Scrap Market Info

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Green scrap for green steel!

SCRAP MARKET REVIEW 2025

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Scrap Market Review 2025

1) German scrap balance

Steel production suffers significant losses

German steel production suffered significant losses in 2025. At 34.1 million tonnes per annum, a reduction of 8.6 per cent on the previous year’s volume, production remained below the projected mark of 40 million tonnes per annum for the fourth consecutive year. Since 2018, production has fallen below this threshold on six occasions. Since German reunification, production has only been this low once before: in 2009, the year of the financial crisis.

Whilst the electric steel route declined by 3.5 per cent to 10.4 million tonnes per annum, the blast furnace route fell by 10.7 per cent to 23.6 million tonnes per annum. At the same time, capacity utilisation fell to below 70 per cent.

Weak demand for steel, unchecked growing import pressure and energy prices that are not internationally competitive led to this structural strain, said Kerstin Maria Rippel, Chief Executive of the German Steel Association, summarising the situation.

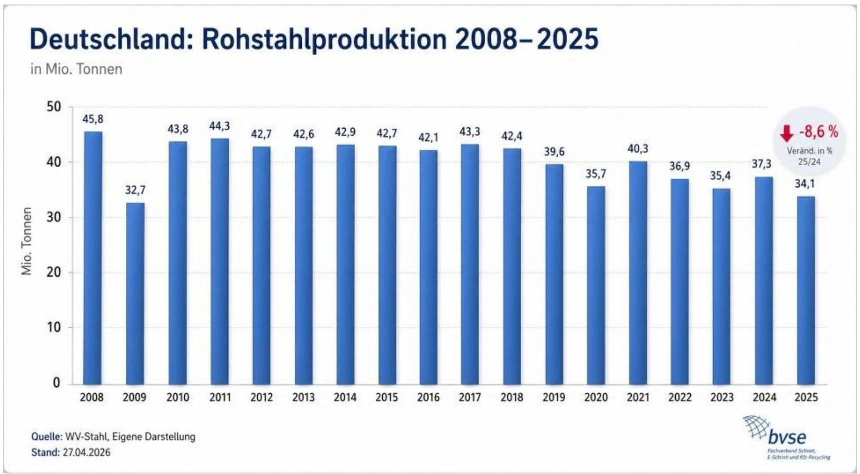


Figure 1: German crude steel production 2008–2025

Crude steel production in the 70 leading producing countries totalled 1.804 billion tonnes, a decline of 2 per cent compared with 2024.

China recorded a 4.4 per cent decline compared with the previous year (2024), falling from 1.005 billion tonnes to 960.8 million tonnes. Production thus fell below the 1 billion tonne mark for the first time in seven years. The reasons for this were weak demand for steel and restructuring measures by the Chinese government.

India achieved growth of 10.4 per cent, increasing its annual crude steel production from 149.4 million tonnes to 164.9 million tonnes. The USA, with growth of 3.1 per cent to 82 million tonnes, and Turkey, with an increase of 3.3 per cent and a total output of 38.1 million tonnes, stood out positively among the ten largest steel producers. Turkey thus overtook Germany in the ranking of the ten largest crude steel-producing countries. Close behind Germany were Brazil, with 33.3 million tonnes (a decrease of 1.6 per cent), and Iran, with an increase of 1.4 per cent to 31.8 million tonnes.

Land	2019	2020	2021	2022	2023	2024	2025	Veränd. in % 25/24
China	995,4	1.064,8	1.035,2	1.019,1	1.022,5	1.005,1	960,8	↓ -4,4%
Indien	111,4	100,3	118,2	125,4	140,8	149,4	164,9	↑ 10,4%
USA	87,8	72,7	85,8	80,5	81,4	79,5	82,0	↑ 3,1%
Japan	99,3	83,2	96,3	89,2	87,0	84,0	80,7	↓ -4,0%
Russland	71,7	71,6	77,0	71,7	76,0	71,0	67,8	↓ -4,5%
Südkorea	71,4	67,1	70,4	65,8	66,7	63,6	61,9	↓ -2,7%
Türkei	33,7	35,8	40,4	35,1	33,7	36,9	38,1	↑ 3,3%
Deutschland	**39,6**	**35,7**	**40,2**	**36,9**	**35,4**	**37,3**	**34,1**	**↓ -8,6%**
Brasilien	32,6	31,4	36,1	34,1	32,0	33,9	33,3	↓ -1,6%
Iran	25,6	29,0	28,3	30,6	30,7	31,4	31,8	↑ 1,4%
Vietnam	17,5	19,9	23,0	20,0	19,2	22,0	24,7	↑ 12,2%
Italien	23,2	20,4	24,4	21,6	21,1	20,0	20,7	↑ 3,6%
Indonesien	8,6	12,9	14,8	15,6	16,8	18,0	19,0	↑ 5,6%
Taiwan	22,0	21,0	23,2	20,8	19,1	19,2	17,1	↓ -10,8%
Mexiko	18,4	16,8	18,5	18,4	16,4	13,8	13,5	↓ -2,2%
Sonstiges	220,3	201,5	230,4	205,1	199,1	155,9	153,4	↓ -1,6%
Weltweit	**1.878,5**	**1.884,0**	**1.962,4**	**1.890,1**	**1.897,9**	**1.840,9**	**1.803,8**	**↓ -2,0%**

Quelle: worldsteel, bvse, (in Mio. Tonnen); Stand 27.04.2026

Table 1: Global crude steel production 2019–2025 *(in million tonnes; AI-generated)*

In 2025, imports of slabs into the EU (27) rose by 28.6 per cent year-on-year to 6.55 million tonnes, accounting for 73.5 per cent of total deliveries. Imports of billets rose even more sharply, by 51 per cent to 2.13 million tonnes. Their share rose from 21.3 per cent to 23.9 per cent.

Total imports of semi-finished products rose sharply by 34.6 per cent in 2025, reaching 8.91 million tonnes. Russia increased its shipments of semi-finished products by 18.2 per cent to 3.7 million tonnes, accounting for 41.8 per cent of total imports, and was thus the largest supplier of semi-finished products to the EU. China took second place, also driving the upward trend. Supplies rose by 134.5 per cent to 1.5 million tonnes, a market share of 16.8 per cent. Italy was the largest importer of semi-finished products in the EU, with 3.34 million tonnes and a total share of 37.4 per cent. This represents an increase of 40.9 per cent compared with the previous year. The import structure shows that European consumers met their needs increasingly through imports in 2025. This is attributable, among other things, to a wide range of products from Asia and South America.

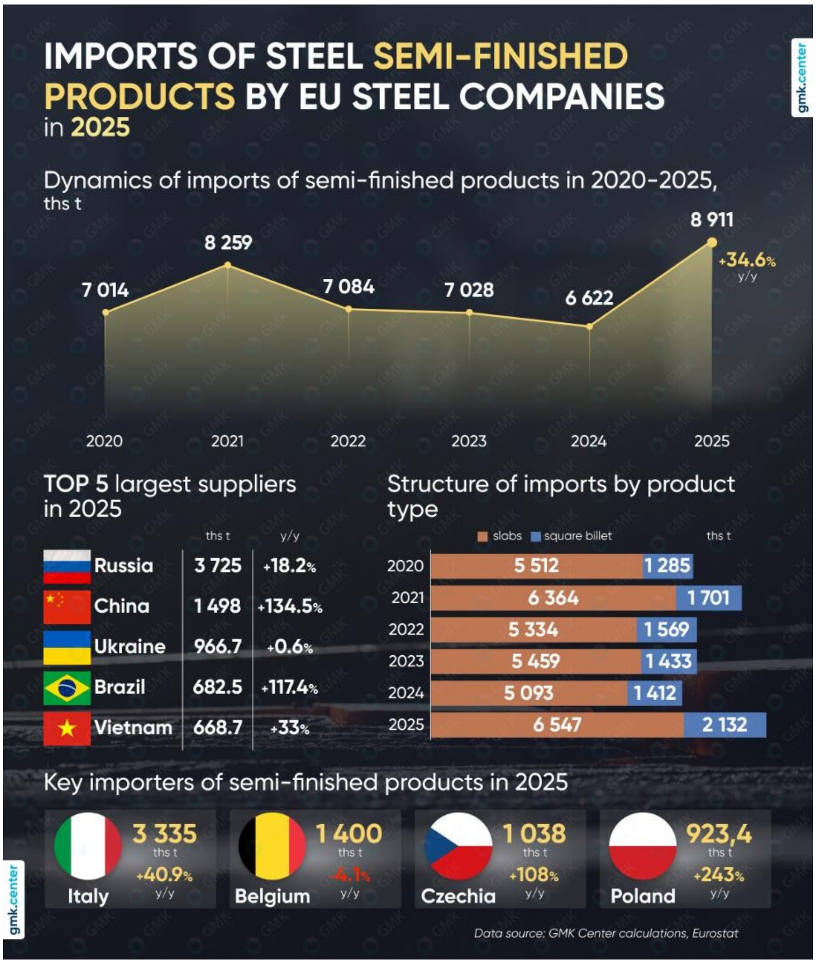


Figure 2: EU (27) semi-finished product imports *(in thousands of tonnes)*

Continued declines in the foundry industry

The situation in the German foundry sector continued to deteriorate. Production had already been declining for the fourth consecutive year; excluding the 2021 coronavirus rebound effect, it was in fact the eighth consecutive year. Since 2018, production levels have fallen by around a third. Low demand for castings coincided with a highly competitive market environment driven by cheap imports.

Domestic turnover fell by 9.2 per cent in 2025, whilst foreign trade declined by 4.6 per cent. Estimated turnover shrank by 7 per cent to EUR 13.1 billion, whilst production fell by 3 per cent to 3.3 million tonnes.

The number of employees fell by 3,800, or 7 per cent, to 61,500 in 2025 compared with the previous year. Since 2018, there has been a reduction of 18,400 jobs, representing a decline of 23 per cent. The number of foundries fell by 3 per cent to 495 in 2025.

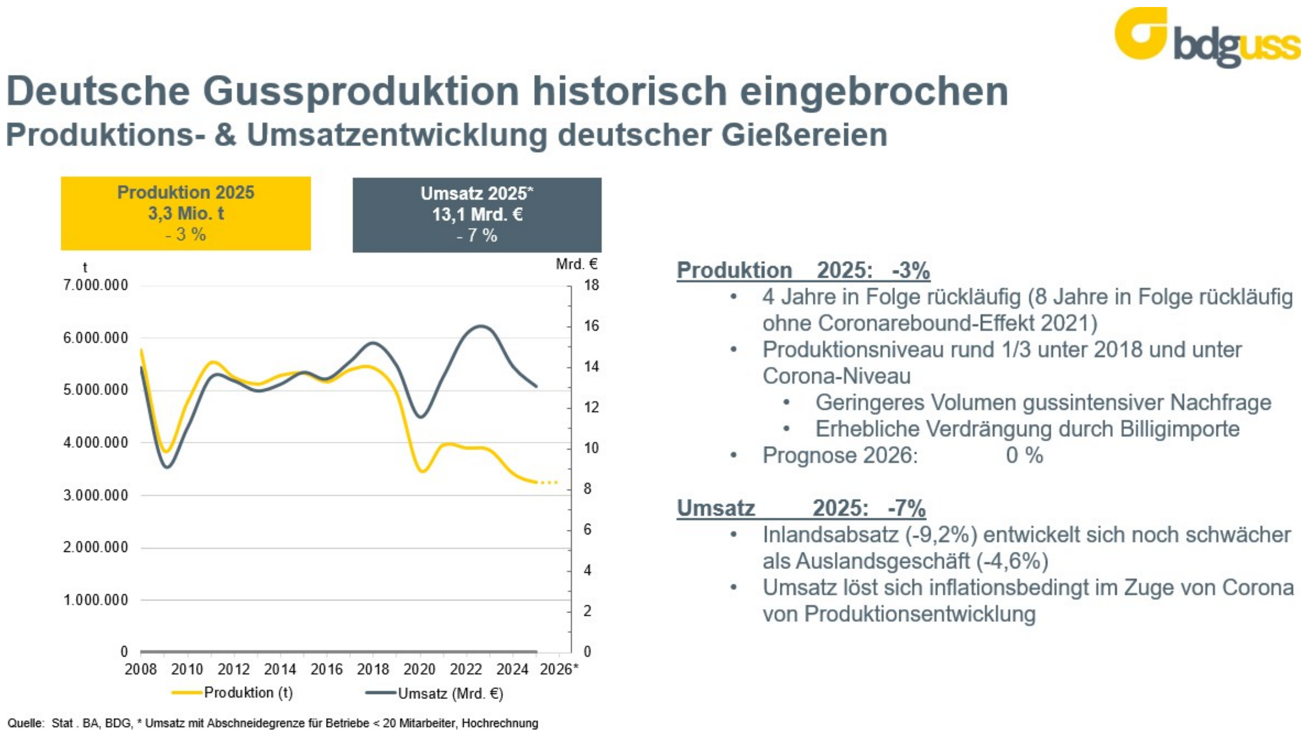


Figure 3: Production and turnover trends in German foundries (BDG)

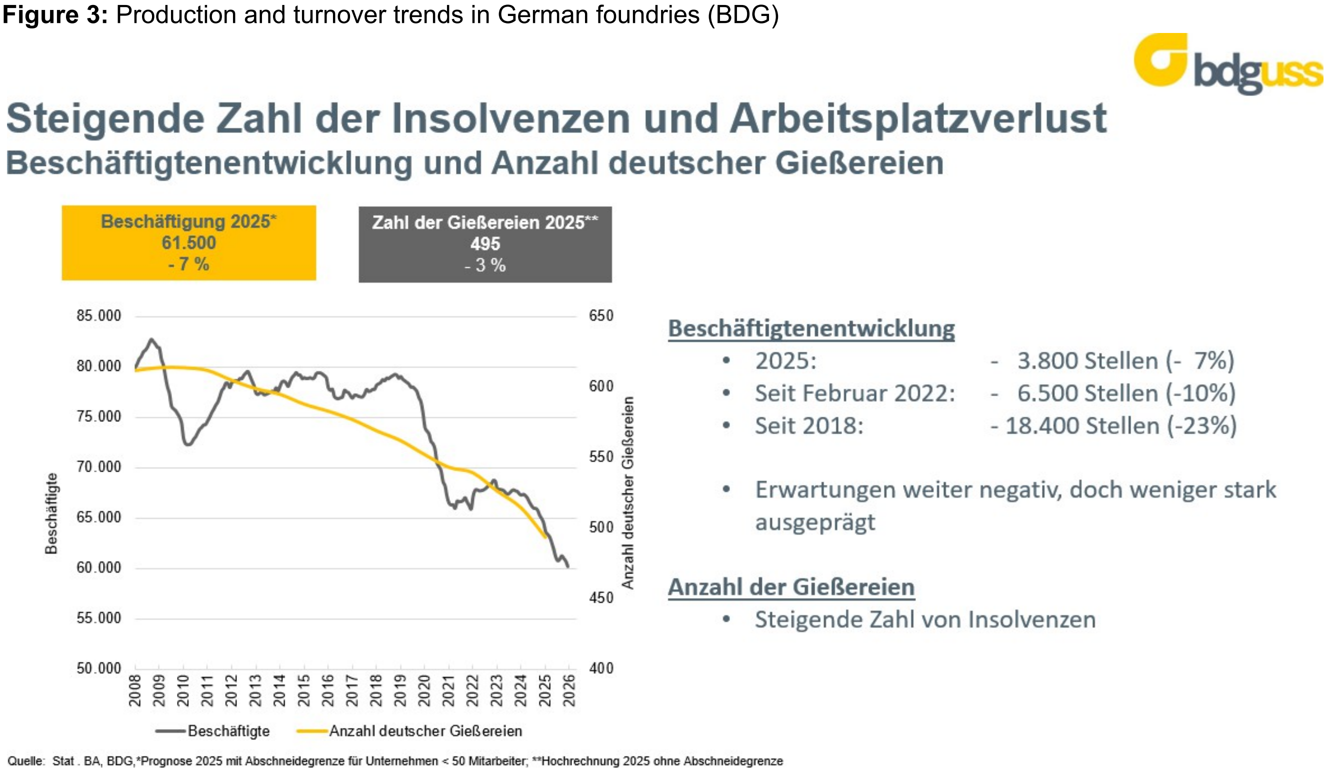


Figure 4: Rising insolvencies and job losses (BDG)

Reduced volumes of steel scrap

The drastic decline in production in the steel industry had consequences for the steel recycling industry. Scrap purchases by German steelworks fell by 5.3 per cent in the 2025 reporting year to just 12 million tonnes. This resulted in a shortfall of approximately 670,000 tonnes. The electric steel route cushioned the significant 10.7 per cent decline in production in the conventional blast furnace route with a less severe reduction in volumes of 3.5 per cent. As a result, the share of the electric steel route rose from 29 per cent to 30.6 per cent.

Reduced consumption of scrap led to lower import volumes and surplus quantities, which had to be channelled into the export market. Import volumes fell by 9.4 per cent to 3.9 million tonnes, whilst scrap exports rose by 5.3 per cent to 7.7 million tonnes.

Due to the lower production share of electric steelworks, the proportion of scrap in raw material production rose slightly to 46.2 per cent. German crude steel producers used 15.7 million tonnes, approximately
860,000 tonnes less steel scrap for their production.

Deutsche Stahlschrottbilanz	2025	2024	Δ in %
Stahlschrottversand des Handels			
Zukauf der Stahlwerke*	**12.025**	**12.692**	**-5,3**
Zukauf der Gießereien*	2.120	2.410	-12,0
Schrottversand **Ausfuhr**	7.700	7.314	5,3
Versand insgesamt	**21.845**	**22.416**	**-2,5**
./. **Einfuhr**	3.979	4.392	-9,4
Versand aus Inlandsaufkommen	**17.866**	**18.024**	**-0,9**
Produktion			
Rohstahl insgesamt	**34.090**	**37.310**	**-8,6**
Oxygenstahl	23.645	26.487	-10,7
Elektrostahl	10.445	10.823	-3,5
Elektrostahlanteil in %	30,6%	29,0%	
Eisen-, Stahl- und Temperguss	**2.393**	**2.600**	**-8,0**
Roheisenpr.	21.874	24.327	-10,1
Schrottanteil Rohstahlproduktion in %	**46,2%**	**44,5%**	
Stahlschrottverbrauch			
Rohstahl insgesamt*	15.745	16.606	-5,2
Eisen-, Stahl- und Temperguss*	3.360	3.650	-7,9
Stahlschrottverbrauch insgesamt	**19.105**	**20.256**	**-5,7**
Quellen 2026: Produktionszahlen: WV-Stahl, worldsteel, BDGuss vorläufig, Außenhandel: Stat. Bundesamt, Stand:April 2026, * Schätzungen bvse, BDSV vorläufig, eigene Berechnungen. Quellen 2026: Produktionszahlen WV-Stahl, BDGuss, eigene Berechnungen, Stand 24.04.2026			

Table 2: German steel scrap balance 2025

2) Scrap market development

German scrap market

The scrap market got off to a shaky and bumpy start in the new year 2025. A year in which everything was supposed to get better. Scrap prices began unspectacularly and unchanged in a stable market. True to the motto
“Exceptions prove the rule”, however, there were slight price corrections, some of which resulted from the previous month or were due to tight material availability. In general, the scrap market recorded slight increases in February, particularly for E1 grade shear scrap. Production waste was slow to reach the scrap trade. Demolition work was virtually non-existent, and the inflow of scrap material was only moderate. Combined with increasing export demand, scrap prices on the domestic market rose. The fragility of the market was evident in the fluctuations in exports, which drove the German market upwards.

In March, scrap prices rose by an average of €15–20/t. The difficult availability in previous months prevented a shift between buyer’s and seller’s markets and generally sparked a battle for material. The first slightly positive comments came from demolition companies, which held out the prospect of a cautious improvement in sentiment regarding the availability of scrap.

The international market showed an ever-increasing downward spiral. This prompted domestic steelworks to make price adjustments ranging from unchanged to -€10/t. The sharpness of the price reductions in May, of up to -€40/t, came as a complete surprise to many market players. The market was subsequently deemed unbalanced, failing to lead to the hoped-for stabilisation. A smouldering conflict over prices and volumes flared up. Market participants not only assessed the supply of scrap metal as limited, but the supply of new scrap was also subdued due to low capacity utilisation and the resulting short-time working in the manufacturing industry. *High collection costs, low selling prices and low material volumes* plunged the scrap trade into a dilemma. A highly volatile US foreign trade policy, combined with further political tensions in the Middle East – which also spread to Iran – led to further uncertainties.

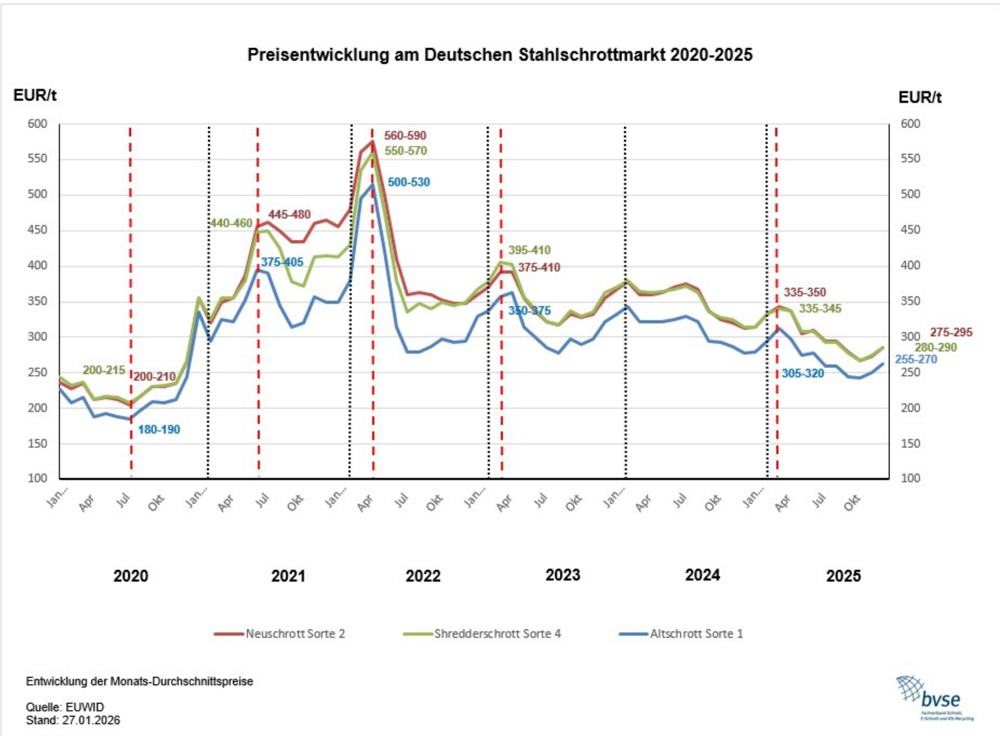
By the end of the first half of 2025, crude steel production had fallen by 11.6 per cent to just 17.1 million tonnes. Even at this stage, a worrying production volume was already on the horizon for the end of 2025. The month of August did not necessarily stand out for its price levels, but rather for its sales opportunities. A shift from a seller’s to a buyer’s market had already taken place the previous month and continued to consolidate.

Some scrap dealers had been very cautious in the market since May, hoping to see a revival after the summer shutdowns. Many so-called economic experts shared this expectation, but it did not materialise. *Deindustrialisation* led to an exodus from the manufacturing sector; ***a volume of scrap that the scrap industry now irreversibly lacks***. More and more scrap yards reported financial difficulties. There was a lack of economic policy *drive*, the long-awaited turnaround that had seemed within reach following the general election.

In September, the scrap market tended towards an unchanged sideways trend, ranging up to a price correction of -€10/t. In October, the domestic scrap market saw price reductions averaging
€10/t to €15/t: a significant price drop, driven by buyers, uncompromisingly demanded and enforced. A north-south divide began to emerge in the scrap market. The south, characterised by a generally higher volume of new scrap, found it increasingly difficult to sell material to neighbouring countries – Italy and Switzerland. In the north, the export market had already been helping in recent months and supported the absorption of scrap volumes.

Many scrap dealers complained about the inadequate availability of rail wagons from Deutsche Bahn. New, refreshing initiatives from Deutsche Bahn were not enough to brush aside the difficulties and problems facing the scrap industry. Structural improvements and the punctual delivery of booked wagons are needed to ensure that logistical processes are not constantly delayed.

The export market, which is showing signs of recovery, helped to stabilise the market. Positive signals from the political sphere, stemming from the steel summit, led to a slightly more upbeat mood in the steel market. The market in December presented a very mixed picture. Tough but also lacklustre negotiations characterised the month, with the timing of the deal having an impact on the price level. Some consumers had already made cross-month purchases in November, positioning themselves in December with an unchanged scrap price level. Other consumers applied price surcharges of €10/t, in some cases even up to €15/t. Generally, the inflow of material to the scrap trade decreased due to seasonal factors. Some exporters raised purchase prices to secure material for shipments already sold. New scrap had commanded very strong prices in recent months, which is why some consumers applied slightly more moderate price surcharges to new scrap in December than to old scrap.



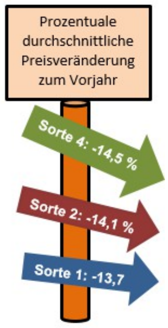


Figure 5: Price trends in the German steel scrap market 2020–2025

Figure 6: Price trends in the German steel scrap market 2025

Scrap prices for light E1 scrap, E2 new scrap and E4 shredder scrap remained relatively stable throughout 2025. Following price rises between January and March, a steady decline in prices set in. With the exception of June and August, when prices moved sideways, scrap prices fell continuously. Whilst prices for E1 averaged €312.50/t in March, the October price stood at just €242.50/t, a reduction of 22.4 per cent. Similarly, prices for E2 fell from €342.50/t to €267.50/t (-21.9 per cent) and for E4 shredder scrap from €340/t to €267.50/t (-21.3 per cent). Over the year as a whole, average prices for E1 fell by 13.7 per cent compared with the previous year. Prices for E2 new scrap fell by 14.1 per cent, whilst E4 shredder scrap saw the sharpest decline, falling by 14.5 per cent.

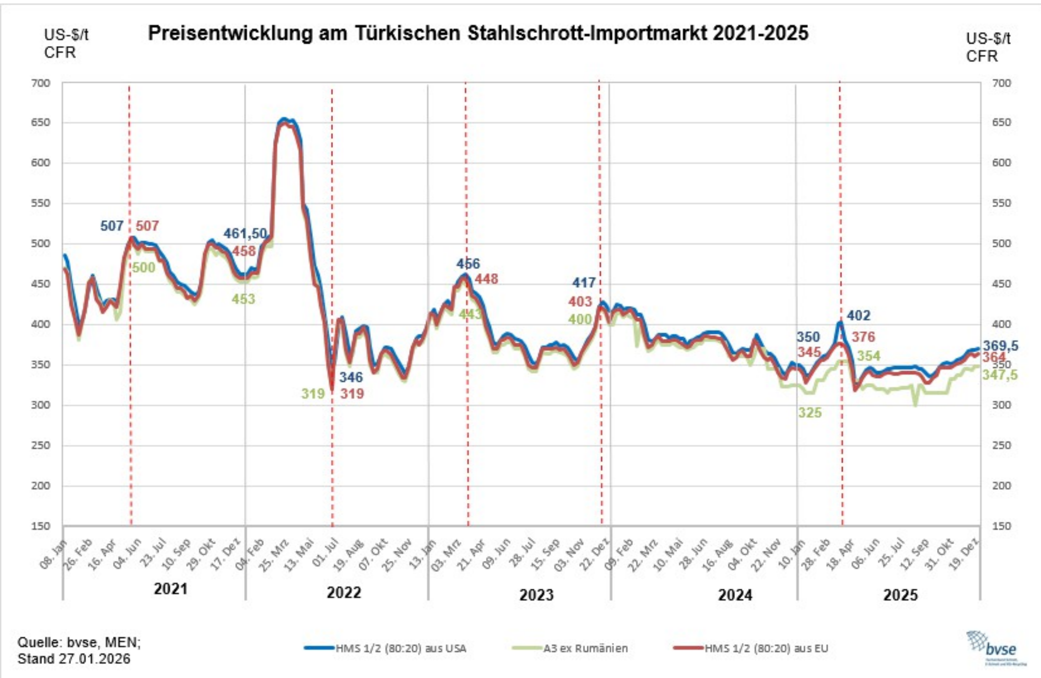


Figure 7: Price trends in the steel scrap import market 2021–2025

International scrap market

International market activity remained generally low at the start of 2025, as there were hardly any offers on the market. Exporters' target prices for HMS 1/2 (80:20) scrap from the USA were in some cases $345–350/t CFR Turkey, and for scrap of the same quality from continental Europe around $340–345/t CFR Turkey. However, limited offers kept material inflows in check due to difficult weather conditions in some areas, particularly in alternative purchasing regions such as the United Kingdom. Following the announcement of further deals, the deep-sea trade for Turkish import scrap clearly gained momentum. Several sales for March shipment were concluded at higher price levels. Market participants reacted cautiously following US President Donald Trump's announcement of a blanket 25 per cent import tariff on all imported steel and aluminium products. Market experts reported that it was too early to assess the impact of the US move on international markets.

At the beginning of March, Turkish consumers were extremely cautious when buying scrap and purchased imported billets to lower scrap prices and maintain margins. Prolonged lead times with delivery dates in June deterred some Turkish manufacturers from buying larger quantities of billets. Meanwhile, the euro was bolstered by the new EU defence budget of €800 billion and rapprochement in peace policy between Ukraine and Russia.

The Turkish scrap import market got off to a quiet start in April. European exporters initially reduced their scrap collection prices at their port warehouses for HMS 1/2 (80:20) by around €10/t, and later by a significantly larger margin. In the second week of April, scrap prices in the Benelux countries came under considerable pressure. Turkish consumers were reluctant to increase their scrap volumes and secured only ocean freight from the US. The euro continued to strengthen over the course of the month, briefly touching the 1.16 US dollar mark. This limited the ability of European exporters to compromise on selling prices.

In the first few days of July, Turkish steel producers made their presence felt on the international scrap market. After a number of scrap sales were concluded, the market settled down in the third week of July. US scrap traders were deeply concerned about rising freight rates, which reached $40/t from the US East Coast to mills in southern Turkey, and the reluctance of Brazilian pig iron suppliers to ship to the US due to higher customs duties from 1 August 2025.

Following an initial lull, market participants resumed their activities. Developments in the US scrap market became the focus of international negotiations. A balanced supply and demand situation kept the market stable for the third month in a row. The Russian government decided to raise export quotas for iron scrap to the Eurasian Economic Union (EAEU). An increase of 300,000 tonnes to 1.8 million tonnes supported the Russian scrap industry and created new sales channels.

Although price pressure eased somewhat in the US and freight rates fell, port prices on the US East Coast remained unchanged in September. Many US exporters looked for alternative buyers. Political and economic turmoil in Turkey, culminating in a Turkish court's decision to dismiss the Istanbul government formed by the largest opposition party, briefly shook the market.

At the start of October, scrap exporters continued to face weak demand. Turkish steel producers initially showed little interest in purchasing scrap via the deep-sea trade. However, after nearly five months of stability, they eventually raised their scrap purchase prices. Considerable demand for bulk goods from the Middle East and North Africa, where the construction season had only just begun, provided alternative outlets.

Given high freight rates, tight material availability and alternative sales markets, exporters saw no reason to soften their positions in November. Market participants pointed to scrap demand from other regions outside Turkey. Attention turned, among other things, to increased scrap enquiries from Egypt and other North African countries. The international scrap market became increasingly firm.

Egypt, Africa's largest steel producer with 10.7 million tonnes of crude steel in 2024, ranked among the world's top 20 steel producers. Foreign scrap traders have reported increased demand from Egypt and other North African countries since August. Belgian and Dutch exporters shipped over 170,000 tonnes of scrap in October; in September and August, volumes stood at 200,000 tonnes.

Persistently weak import demand from Asia prompted US sellers on the US West Coast to sell HMS 1/2 (80:20) scrap cargoes to Turkey. This was the first West Coast shipment to Turkey since 2021. Following an agreement on 10 November between the US and China, after prior increases in port charges and further sanctions, discounts were granted on bulk freight rates. These amounted to up to $10/t, which enabled arbitrage opportunities through sales from the US West Coast to Turkey.

In November, Turkish rebar prices rose significantly by $34.50/t. In contrast, import scrap prices for HMS 1/2 (80:20) via the deep-sea market rose by only $14/t. Scrap exporters struggled to keep purchase prices stable at their port operations

In early December, market participants estimated that half of the loading schedule for January 2026 had already been fulfilled. This pointed to tight supply and relatively high demand. Scrap demand from Turkish steelworks rose due to extensive restocking activities following increased finished product prices in November and further price rises in December. Scrap supply remained limited. Although billet prices continued to represent a competitive alternative to scrap, delivery times extended into March. Exporters were forced to pay higher prices to secure supply volumes during what is usually the weakest collection period of the year.

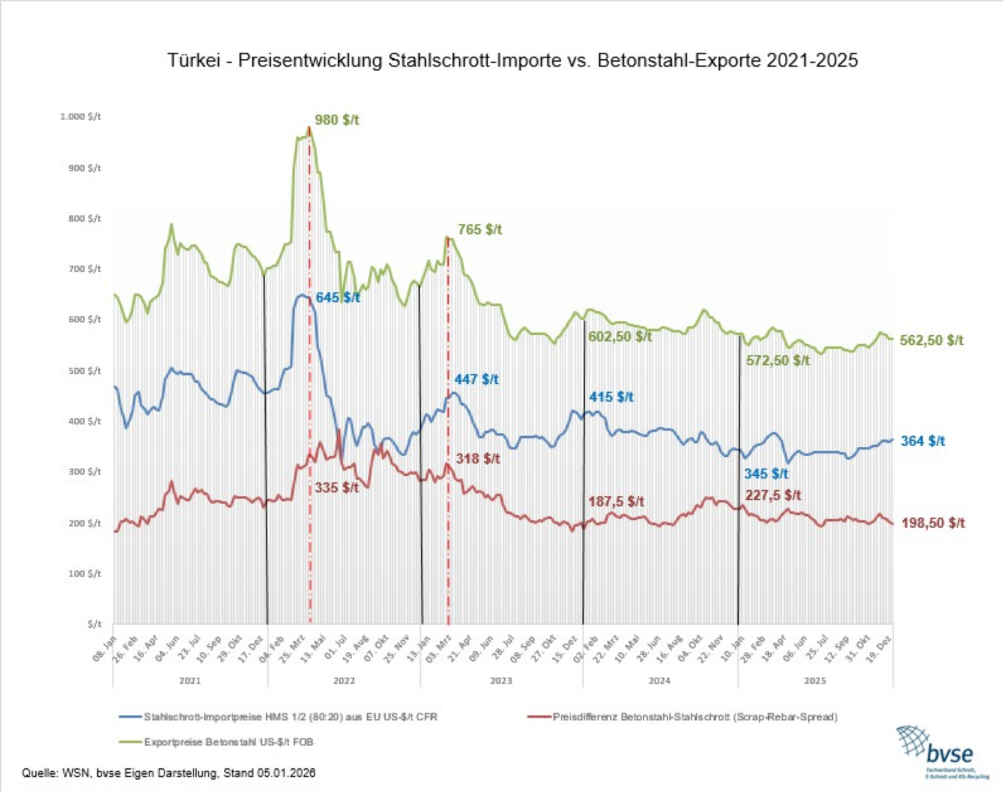


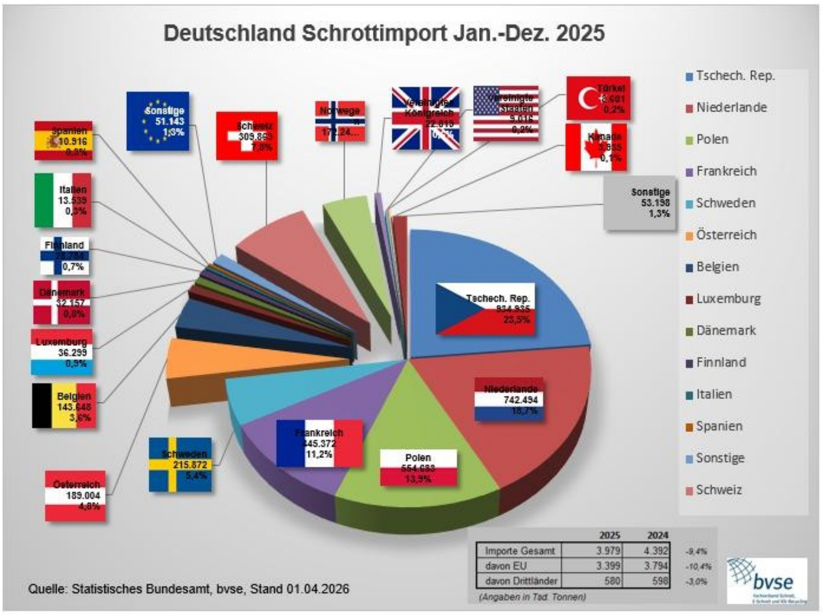
Figure 8: Price trends in the Turkish steel scrap import market/rebar market 2021–2025

3) Scrap foreign trade

German scrap trade

German scrap imports

Overall, **scrap imports** into Germany fell by 9.4 per cent, from 4.391 million tonnes in 2024 by 413,109 tonnes to 3.978 million tonnes in 2025. The largest reductions came from Poland, with a decrease of 167,271 tonnes compared with the previous year. A total of 554,683 tonnes came from Poland, a reduction of 23.2 per cent. Fewer quantities of scrap also arrived in Germany from the Netherlands, a reduction of 13 per cent or 110,906 tonnes.

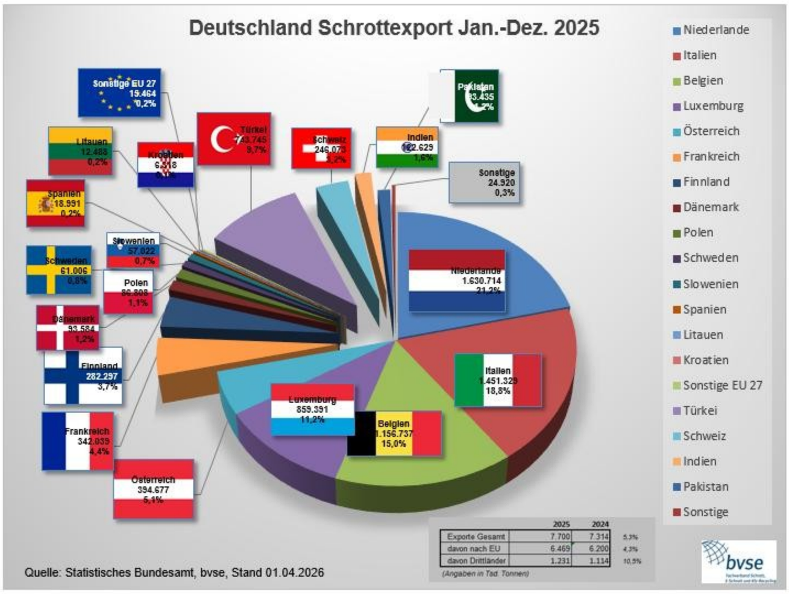


	Jan.-Dez. 2025	Jan.-Dez. 2024	
Tschech. Rep.	934.935	1.010.368	-7,5%
Niederlande	742.494	853.401	-13,0%
Polen	554.683	721.954	-23,2%
Frankreich	445.372	427.655	4,1%
Schweden	215.872	240.674	-10,3%
Österreich	189.004	196.471	-3,8%
Belgien	143.648	154.894	-7,3%
Luxemburg	36.299	33.465	8,5%
Dänemark	32.157	50.527	-36,4%
Finnland	28.784	46.150	-37,6%
Italien	13.539	8.637	56,8%
Spanien	10.916	9.054	20,6%
Sonstige	51.143	40.492	26,3%
Schweiz	309.863	343.188	-9,7%
Norwegen	172.242	154.597	11,4%
Vereinigtes Königreich	22.819	24.330	-6,2%
Vereinigte Staaten	9.016	8.407	7,2%
Türkei	8.601	7.022	22,5%
Kanada	3.935	7.598	-48,2%
Sonstige	53.198	52.746	0,9%
SUMME	**3.978.518**	**4.391.627**	**-9,4%**

Figure 9: Germany's scrap imports Jan–Dec 2025 (in tonnes)

German scrap exports

German export volumes rose by 5.3 per cent in 2025 to 7.699 million tonnes, up from 7.312 million tonnes in the previous year. The increase of 385,639 tonnes was mainly driven by: Italy, with a rise of 9.2 per cent to 1.451 million tonnes (122,567 tonnes), followed by Turkey with 120,064 tonnes, an increase of 19.3 per cent to 743,745 tonnes. Exports to Belgium rose by 79,797 tonnes, an increase of 7.4 per cent. Declines were recorded in France, down 11.7 per cent or 45,308 tonnes, and Denmark with 24,964 tonnes, a reduction of 21.1 per cent.



	Jan.-Dez. 2025	Jan.-Dez. 2024	
Niederlande	1.630.714	1.544.618	5,6%
Italien	1.451.329	1.328.763	9,2%
Belgien	1.156.737	1.076.940	7,4%
Luxemburg	859.391	825.539	4,1%
Österreich	394.677	354.276	11,4%
Frankreich	342.039	387.347	-11,7%
Finnland	282.297	305.933	-7,7%
Dänemark	93.584	118.548	-21,1%
Polen	86.808	77.630	11,8%
Schweden	61.006	31.267	95,1%
Slowenien	57.022	63.412	-10,1%
Spanien	18.991	33.246	-42,9%
Litauen	12.488	18.825	-33,7%
Kroatien	6.318	15.987	-60,5%
Sonstige EU 27	15.464	18.165	-14,9%
Türkei	743.745	623.681	19,3%
Schweiz	246.073	265.382	-7,3%
Indien	122.629	110.894	10,6%
Pakistan	93.435	93.300	0,1%
Sonstige	24.920	20.276	22,9%
SUMME	**7.699.667**	**7.314.028**	**5,3%**

Figure 10: Germany's scrap exports Jan–Dec 2025 (in tonnes)

Figure 11 shows the foreign trade balance from 2015 to 2025 in relation to crude steel production. Compared with the previous year, liquid crude steel production fell by 8.6 per cent in 2025. Consequently, the foreign trade balance has risen by 27.3 per cent to 3.721 million tonnes. This is the result of increased necessary scrap exports, which rose by 5.3 per cent to 7.7 million tonnes, and reduced imports, which fell by 9.4 per cent to 3.979 million tonnes.

Looking at the period from 2021 to 2025, with the exception of 2024, there is a steady reduction in the production volumes of liquid crude steel, falling from 40.2 million tonnes in 2021 to a historically low level of 34.1 million tonnes in 2025. At the same time, import volumes remained at a similar level, falling from 4.356 million tonnes to 3.979 million tonnes. Export volumes, by contrast, fell more significantly from 8.79 million tonnes to 7.7 million tonnes. Volumes from scrap sources continued to decline due to the poor economic situation, which is why the volume of scrap continued to fall.

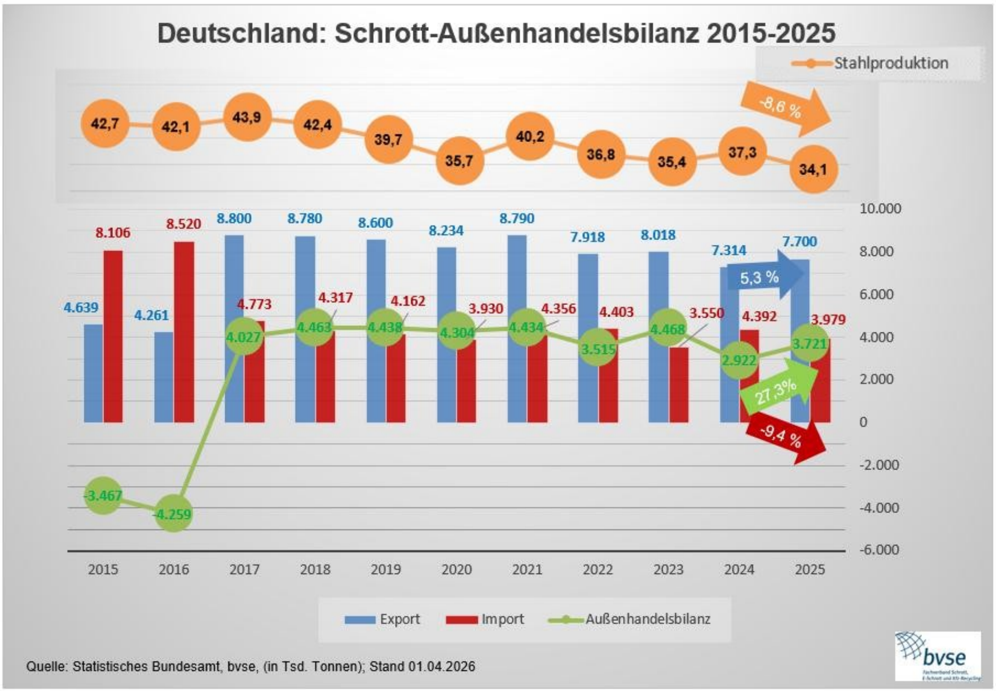


Figure 11: Germany's scrap foreign trade balance from 2015 to 2025

4) European scrap industry

In the EU-27 countries, production of liquid crude steel fell by 2.7 per cent to 125.977 million tonnes in 2025. In the previous year, production stood at 129.493 million tonnes. The share of global crude steel production was 6.8 per cent. Export volumes fell by 2.2 per cent from 16.915 million tonnes in 2024 to 16.537 million tonnes. **This was the lowest level since 2019**. Import volumes rose by 2.3 per cent, from 4.755 million tonnes to 4.864 million tonnes in 2025. The foreign trade balance fell by 4 per cent, meaning the net export surplus dropped from 12.160 million tonnes to 11.672 million tonnes. The surplus volumes could not be channelled into the European steel industry, as it is struggling with a multitude of uncompetitive policy frameworks.

In the European crude steel market, the share of the electric arc furnace route has increased from 44.6 per cent to 45.8 per cent. At 0.4 per cent, the decline in scrap consumption was less pronounced than that in production volumes, which fell by 2.7 per cent.

Jahr	Deutschland						EU (27)*					
	Rohstahl-produktion	Schrotver-brauch	Schrottan-teil in %	Exporte	Importe	Netto	Rohstahl-produktion	Schrotver-brauch	Schrottan-teil in %	Exporte	Importe	Netto
2015	42,7	18,6	43,6%	4,6	8,1	-3,5	155,1	86,9	56,0%	8,9	2,8	6,1
2016	42,1	18,0	42,8%	4,3	8,5	-4,3	154,3	85,8	55,6%	11,5	2,7	8,8
2017	43,9	19,5	44,4%	8,8	4,8	4,0	160,9	91,0	56,6%	13,1	3,0	10,1
2018	42,4	18,6	43,9%	8,8	4,3	4,5	160,1	88,5	55,3%	14,6	2,8	11,8
2019	39,7	17,7	44,6%	8,6	4,2	4,4	150,2	83,8	55,8%	15,1	2,9	12,2
2020	35,7	16,6	46,5%	8,2	3,9	4,3	132,2	75,3	57,0%	17,3	4,0	13,3
2021	40,2	18,1	45,0%	8,8	4,4	4,4	152,8	87,9	57,5%	19,4	5,4	14,0
2022	36,8	16,9	45,9%	7,9	4,4	3,5	136,3	79,4	58,3%	17,5	3,9	13,6
2023	35,4	15,3	43,2%	8,0	3,6	4,5	126,2	72,6	57,5%	18,9	3,9	15,0
2024	37,3	16,6	44,5%	7,3	4,4	2,9	129,5	70,9	54,7%	16,9	4,8	12,2
2025	34,1	15,7	46,2%	7,7	4,0	3,7	126,0	70,6	56,0%	16,5	4,9	11,7

Quellen: worldsteel, WV-Stahl, *eigene Schätzung, Eurofer, BIR, SteelData Tabelle: bvse, Stand 24.04.2026

Table 3: EU (27) scrap balance 2015–2025 *(AI-generated)*

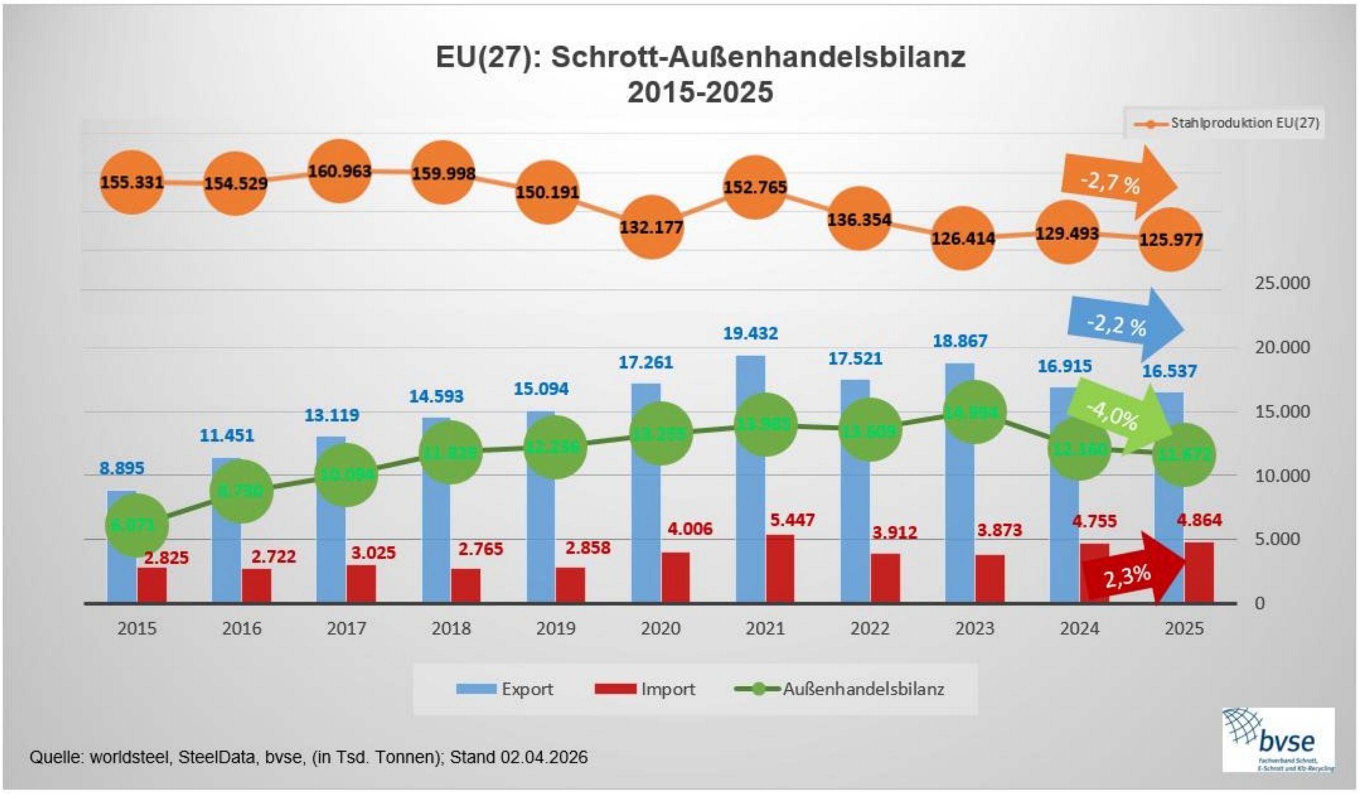
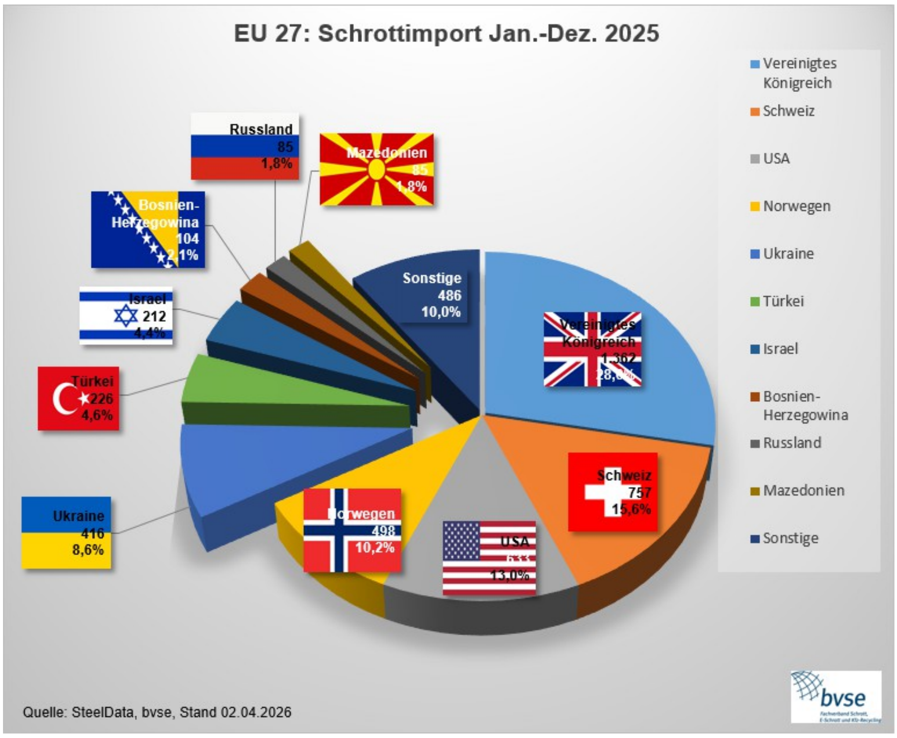


Figure 12: EU (27): Scrap foreign trade balance and steel production 2015–2025

European scrap trade

European scrap imports

Importers increased their steel scrap volumes into the EU (27) by 2.3 per cent. In 2024, the figure stood at 4.755 million tonnes, whilst last year, in 2025, it was 4.864 million tonnes. Significant increases in volume came from the USA, where the import volume rose by 204,000 tonnes, or 47.4 per cent. Imports from Ukraine rose by 40.6 per cent, reaching 416,000 tonnes, an increase of 120,000 tonnes. Last year, 99,000 tonnes more reached the EU (27) from Israel than in the previous year, a significant increase of 87.9 per cent. Noteworthy is the significant decline in volumes from other importers, who generally import smaller quantities. Here, the decrease amounted to 359 thousand tonnes, or 42.5 per cent. This group imported a total of 486 thousand tonnes into the EU (27).



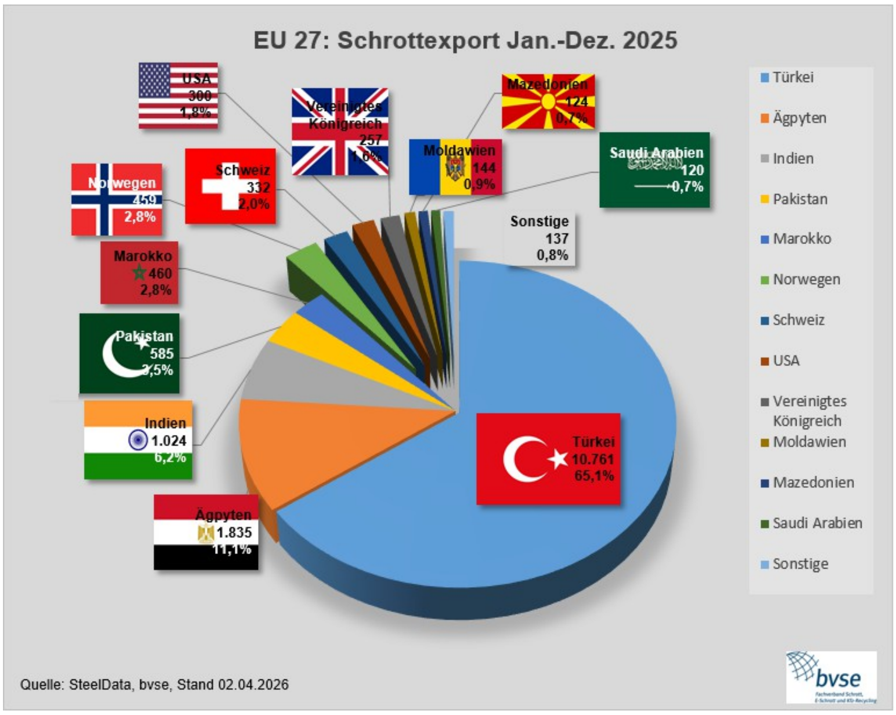
	Jan-Dez 2025	Jan-Dez 2024	
Königreich	1.362	1.376	-1,0%
Schweiz	757	832	-9,1%
USA	633	429	47,4%
Norwegen	498	442	12,6%
Ukraine	416	296	40,6%
Türkei	226	217	4,1%
Israel	212	113	87,9%
Bosnien-Herzegowina	104	100	3,6%
Russland	85	47	83,0%
Mazedonien	85	56	51,4%
Sonstige	486	845	-42,5%
SUMME	**4.864**	**4.755**	**2,3%**

Angaben in Tsd. Tonnen

Figure 13: EU 27: Scrap imports Jan–Dec 2025 (in thousands of tonnes)

European scrap exports

Exports to the EU (27) countries fell by 2.2 per cent in 2025. In the previous year, the export volume stood at 16.915 million tonnes, compared with 16.537 million tonnes in 2025. European sellers exported less scrap to Turkey. There, the volume fell from 10.898 million tonnes to 10.761 million tonnes, a reduction of 1.3 per cent or 137,000 tonnes. Destinations that typically receive smaller volumes received 160,000 tonnes less scrap in 2025. Similarly, Switzerland received 332,000 tonnes (-26.1 per cent) and Moldova 144,000 tonnes (-45.1 per cent), both significantly less scrap. Egypt and Saudi Arabia, by contrast, stood out. Egypt received 1.835 million tonnes of scrap, an increase of 260,000 tonnes. In percentage terms, the volume rose by 16.6 per cent. Saudi Arabia received 120,000 tonnes more scrap.



	Jan-Dez 2025	Jan-Dez 2024	
Türkei	10.761	10.898	-1,3%
Ägypten	1.835	1.575	16,6%
Indien	1.024	1.095	-6,5%
Pakistan	585	654	-10,5%
Marokko	460	504	-8,8%
Norwegen	459	463	-0,9%
Schweiz	332	449	-26,1%
USA	300	256	17,3%
Vereinigtes Königreich	257	316	-18,9%
Moldawien	144	262	-45,1%
Mazedonien	124	146	-15,2%
Saudi Arabien	120	0	
Sonstige	137	297	-53,8%
SUMME	**16.537**	**16.915**	**-2,2%**

Angaben in Tsd. Tonnen

Figure 14: EU 27: Scrap exports Jan–Dec 2025 (in thousands of tonnes)

5) Summary

The year 2025 was very turbulent. It was characterised by high volatility and uncertainty, ranging from far-reaching tariffs imposed by the Trump administration to an alarming decline in growth in the first three months of the year. Flexibility and adaptability became increasingly important, requiring constant reorientation and targeted responsiveness in the scrap market.

The German economy grew slightly again in 2025 following two consecutive years of recession. According to the Federal Statistical Office (Destatis), gross domestic product (GDP) rose by 0.2 per cent compared with the previous year. The agency’s president, Ruth Brand, explained: “The growth is primarily attributable to increased consumer spending by private households and the state.” DZ Bank’s chief economist, Sonja Marten, attributed the first signs of a recovery primarily to the federal government’s investment programme. The availability of intermediate goods had improved noticeably. Supply chains, which had been disrupted in recent years by the coronavirus pandemic, war and geopolitical tensions, were functioning more reliably again. German producer prices also suggested that price rises would be less pronounced in the near future. However, economists do not expect a noticeable upturn until 2027, when the relaxation of the debt brake and the resulting increase in spending take full effect.

The steel summit in November 2025 provided positive impetus, the steel industry agrees. Pressure and momentum must be maintained, for whilst politicians have addressed some issues, decisions are still a long way off. **2026 must be the year we secure our industrial base!** Import pressure has continued to mount. EU protective measures are urgently needed to counter global overcapacity, particularly from Asia. It is essential to establish targeted key markets for increasingly low-emission steel. The industry is pinning particular hopes on the Industrial Accelerator Act to specifically stimulate demand in steel-using sectors.

US President Donald Trump’s trade policy is likely to pose a major challenge for German firms. It is emerging as a key risk factor, designed to pressure trading partners into making concessions. Producers, particularly those in the aluminium and copper sectors, have adopted this protectionist stance. Time and again, lines of argument have been misrepresented and contexts deliberately misrepresented, with the aim of undermining and circumventing the global market. History has shown that protectionism leads to isolation. The political framework must be such that companies can operate competitively on the international market. **Free trade is a fundamental principle for securing and further expanding prosperity.**