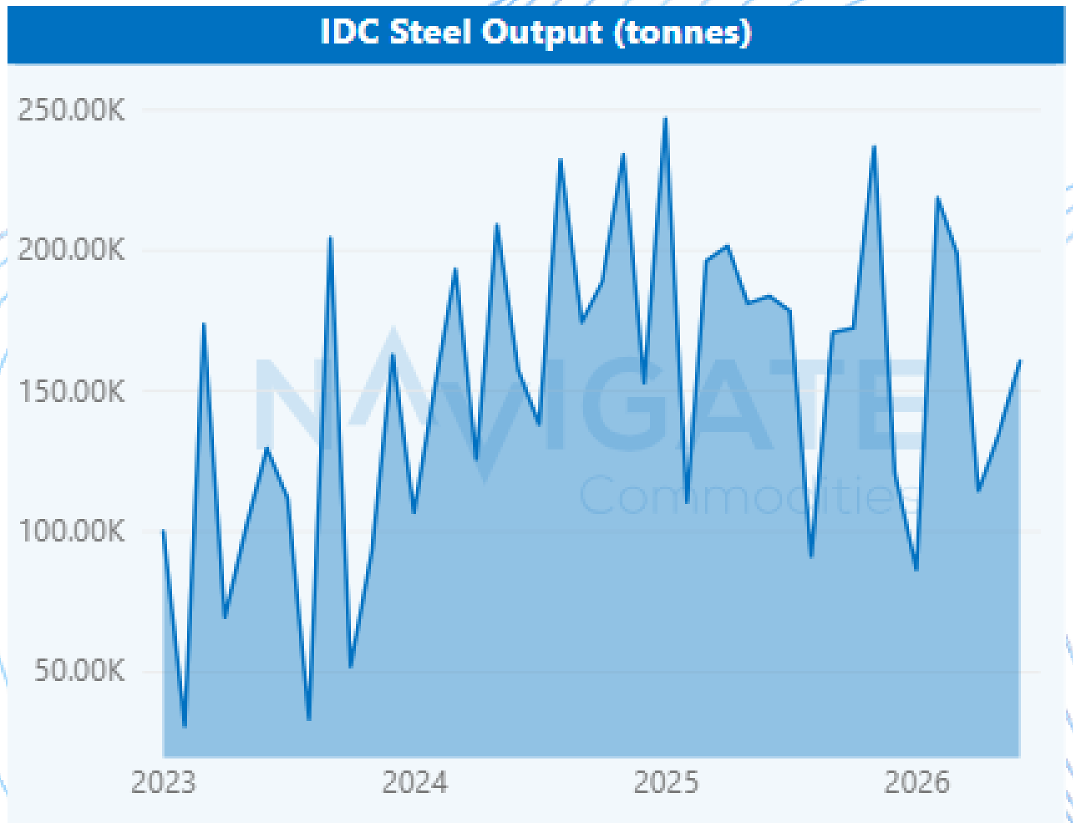


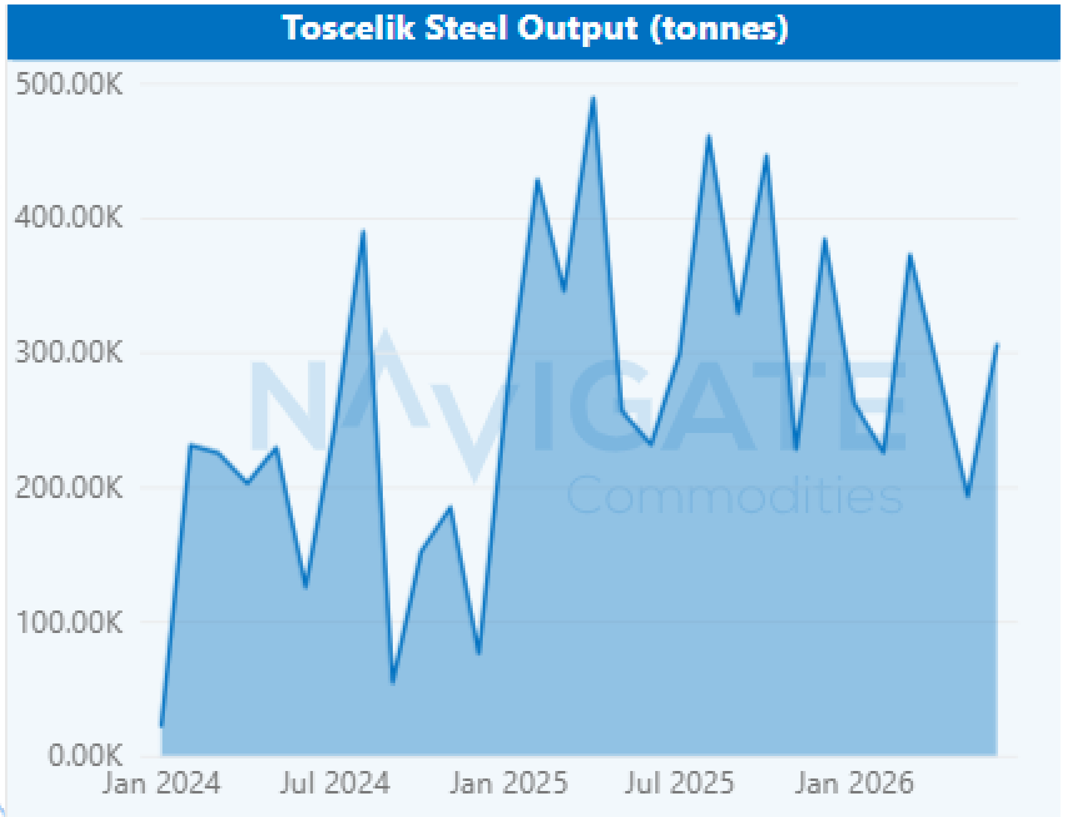
Source: Navigate Commodities, Bloomberg

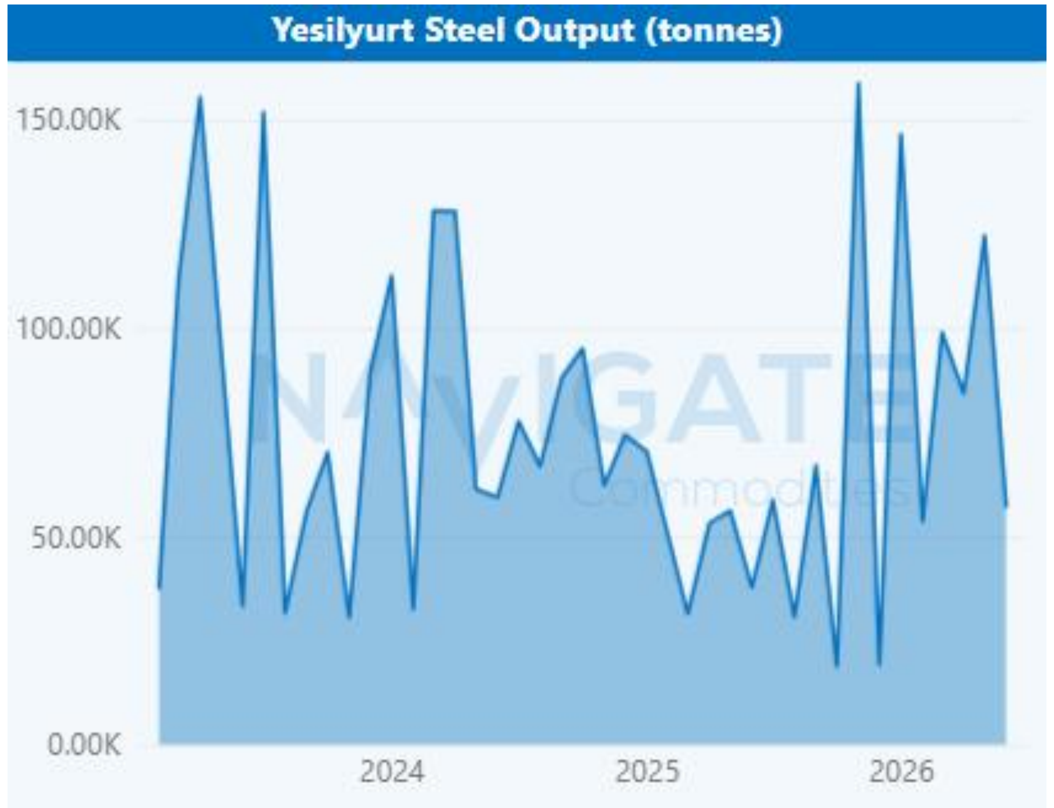




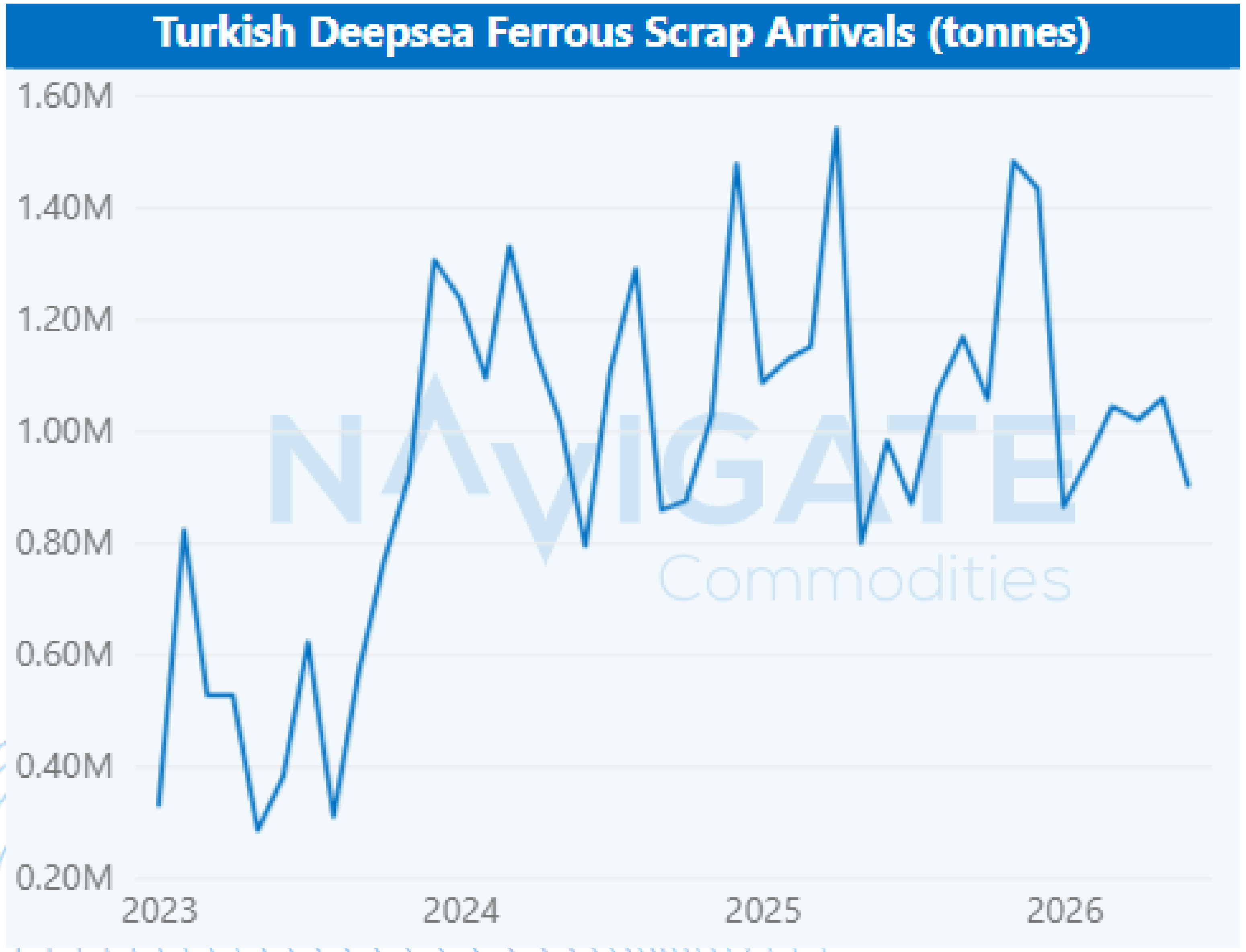


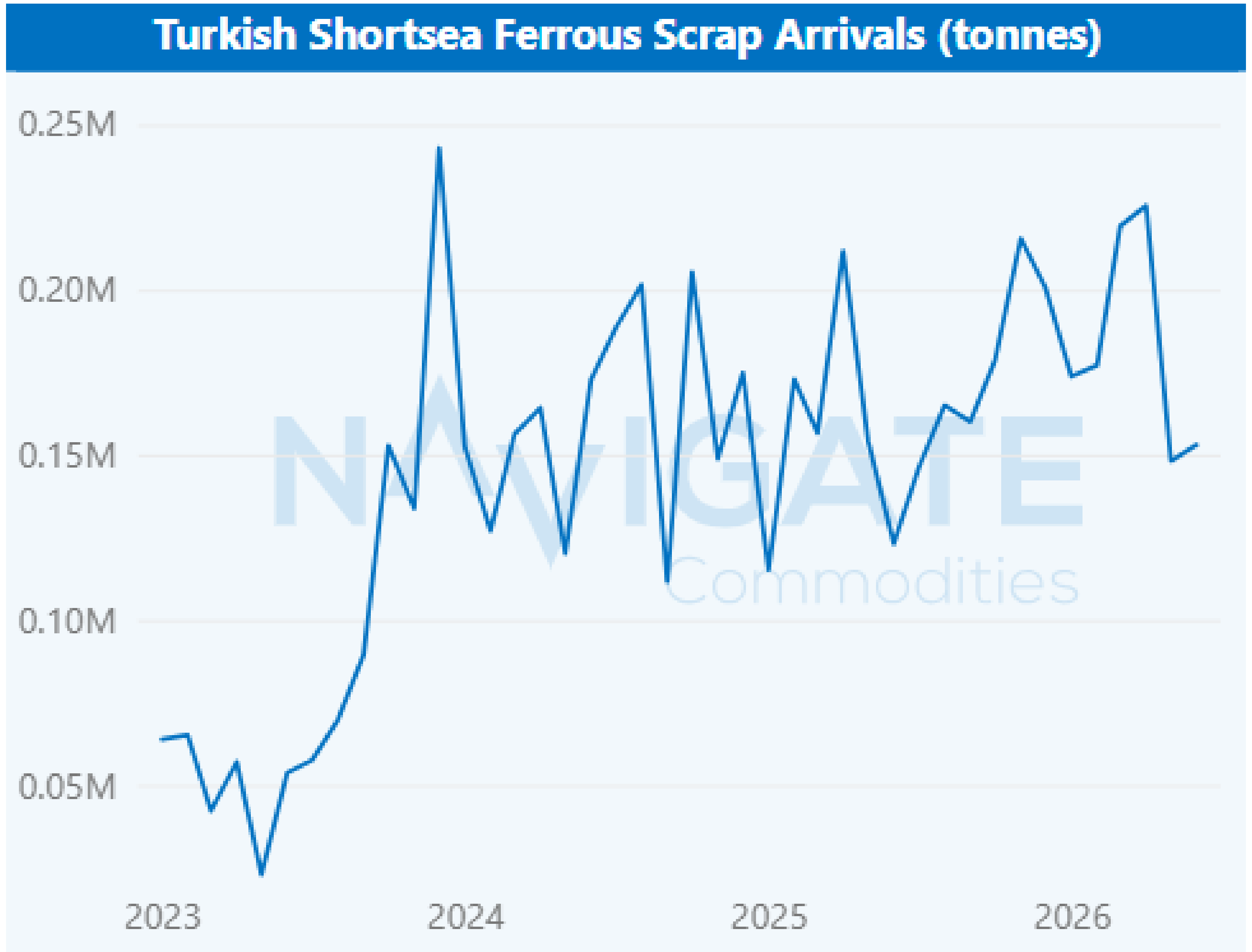






Source: Navigate Commodities

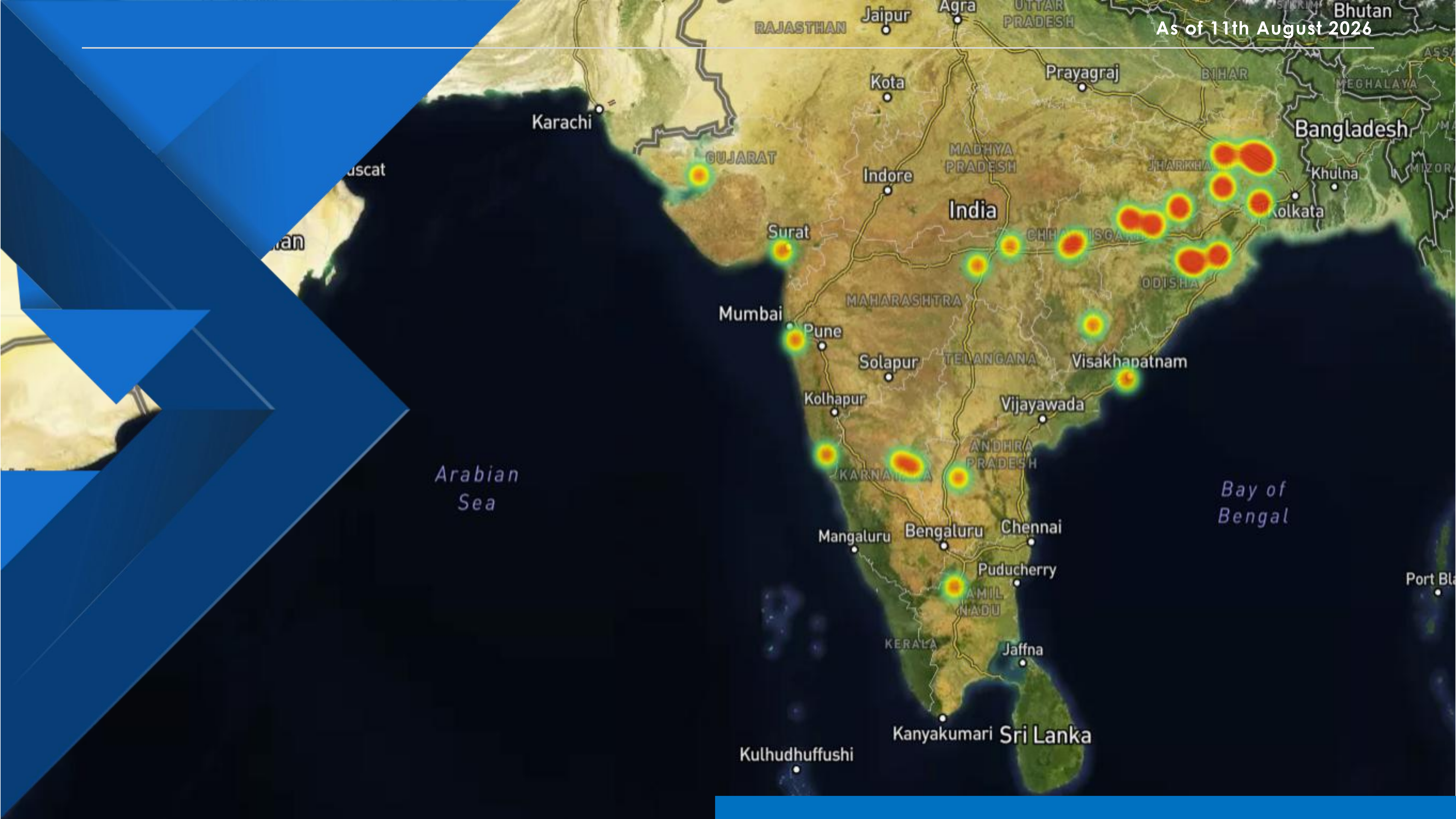




Source: Navigate Commodities, Bloomberg

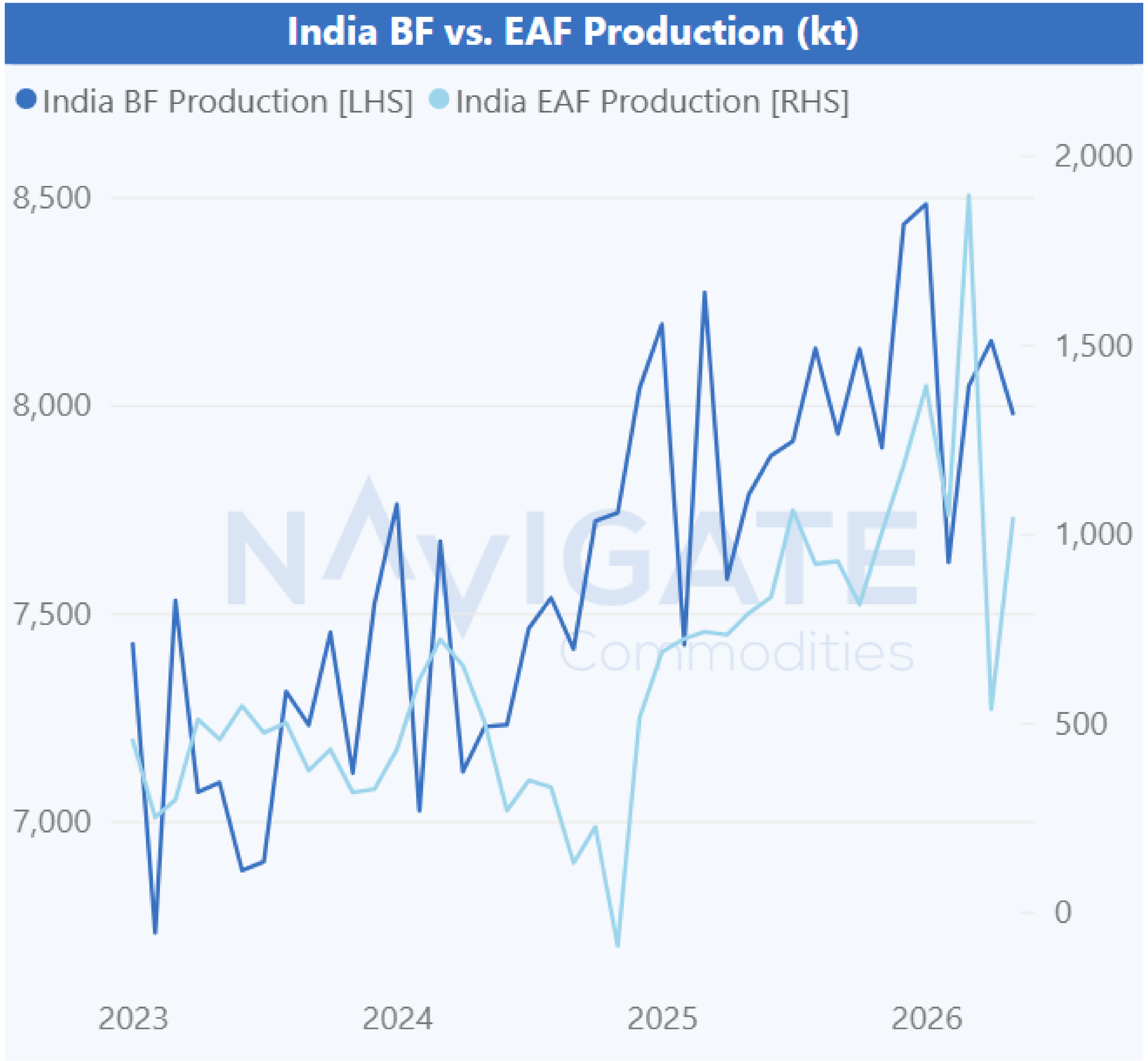
India Steel Scrap Market Overview

As of 11th August 2026



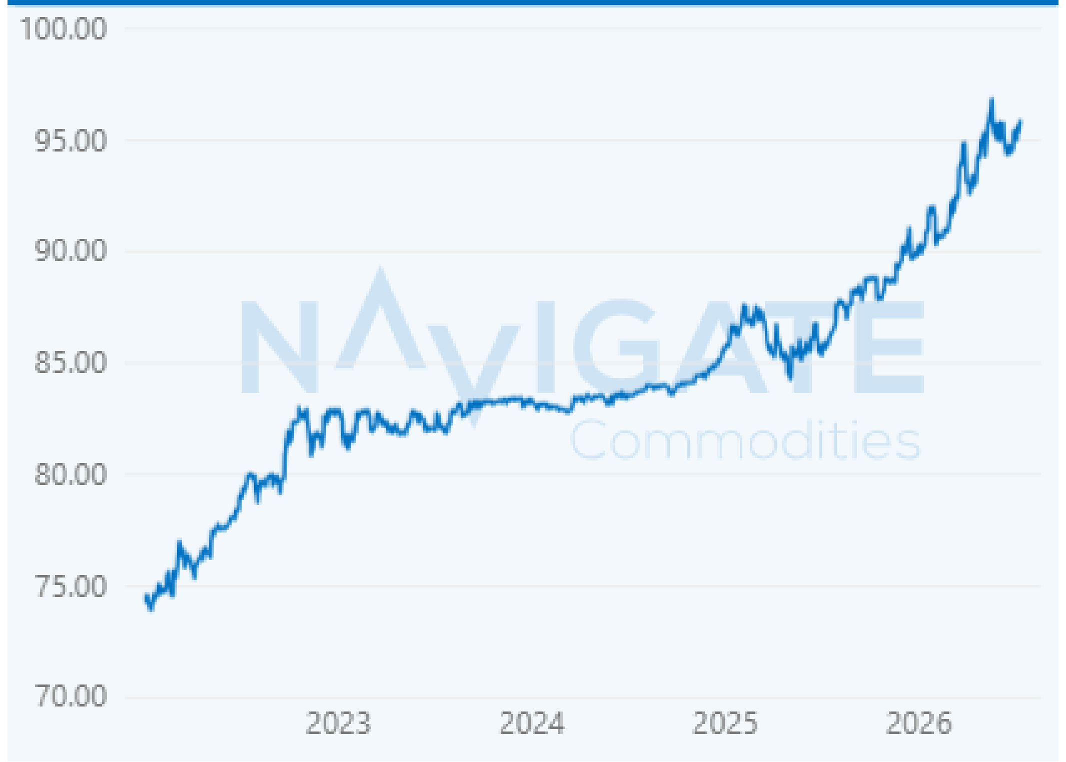
India

India's containerised Ferrous Scrap import market has shifted from a demand-growth story into a supply-chain and substitution story in recent months. Indian Steel consumption remains structurally supported by infrastructure, automotive, and manufacturing activity, but the spot Ferrous Scrap import market has been complicated by cheaper finished Steel inflows, monsoon-season construction drag, cheaper Hot Metal and Sponge Iron supply, and renewed Gulf logistics risk. The key swing factor is UAE/Gulf containerized Ferrous Scrap availability. When the Straits of Hormuz risk eased, the market expected UAE-origin containers to resume moving toward India and Pakistan, loosening South Asian balances and reducing competition for US, UK, Australian, and Brazilian material. Renewed US-Iran tension has now muddied that picture. Container availability may improve, but freight, insurance, and liner confidence remain uneven, so the return of Gulf supply would have likely been staggered rather than instantaneous. That said, Indian Ferrous Scrap demand has not collapsed entirely, but it is incredibly price-sensitive. Partial monsoon disruption, higher funding costs, cheaper finished Steel imports, and cost competitive locally-produced Hot Metal and Sponge Iron have all reduced mills' willingness to chase imported Ferrous Scrap cargoes aggressively. Net-net, Indian containerised Ferrous Scrap demand looks better supplied than during the peak Gulf disruption, but not loose enough to call bearish without qualification.

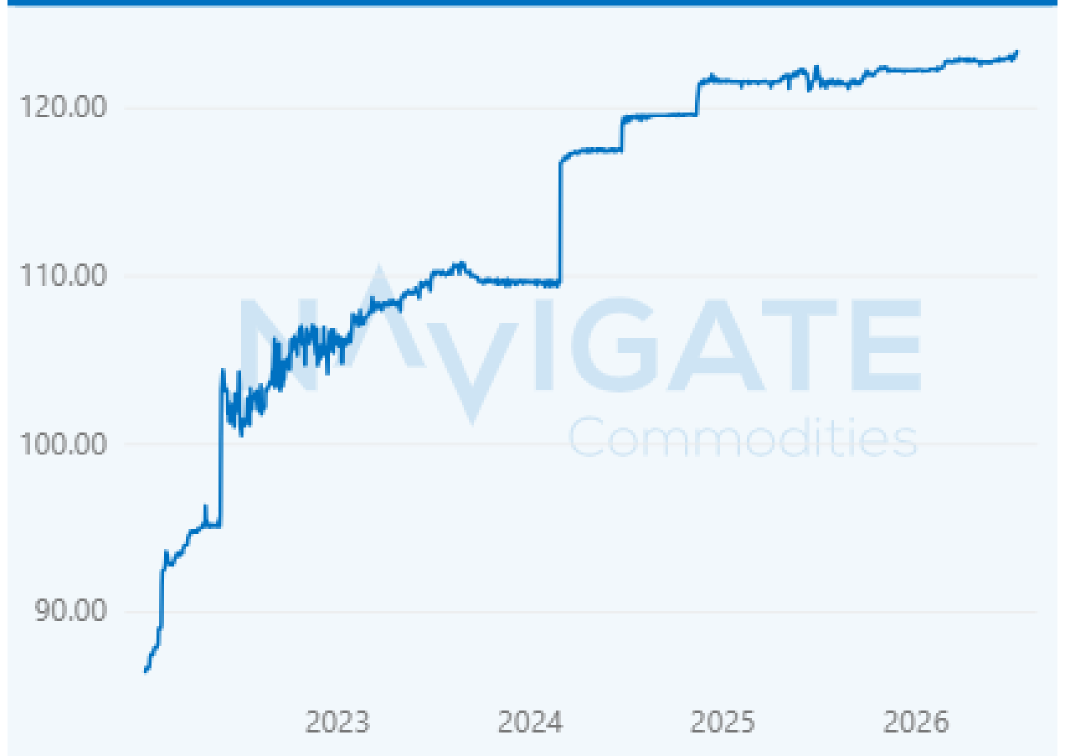


Source: Navigate Commodities

Indian Rupee vs US Dollar

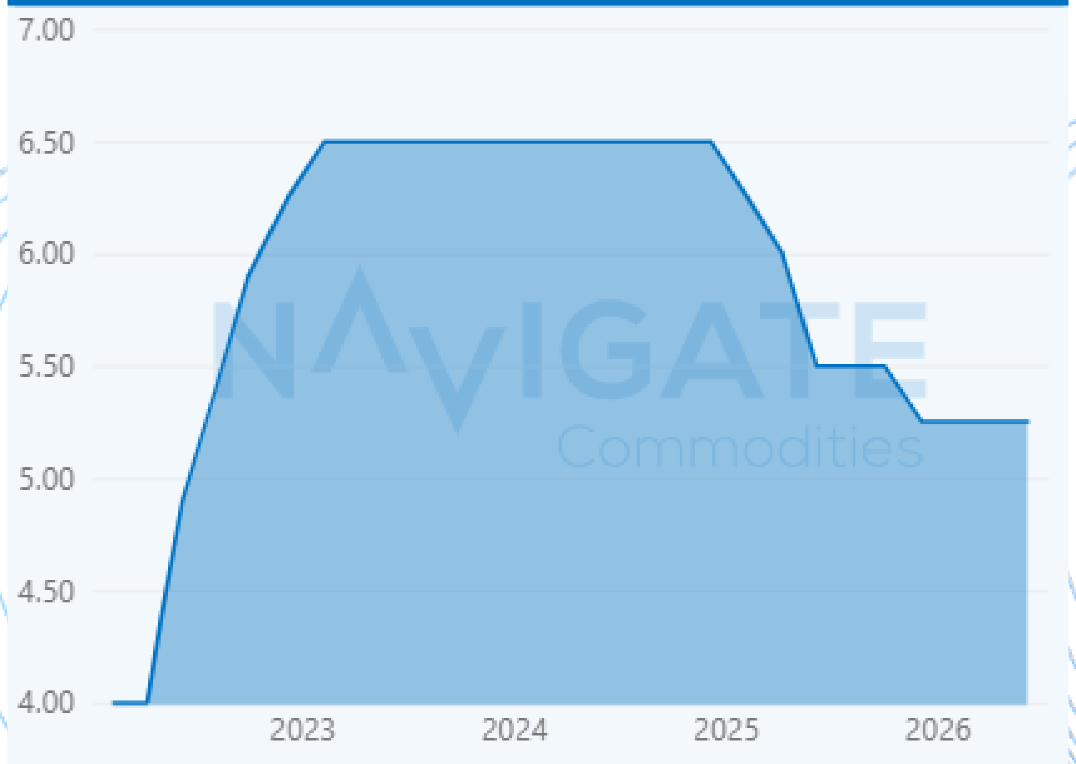


Bangladesh Taka vs US Dollar

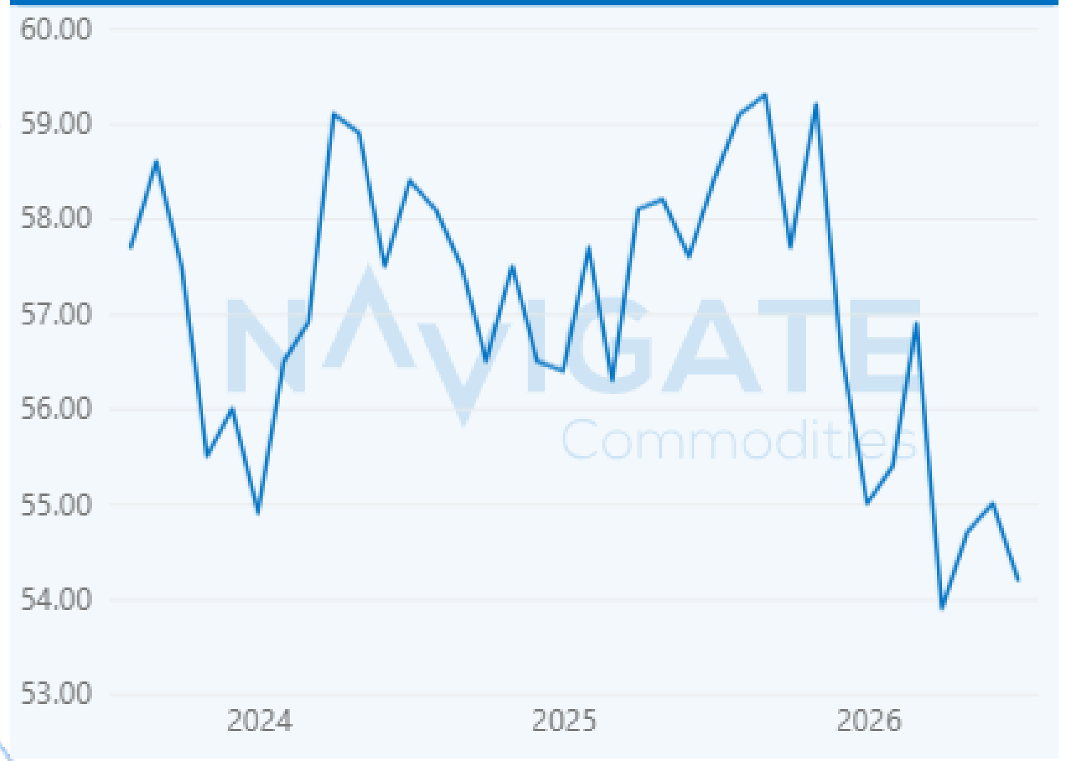


Pakistan Rupee vs US Dollar

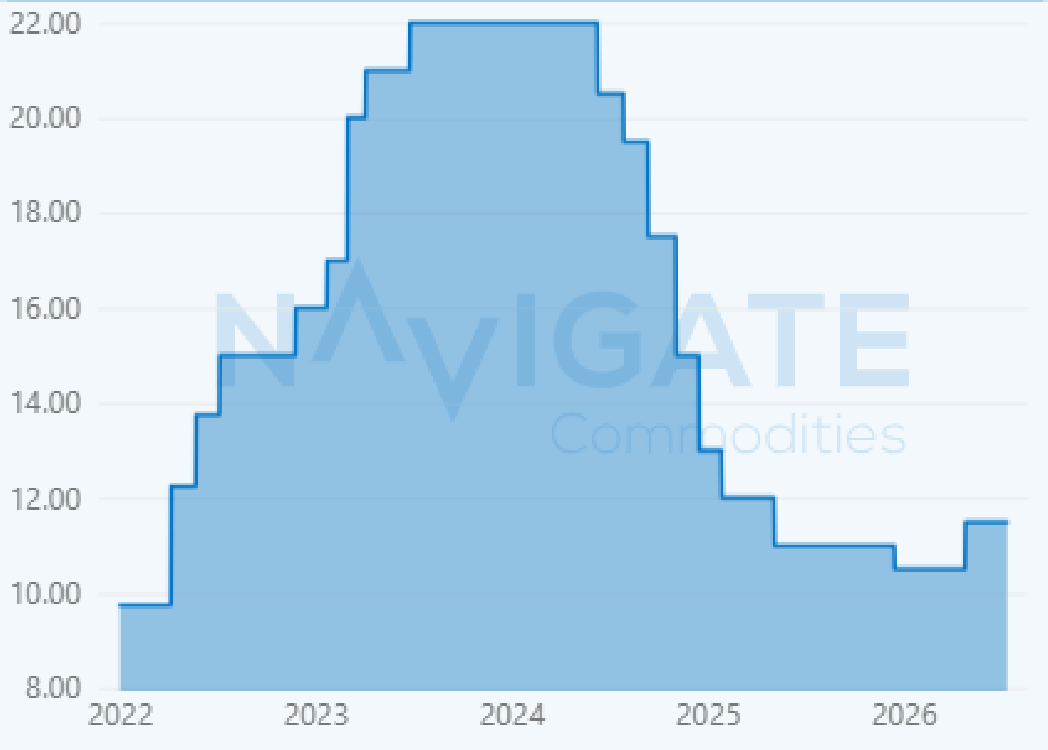
India Interest Rate (%)



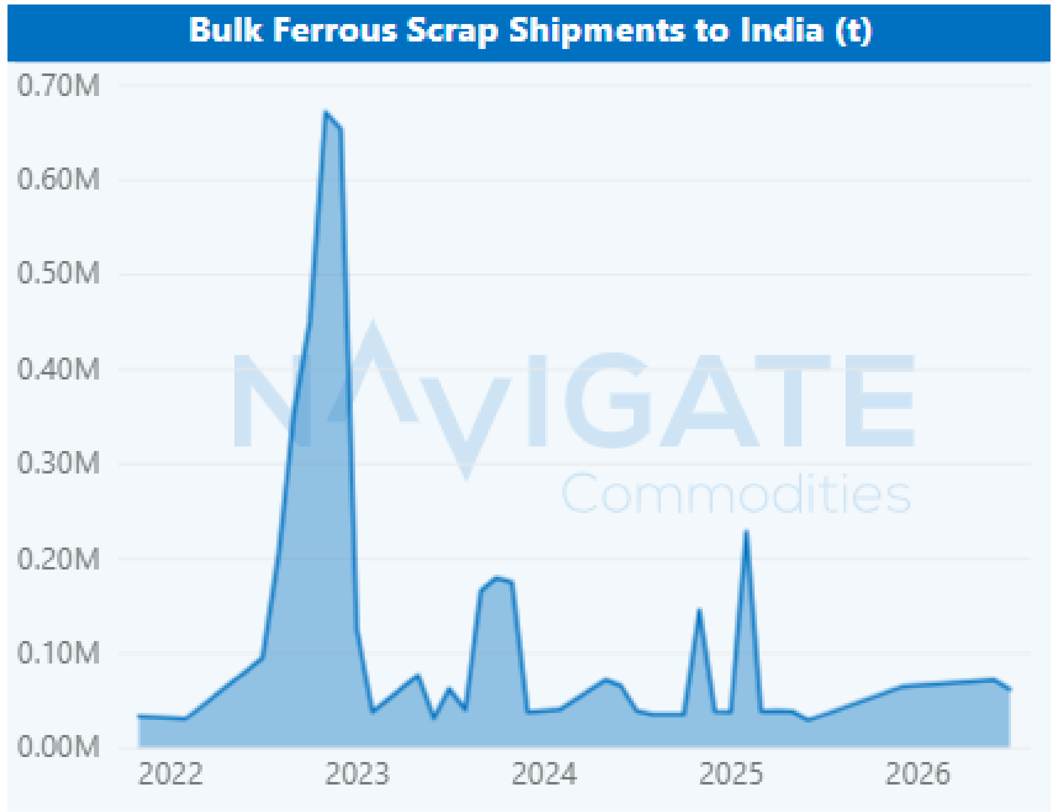
India Manufacturing PMI

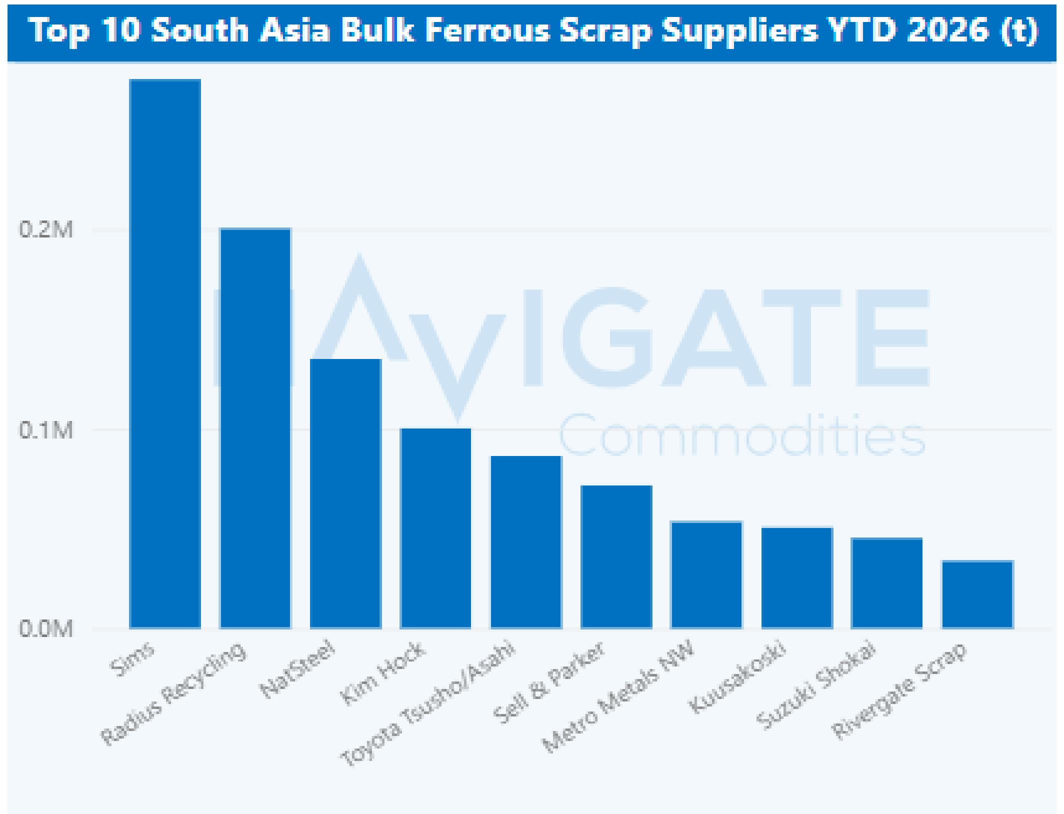


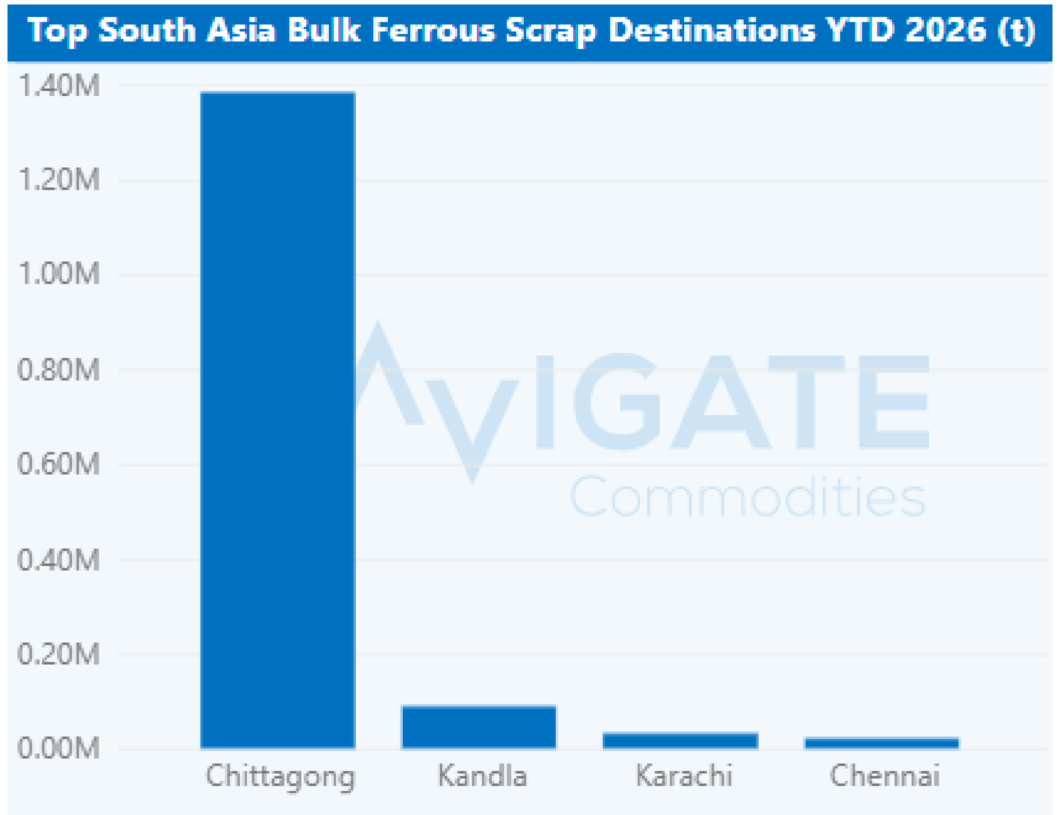
Pakistan Interest Rate (%)

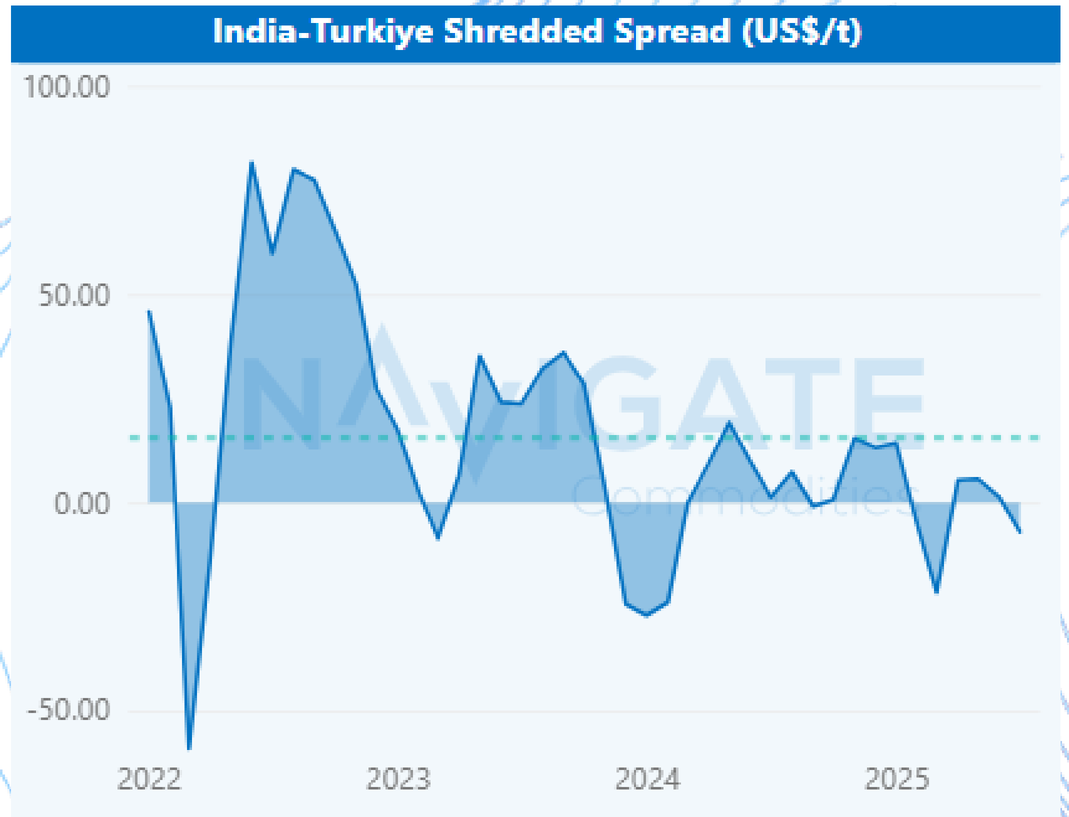


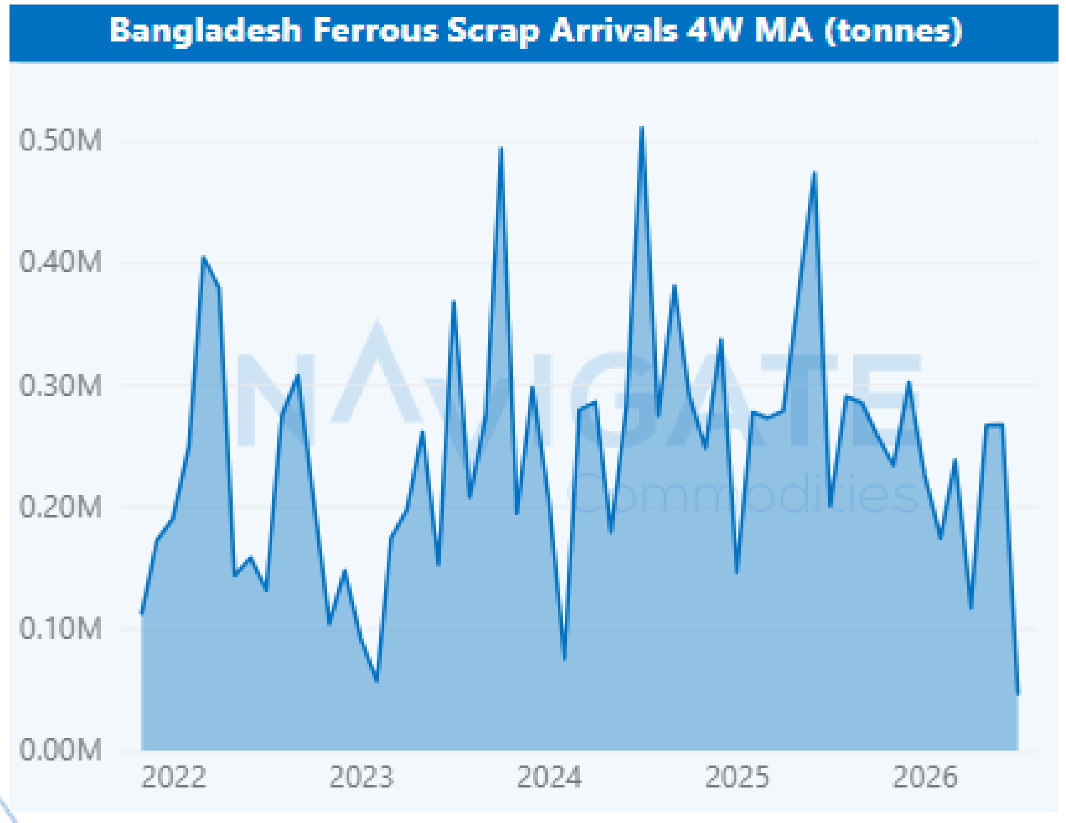
Source: Navigate Commodities, Bloomberg

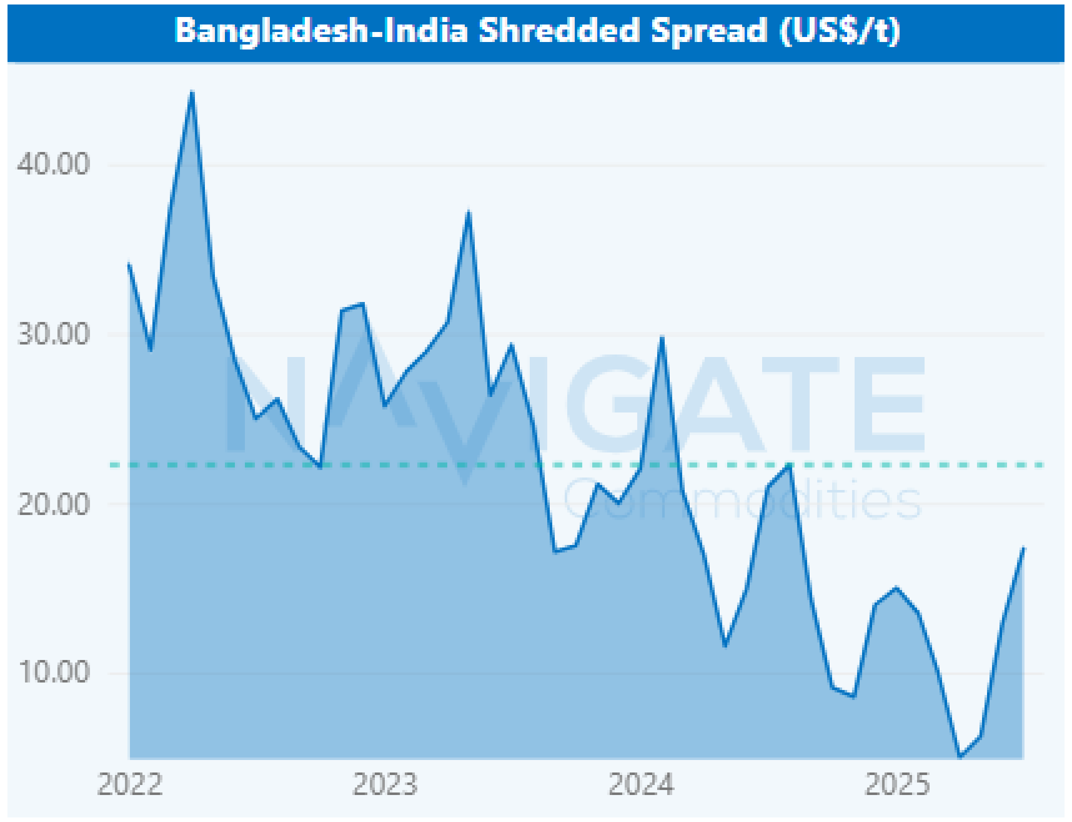








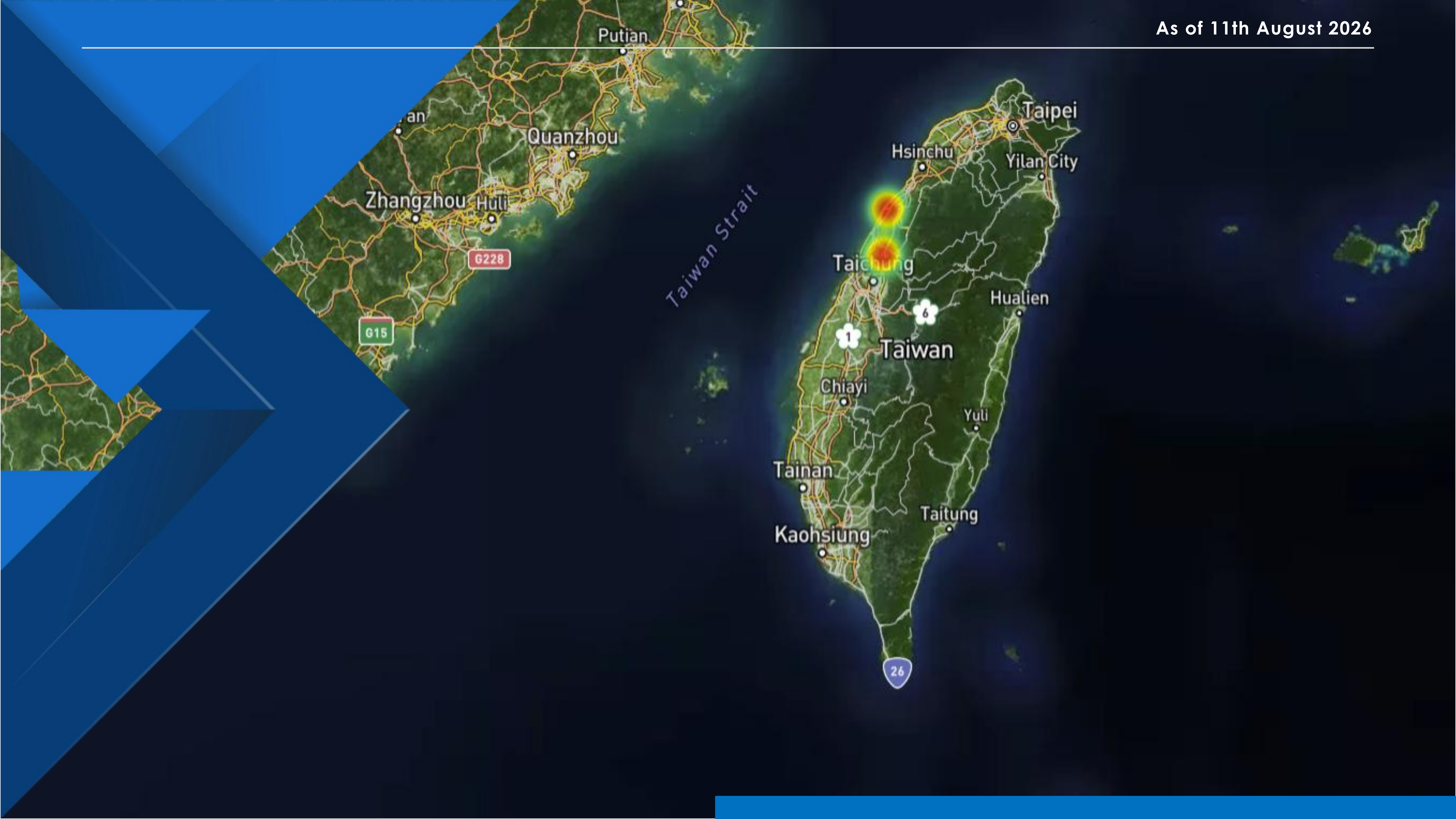




Source: Navigate Commodities, Bloomberg

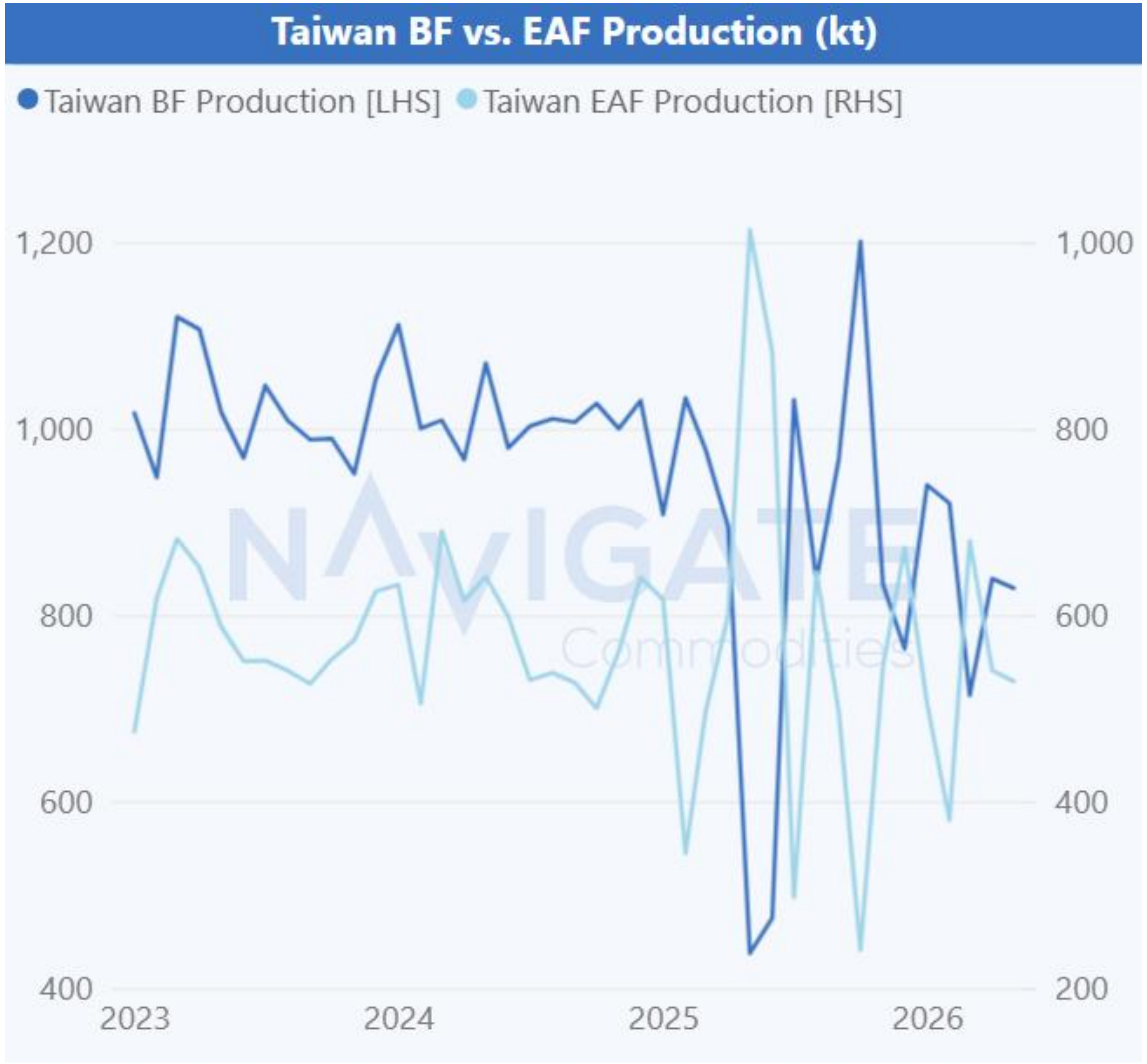
Taiwan Steel Scrap Market Overview

As of 11th August 2026

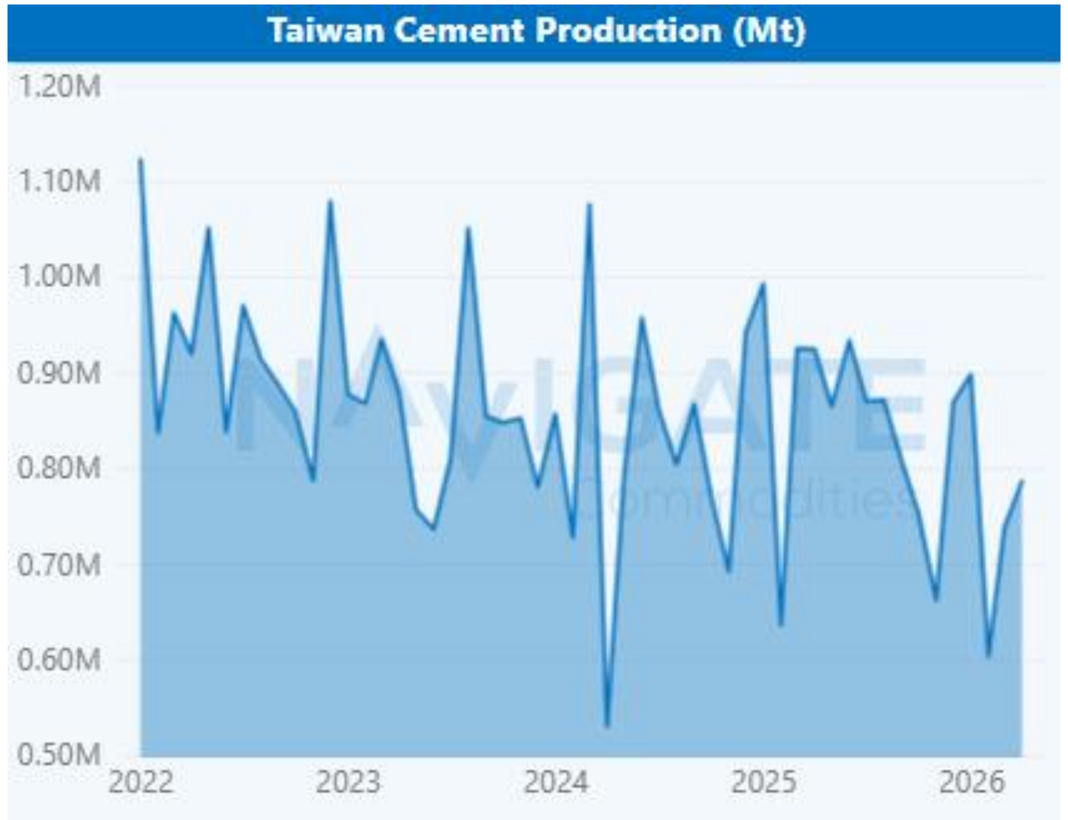


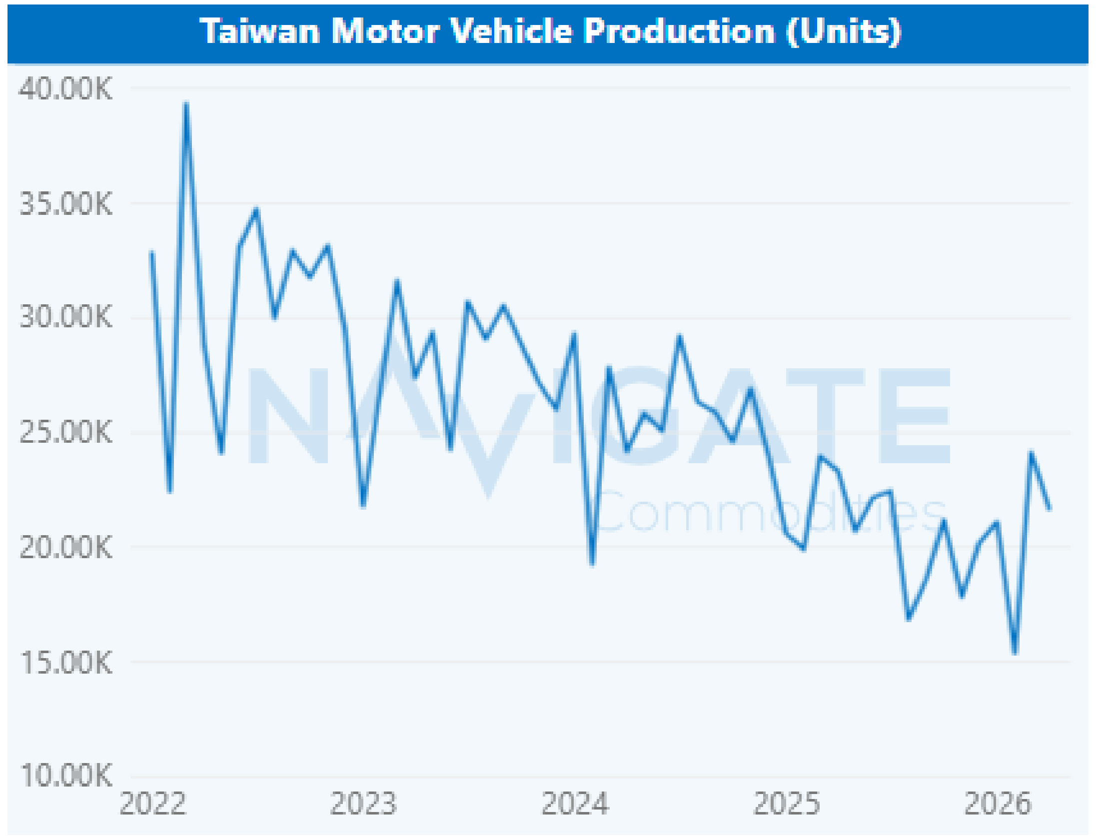
Taiwan

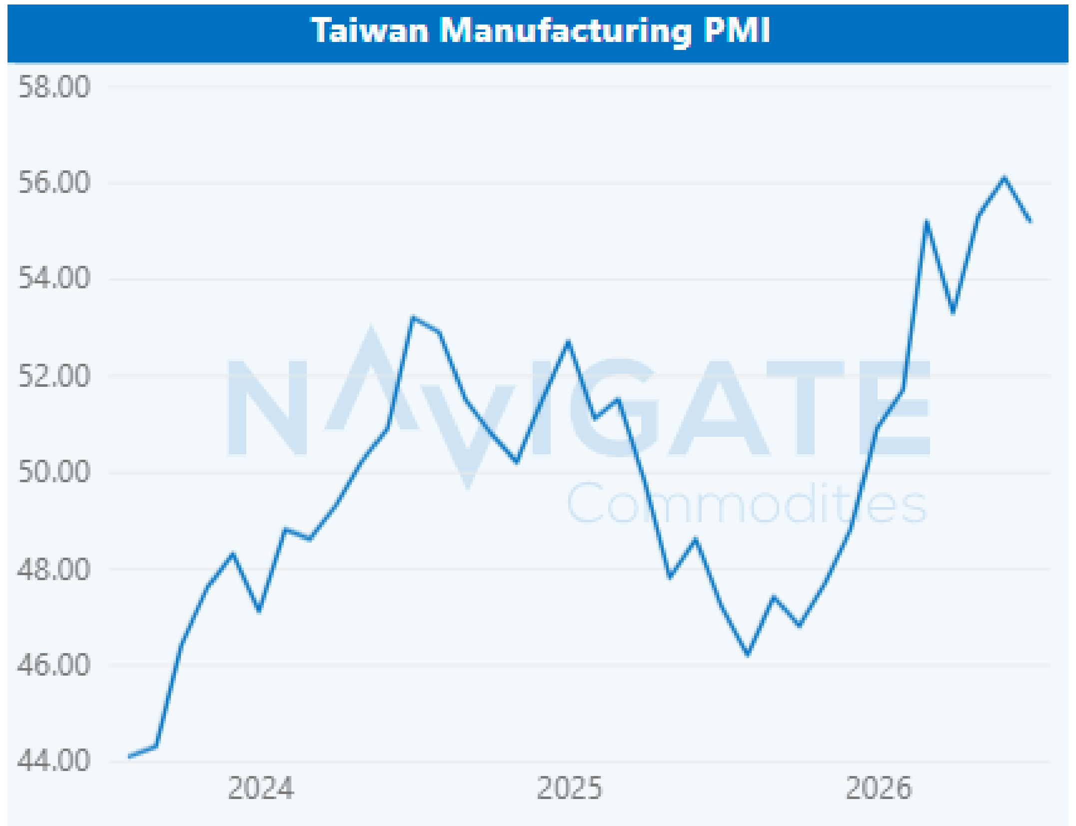
Taiwan's containerised Ferrous Scrap import market has looked more resilient than Türkiye or India in recent months, but not immune from the broader Asian Steel re-pricing cycle. In our opinion, Taiwan remains a price taker in the regional containerized Ferrous Scrap market, with buyers anchored to US West Coast, Japanese, Australian and intra-Asian availability rather than setting the marginal price themselves. Demand is supported by Taiwan's EAF long-Steel base and relatively healthier domestic construction and industrial backdrop, while AI-linked investment and non-residential build-out remain medium-term Steel "positives". That said, the market has been vulnerable to cheaper finished Steel and Semis flowing out of China and Southeast Asia, which caps Rebar pricing power and limits mills' willingness to chase imported boxes higher. The key difference versus Türkiye was that Taiwan was less exposed to Iranian Semis substitution, but more exposed to regional containerized Ferrous Scrap competition and Japanese export pricing. Put differently, Taiwan does not have the same deepsea bulk shock, but it still inherits the same Asian Ferrous Scrap direction. Net-net, Taiwan containerised Ferrous Scrap prices have been range-bound to softer, with downside led by regional supply availability and Chinese Steel pricing pressure, while domestic EAF demand and AI/infrastructure-linked Steel consumption have provided the main stabilization.

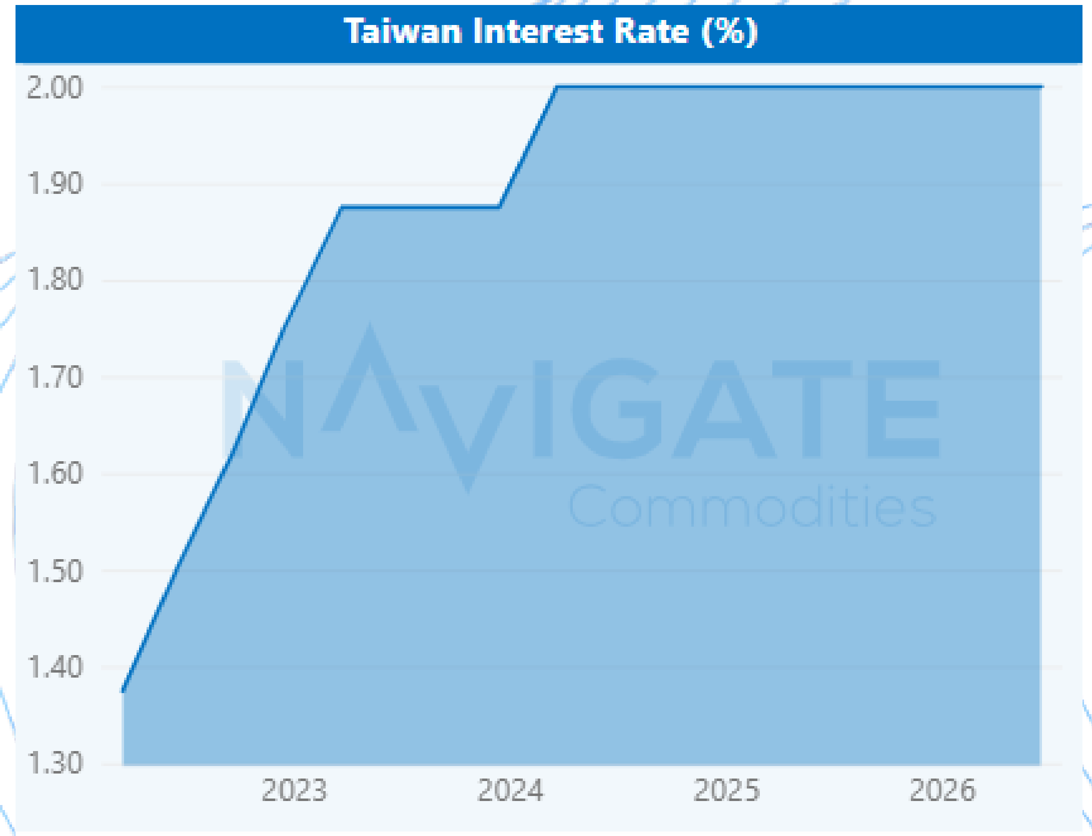


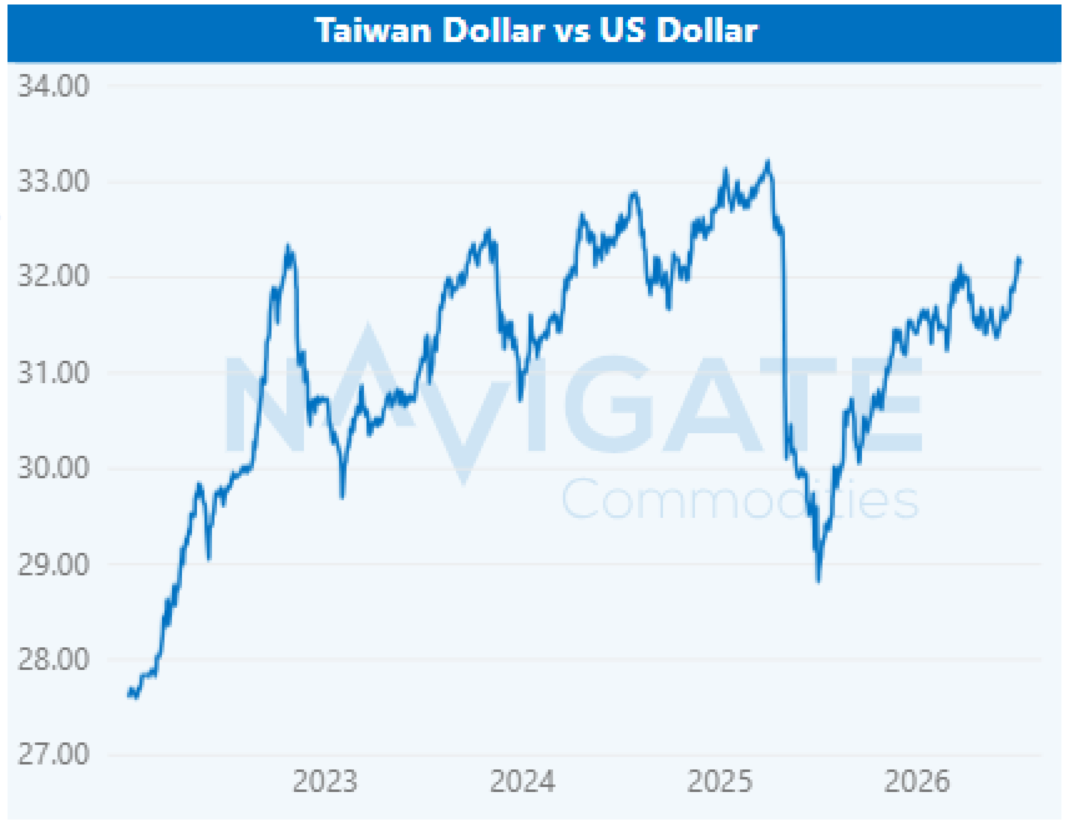
Source: Navigate Commodities

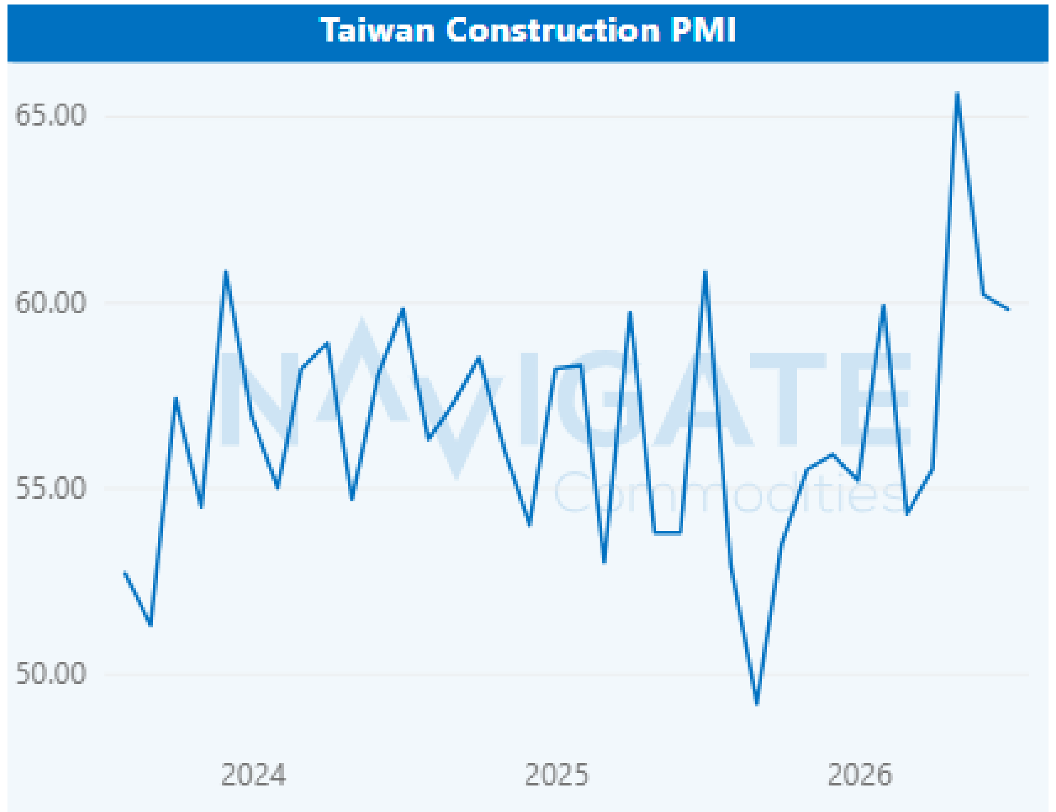






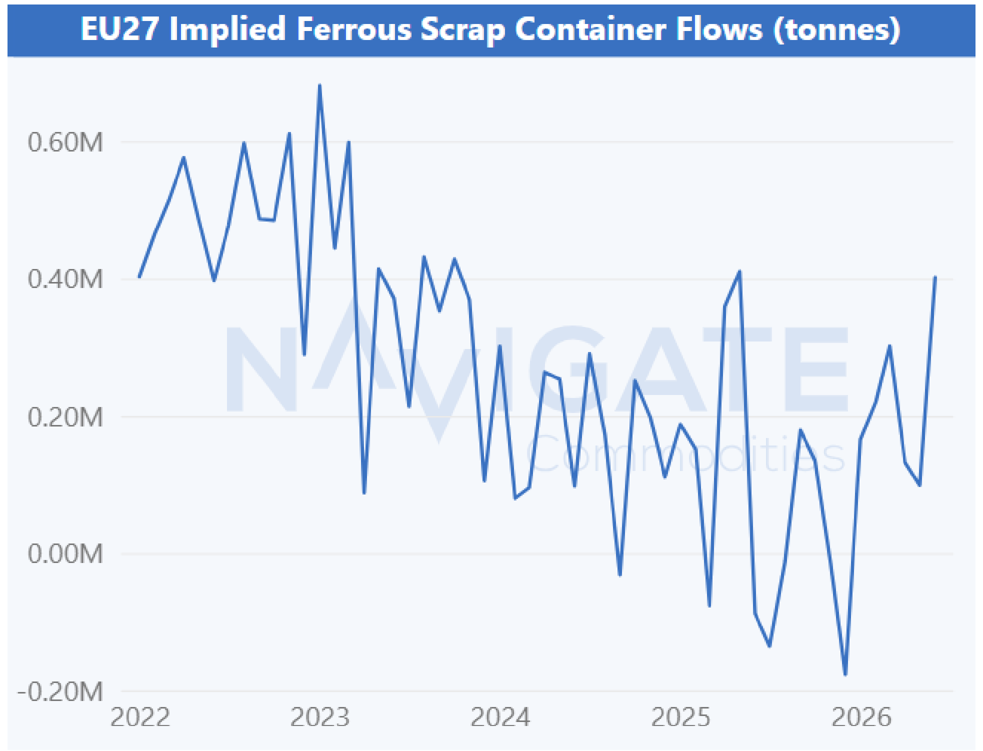


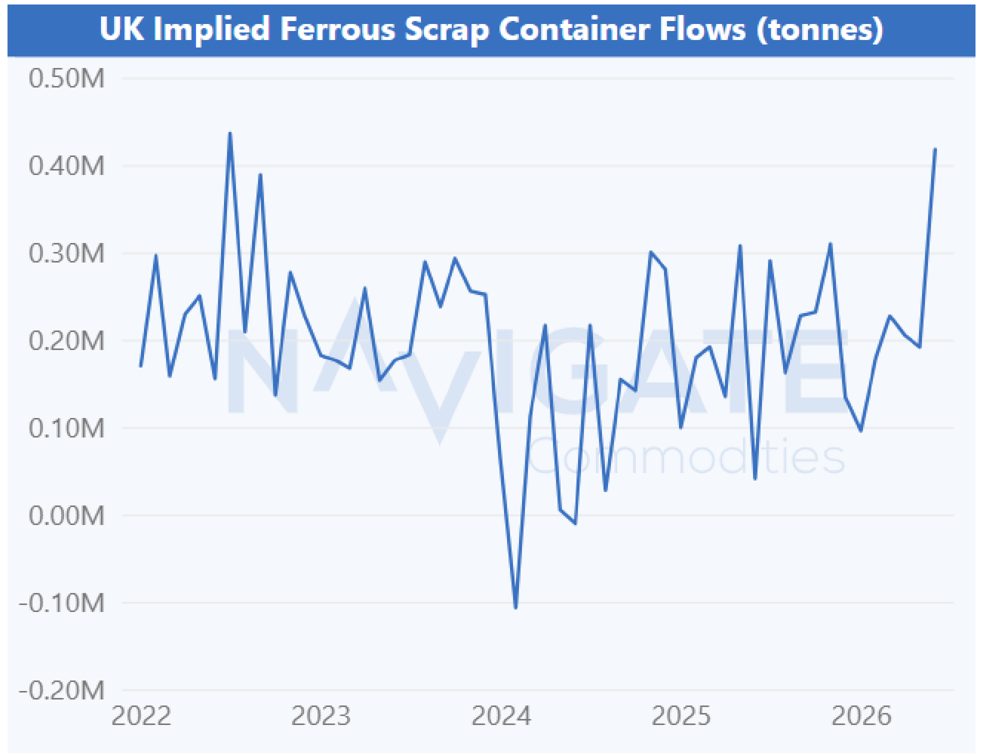


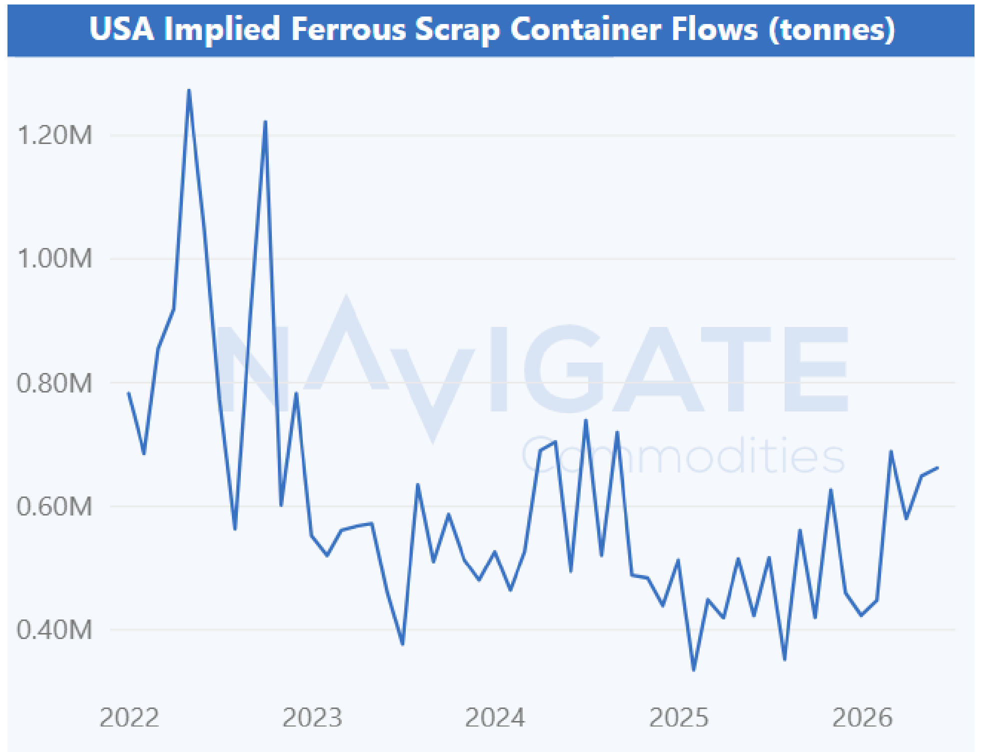


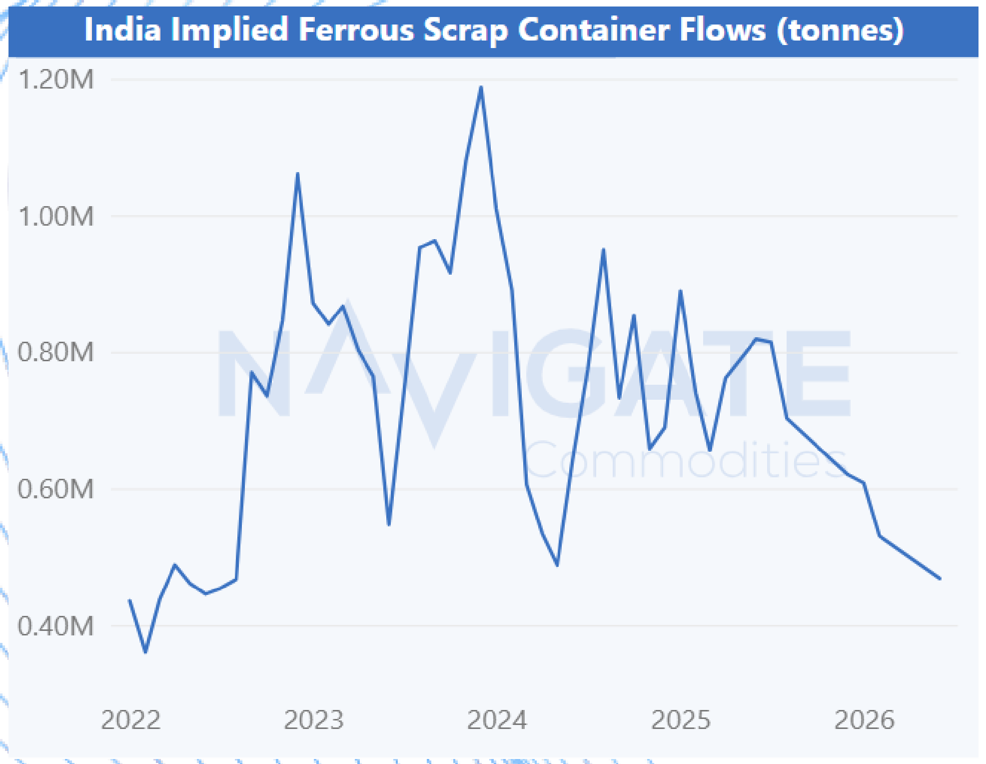
Source: Navigate Commodities, Bloomberg

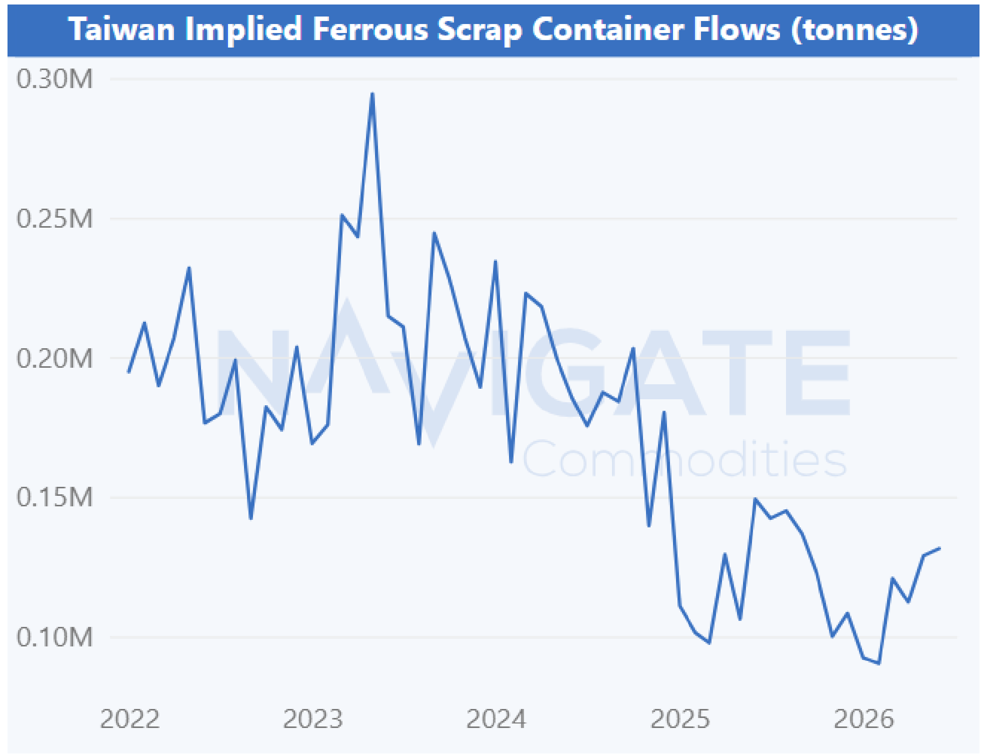
Steel Scrap Container Flows











Source: Navigate Commodities **Note:** Negative Values Denotes Period of Destocking

Contact Us

Address

Navigate Commodities Pte Ltd
UIC Building, 5 Shenton Way #10-01, Singapore 068808

Phone Number

+65 8318 2835

Email Address

catherine.bai@navigatecommodities.com

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