STEEL AND SCRAP REPORT

Aug 22 2025

London (+44) 20 7090 1120 | Dubai (+971) 4 4493900 | Singapore (+65) 6535 5189 | Shanghai (+86) 21 6335 4002 info@freightinvestor.com | freightinvestorservices.com | fis-live.com

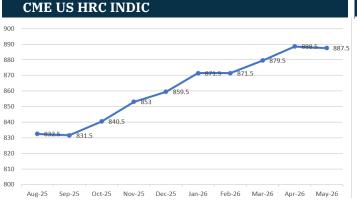
US HRC

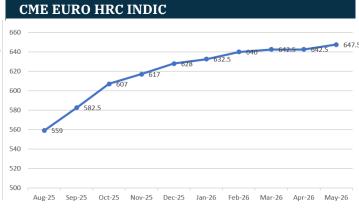
The hot-rolled coil (HRC) market delivered another sideways trading session yesterday, with limited liquidity and muted volumes. The lone trade of note came in the Q4 2025 futures contract, where 3,000 tons per month were transacted at \$858/st, representing a \$4 premium to prevailing closing levels. Beyond that, trading remained subdued as participants digested the latest set of spot assessments. The new cluster of spot prints is again highlighting the persistent disconnect between published indices and mill-offered levels: SMU at \$805, Platts at \$820, CRU at \$832, Nucor at \$865, and Cleveland-Cliffs holding fast to its June 16 \$950 announcement. The breadth of this spread underlines the ongoing tension between mills' attempts to defend higher offers and the transactional reality faced by buyers. Sub-\$820 spot prints are now regularly reported, yet mills remain intent on clinging to elevated price sheets, symptomatic of a market struggling to locate balance.

Sentiment - Defensive Consensus, Outlier Optimism

The dominant tone remains cautious and defensive. Traders and service centers continue to sit on the sidelines, unwilling to chase offers or extend risk without compelling justification. Futures players prefer to sell into brief rallies, rather than accumulate long positions in anticipation of recovery. Still, a handful of outliers continue to outline more constructive scenarios. On the longer horizon, some argue that a 2026 cyclical rebound could emerge if interest rates fall, unlocking pent-up demand across housing, automotive, and broader construction. Lower financing costs would provide a broad-based boost to steel consumption, potentially leading to a decisive pricing rebound.

On the shorter-term horizon, a few bullish voices see room for HRC to test \$900/st by year-end, provided two conditions align: (1) a tangible reduction in import arrivals during Q4, and (2) ongoing destocking that leaves buyers with lean inventories. If these occur simultaneously, mills could regain leverage to implement meaningful price hikes. While this view is far from consensus, it serves as a reminder that steel markets have a history of pivoting abruptly, punishing those overly anchored to one directional view.





CME Block Trades - US HRC LAST

| CME- US | S HRC | | | | |
|---------|--------------|-------|------|----------|-----|
| Period | CME Value | Prior | Diff | Open Int | Chg |
| Aug 25 | 831 | 834 | -3 | 4980 | -2 |
| Sep 25 | 828 | 831 | -3 | 5547 | +22 |
| Oct 25 | 842 | 844 | -2 | 4180 | +72 |
| Nov25 | 858 | 857 | +1 | 2447 | 0 |
| Dec25 | 861 | 860 | +1 | 3237 | +44 |
| Jan26 | 872 | 871 | +1 | 1155 | 0 |
| Feb26 | 872 | 871 | +1 | 807 | 0 |
| Mar26 | 879 | 878 | +1 | 780 | 0 |
| Apr26 | 879 | 884 | -5 | 187 | +2 |
| May26 | 876 | 880 | -4 | 150 | +2 |
| Jun26 | 880 | 884 | -4 | 87 | 0 |
| Jul26 | 884 | 880 | -4 | 49 | 0 |

Oct25 US HRC @844 in 1kt Q425 US HRC @858 in 1ktpm Q425 US HRC @858 in 1ktpm Sep25 v Oct25 US HRC @-19 in 1ktpm (827 v 846)

Freight Investor Services



| Indices | Price | Change |
|--------------------------------------|-------|--------|
| Platts TSI HMS 1/2 80:20 (\$/mt CFR) | 347 | 0 |
| Turkish Rebar (\$/mt FOB) | 540 | 0 |
| CRU HRC (\$/mt) | 832 | -6 |
| Nucor CSP HRC (\$/mt) | 865 | -10 |
| Cleveland Cliff HRC (\$/mt) | 950 | +40 |
| Argus FOB China HRC (\$/mt) | 478 | -1 |

Source: FIS, Nucor, Cliff

| LME HRC FOB TIANJIN CHINA USD/mt | | | LME HMS 80:20 CFR TK | | | | |
|----------------------------------|-----|-----|----------------------|--------|-----|-----|-------|
| Period | Bid | Ask | Value | Period | Bid | Ask | Value |
| Aug-25 | 465 | 475 | 470 | Aug-25 | 344 | 350 | 347 |
| Sep-25 | 469 | 479 | 474 | Sep-25 | 347 | 353 | 350 |
| Oct-25 | 469 | 479 | 474 | Oct-25 | 348 | 354 | 351 |
| Nov-25 | 471 | 481 | 476 | Nov-25 | 353 | 359 | 356 |
| Dec-25 | 472 | 482 | 477 | Dec-25 | 356 | 362 | 359 |
| Q4-25 | 470 | 480 | 475 | Q4-25 | 352 | 358 | 355 |

| LME REBAR FOB TK | | | | CME US BUSHELING | | | |
|------------------|-----|-----|-------|------------------|-----|-----|-------|
| Period | Bid | Ask | Value | Period | Bid | Ask | Value |
| Aug-25 | 535 | 545 | 540 | Aug-25 | 462 | 470 | 465 |
| Sep-25 | 539 | 549 | 544 | Sep-25 | 512 | 520 | 515 |
| Oct-25 | 543 | 553 | 548 | Oct-25 | 522 | 530 | 525 |
| Nov-25 | 549 | 559 | 554 | Nov-25 | 527 | 535 | 530 |
| Dec-25 | 558 | 568 | 563 | | | | |
| Q4-25 | 550 | 560 | 555 | | | | |

| CME US HRC USD/short ton | | | | CME NWE HRC EUR/metric ton | | | |
|--------------------------|-----|-----|-------|----------------------------|-----|-----|-------|
| Period | Bid | Ask | Value | Period | Bid | Ask | Value |
| Aug-25 | 830 | 840 | 833 | Aug-25 | 555 | 565 | 559 |
| Sep-25 | 825 | 835 | 832 | Sep-25 | 580 | 590 | 583 |
| Oct-25 | 835 | 845 | 841 | Oct-25 | 600 | 610 | 607 |
| Nov-25 | 850 | 860 | 853 | Nov-25 | 610 | 620 | 617 |
| Dec-25 | 855 | 865 | 860 | Dec-25 | 625 | 635 | 628 |
| Q4-25 | 845 | 855 | 851 | Q4-25 | 610 | 620 | 617 |

Edited by: Catherine Wang, Steel and Scrap Broker

CONTACT

Catherine Wang Catherinew@freightinvestor.com

m:+1 2035177212

The information provided in this communication is not intended for retail clients. It is general in nature only and does not constitute advice or an offer to sell, or the solicitation of an offer to purchase any swap or other financial instruments, nor constitute any recommendation on our part. The information has been prepared without considering your investment objectives, financial situation, or knowledge and experience. This material is not a research report and is not intended as such. FIS is not responsible for any trading decisions taken based on this communication. Trading swaps and over-the-counter derivatives, exchange-traded derivatives, and options involve substantial risk and are not suitable for all investors. You are advised to perform an independent investigation to determine whether a transaction is suitable for you. No part of this material may be copied or duplicated in any form by any means or redistributed without our prior written consent. Freight Investor Services Ltd (FIS) is authorised and regulated by the Financial Conduct Authority (FRN: 211452) and is a member of the National Futures Association ("NFA"). Freight Investor Services PTE Ltd ('FIS PTE') is a private limited company, incorporated and registered in Singapore with company number 200603922G, and has subsidiary offices in India and Shanghai. Freight Investor Solutions FZCO ('FIS FZCO') is a private limited company, incorporated and registered in Dubai with company number FZCO1225. Further information about FIS including the location of its offices can be found on our website at freightinvestorservices.com