

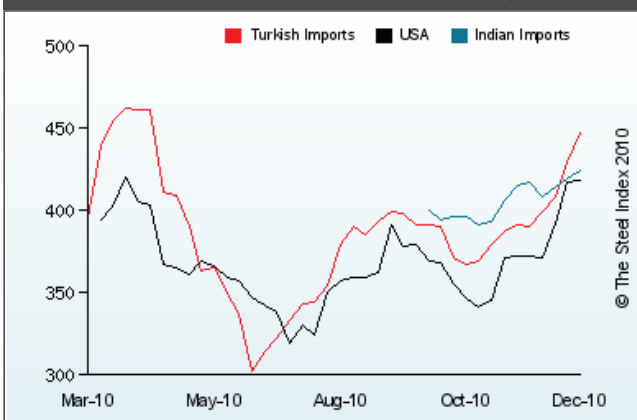
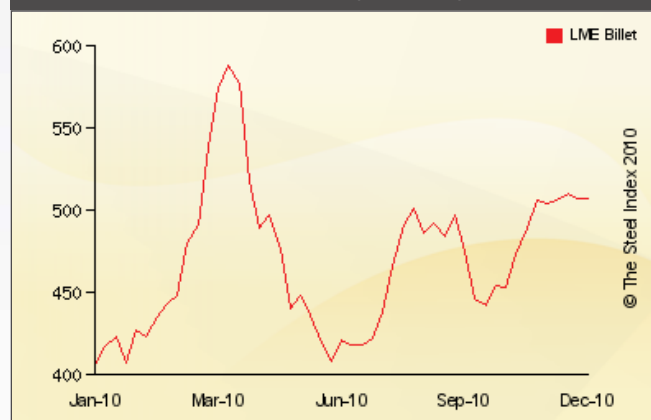
Week ending December 17, 2010 (Week 50)

Scrap Edition (Weekly)

**TSI Scrap Reference Prices**

		<u>1-week change</u>	<u>4-week change</u>	<u>Low*</u>	<u>High*</u>
<b>Turkish Imports (CFR Turkish Port)</b>					
HMS 1/2 80:20 (US\$/tonne)	447	▲ 18 +4.2%	▲ 57 +14.6%	302	462
<b>USA (Delivered US Mill)</b>					
Shredded (US\$/long ton) **	411	▲ 1 +0.2%	▲ 45 +12.3%	314	413
<b>Indian Imports (CFR Indian Port - West Coast)</b>					
Shredded (US\$/tonne) **	424	▲ 5 +1.2%	▲ 7 +1.7%	391	424

\* Since launch (USA and Turkish Imports: March 12, 2010, Indian Imports: September 20, 2010) \*\* Under development

**TSI Scrap Reference Prices (US\$/tonne)**

**LME Billet Price (US\$/tonne)**

**TSI Average Monthly Scrap Prices**

	Jun	Jul	Aug	Sep	Oct	Nov	Dec MTD
Turkish Imports: HMS 1/2 80:20 (US\$/tonne)	319	344	389	393	372	395	438
USA: Shredded (US\$/long ton)	341	326	360	368	342	370	411
Indian Imports: Shredded (US\$/tonne)	n/a	n/a	n/a	397	394	412	422

**Weekly Scrap Commentary**

- Turkish prices surged upwards again this week, with European brokers offer prices rising quickly on the back of largely absent US export availability. Buyers dipped into the European market repeatedly, causing prices to firm, with little chance of respite ahead.

- US domestic traders can follow the smoke to get to the fire as US mills continue to inform their customers of steel price hikes. Scrap prices are expected to follow this trend upward through the new year on concerns about supply. The market is very robust and recent snowfalls have further hampered collections, causing the slow trickle of scrap flow to cease. Offer prices for the coming month responded very quickly, with early calls for a further US\$25, rapidly becoming \$40. Buyers are praying for a thaw.

- Indian prices moved up again this week as a lack of US cargoes was compounded by strong Turkish demand in the European market. While some American material was picked up, buyers also looked to the South African market.

**Turkish Lira/US\$ Exchange Rate**

**SBB Top Scrap News Headlines**
[www.steelbb.com](http://www.steelbb.com)
**December 17, 2010**

- Prices for scrap vessels peak in India
- Bad weather, spiked demand lifts scrap in north China
- Tokyo Steel lifts scrap prices once again

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To view prices in different currencies and volume units and for full details of grades and other product specifications log-in to the website:

[www.thesteelindex.com](http://www.thesteelindex.com)

**Turkish Imports Scrap Reference Product Specifications**

**Material:** **Heavy Melt Scrap (HMS) 1 & 2, blended in an 80:20 Mix.** ISRI codes 200-206 inclusive. HMS1 wrought iron and steel scrap ¼" and over in thickness. HMS2 wrought iron and steel scrap, black and galvanised 1/8" and over in thickness. Grades 205 and 206 to exclude cast iron and thin gauge materials.  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 5,000 metric tonnes  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**US Scrap Reference Product Specifications**

**Material:** **Shredded obsolete scrap.** ISRI codes 210-212 inclusive. Homogenous iron and steel scrap, magnetically separated. Originating from automobiles, unprepared No.1 and No.2 steel, miscellaneous baling and sheet scrap. Average density 60 (50-70) pounds per cubic foot.  
**Pricing Point:** Delivered US mill – East of Mississippi  
**Minimum lot size:** 1,000 long tons  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per long ton

**Indian Imports (Containerised) Scrap Reference Product Specifications**

**Material:** **Shredded obsolete scrap.** ISRI codes 210-212 inclusive. Homogenous iron and steel scrap, magnetically separated. Originating from automobiles, unprepared No.1 and No.2 steel, miscellaneous baling and sheet scrap. Average density 60 (50-70) pounds per cubic foot.  
**Pricing Point:** CFR Nhava Sheva Port, India (West Coast)  
**Minimum lot size:** 200 metric tonnes  
**Timing:** Delivery within 45 working days  
**Payment:** Cash/LOC/90 Days  
**Currency/Units:** US\$ per metric tonne

**Transactions of the following specifications are normalised to the reference product (Turkish Imports)**

**Material:** **Heavy Melt Scrap (HMS) 1 & 2, blended in an 80:20 Mix.** ISRI codes 200-206 inclusive. HMS1 wrought iron and steel scrap ¼" and over in thickness. HMS2 wrought iron and steel scrap, black and galvanised 1/8" and over in thickness. Grades 205 and 206 to exclude cast iron and thin gauge materials.  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 5,000 metric tonnes  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**Material:** **Heavy Melt Scrap (HMS) 1 & 2, blended in an 70:30 Mix.** ISRI codes 200-206 inclusive. HMS1 wrought iron and steel scrap ¼" and over in thickness. HMS2 wrought iron and steel scrap, black and galvanised 1/8" and over in thickness. Grades 205 and 206 to exclude cast iron and thin gauge materials.  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 5,000 metric tonnes  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**Material:** **Heavy Melt Scrap (HMS) 1 & 2, blended in an 90:10 Mix.** ISRI codes 200-206 inclusive. HMS1 wrought iron and steel scrap ¼" and over in thickness. HMS2 wrought iron and steel scrap, black and galvanised 1/8" and over in thickness. Grades 205 and 206 to exclude cast iron and thin gauge materials.  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 5,000 metric tonnes  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**Material:** **Shredded obsolete scrap.** ISRI codes 210-212 inclusive. Homogenous iron and steel scrap, magnetically separated. Originating from automobiles, unprepared no.1 & no. 2 steel, miscellaneous baling and sheet scrap. Average density 60 (50-70) pounds per cubic foot.  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 5,000 metric tonnes  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**Material:** **Plate and Structural.** ISRI codes 231, 232, 236 & 237. Cut structural and plate scrap, not less than ¼" in thickness, 5' in length and under, less than 24" in width. Phosphorus or sulphur not over 0.05%.  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 1,000 metric tonnes  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**Material:** **Bonus grade scrap.** ISRI codes 229, 230, 231, 232, 233, 236, 237, 238, 241, 249 and/or IRSI railroad ferrous scrap.  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 1,000 metric tonnes (as part of a mixed cargo)  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**Material:** **Russian A3 scrap.** Wrought iron and steel scrap ¼" and over in thickness  
**Pricing Point:** CFR Turkish port, Turkey  
**Minimum lot size:** 3,000 metric tonnes (as part of a mixed cargo)  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per metric tonne

**Transactions of the following specifications are normalised to the reference product (US Domestic)**

**Material:** **Shredded obsolete scrap.** ISRI codes 210-212 inclusive. Homogenous iron and steel scrap, magnetically separated. Originating from automobiles, unprepared No.1 and No.2 steel, miscellaneous baling and sheet scrap. Average density 60 (50-70) pounds per cubic foot.  
**Pricing Point:** Delivered US mill – East of Mississippi  
**Minimum lot size:** 1,000 long tons  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per long ton

**Material:** **Heavy Melt Scrap Number 1 (HMS).** ISRI codes 200-202 inclusive. HMS1 wrought iron and steel scrap ¼" and over in thickness, not over 60 inches x 18 inches, prepared in a manner to ensure compact charging.  
**Pricing Point:** Delivered US mill – East of Mississippi  
**Minimum lot size:** 1,000 long tons  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per long ton

**Material:** **Plate and Structural** ISRI codes 231, 232, 236 & 237. Cut structural and plate scrap, not less than ¼" in thickness, 5' in length and under, less than 24" in width. Phosphorus or sulphur not over 0.05%.  
**Pricing Point:** Delivered US mill – East of Mississippi  
**Minimum lot size:** 1,000 long tons  
**Timing:** Delivery within 30 working days  
**Payment:** Cash/LOC  
**Currency/Units:** US\$ per long ton

**Transactions of the following specifications are normalised to the reference product (Indian Imports - Containerised)**

**Material:** **Shredded obsolete scrap.** ISRI codes 210-212 inclusive. Homogenous iron and steel scrap, magnetically separated. Originating from automobiles, unprepared No.1 and No.2 steel, miscellaneous baling and sheet scrap. Average density 60 (50-70) pounds per cubic foot.  
**Pricing Point:** CFR Nhava Sheva Port, India (West Coast)  
**Minimum lot size:** 200 metric tonnes  
**Timing:** Delivery within 45 working days  
**Payment:** Cash/LOC/90 Days  
**Currency/Units:** US\$ per metric tonne

**Material:** **Heavy Melt Scrap (HMS) 1 & 2, blended in an 80:20 Mix.** ISRI codes 200-206 inclusive. HMS1 wrought iron and steel scrap ¼" and over in thickness. HMS2 wrought iron and steel scrap, black and galvanised 1/8" and over in thickness. Grades 205 and 206 to exclude cast iron and thin gauge materials.  
**Pricing Point:** CFR Nhava Sheva Port, India (West Coast)  
**Minimum lot size:** 200 metric tonnes  
**Timing:** Delivery within 45 working days  
**Payment:** Cash/LOC/90 Days  
**Currency/Units:** US\$ per metric tonne

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