

Ranjit Baxi elected new president of the BIR

(WW) – The British Indian businessman Ranjit Singh Baxi is the new president of the Bureau of International Recycling (BIR), having been elected to the post on 19 May at the organisation's annual spring convention. He succeeds Björn Grufman of the Swedish company Metallvärden, who led the BIR since 2011 and served the maximum two terms of office.

Mr Baxi is the founder and chairman of J & H Sales (International) Ltd., which is headquartered in Redbridge near London. The recovered paper trading company specialises in exports to Asia. The new president, a BIR member of many years' standing, was the association's treasurer from 2011 until his election. According to its own account, the BIR's membership comprises 40 national organisations and more than 850 individual companies located in around 70 countries.

As president of the BIR, one of Mr Baxi's objectives is to achieve greater recognition of the recycling industry's contribution to climate protection, including in international negotiations on climate policy. In co-operation with the US Institute of the Scrap Recycling Industries (ISRI), the Bureau of Middle East Recycling (BMR) and other regional associations, Mr Baxi plans to promote a "World Recycling Day". Increasing the volumes and quality of recycled materials is another important concern for the new BIR president.

Mr Baxi was president of the BIR's recovered paper division from 2007 to 2011. His successor in this capacity, Reinhold Schmidt, was re-elected for a second two-year mandate last week. Mr Schmidt is managing partner of the German recovered paper and waste management company RKS-Recycling Karla Schmidt based in Haren. He is also a vice-president of the German recycling industry association bvse (Bundesverband Sekundärrohstoffe und Entsorgung) and the chairman of bvse's recovered paper division. □

India applies new pre-inspection rules for scrap metal shipments from 1 July

Pre-inspection agencies have to re-apply for approval

(IN) – The Indian Directorate General of Foreign Trade (DGFT) published stricter pre-shipment inspection requirements for ferrous and non-ferrous scrap imports on 18 May. The new rules go into effect on 1 July 2015. Ikbāl Nathani, president of the Metal Recycling Association of India (MRAI) told attendees at the Bureau of International Recycling (BIR) spring convention in Dubai last week.

The new rules are intended to ensure that pre-shipment inspections are indeed carried out. This, in turn, is to help make sure that scrap shipments destined for India are free of radioactive and explosive materials. According to Mr Nathani, the new rules are a reaction to findings by the DGFT that up to a third of the pre-inspection agencies it had registered are bogus. During checks, the trade authority also discovered that inspection certificates purportedly issued by reputable agencies had been falsified.

For this reason, all pre-inspection agencies will have to re-apply for registration with the DGFT by 7 June if they wish to continue to issue valid inspection certificates after the new rules go into effect on 1 July. As part of the application process, they will have to provide detailed information on their activities, staff and technical equipment.

An earlier version of the new pre-inspection rules published by the DGFT on 1 April would have required that video recordings be made of the loading process and the signature of the pre-inspection certificate, among other things, and that the recording be made available to the trade authority. However, the MRAI in co-operation with the US Institute of Scrap Recycling Industries (ISRI) and the BIR was able to convince the Indian authori-

ties to delay implementation of the regulations and subsequently to agree to certain changes. The required form of documentation is among the regulation's provisions changed after input from the groups. The authority now gives a choice between photographs or video clips from 1 July.

In countries where a pre-shipment inspection agency does not have a full-time equipped branch office, it may send inspectors from other countries to carry out inspections. However, this must be notified in advance to the DGFT, according to the DGFT notice. Mr Nathan noted that there are a number of countries, including Singapore, Canada and New Zealand, in which there are no companies currently registered as pre-shipment inspection agencies.

According to Mr Nathani, the MRAI is now working to secure an exemption for shredded scrap and for recycling yards which have detection equipment such as gate monitors for radioactive sources. The exception proposed by the trade association would allow properly equipped facilities to self-certify. If these derogations are accepted, some 80 per cent of India's imports would be exempted from the new provisions, Mr Nathani said. He cautioned, however, that India's home ministry, which is one of several ministries and authorities involved in the issue, places top priority on safety and would therefore even go as far as to ban scrap imports if it deemed it necessary.

The new rules, which amend the DGFT's handbook of procedures, were published as "Public Notice No. 12/2015-20". Their implementation will raise the cost of pre-inspections. However, the extent is not clear yet, Mr. Nathani told EUWID. □

Worldwide demand for ferrous scrap forecast to increase over the coming years

China might become a net exporter post-2023

(WW) – Global demand for ferrous scrap for crude steel production is set to climb and will lie about 110 million tonnes higher in 2019 than it did in 2014. China, Turkey, ASEAN nations and NAFTA would be the economies driving this growth, said Edwin Basson, director general of the World Steel Association, at the Bureau of International Recycling's (BIR) spring convention, which was held in Dubai in May.

Worldwide demand for direct-reduced iron (DRI) will also increase during this period, according to Mr Basson. The growth by about 35 million tonnes to 110 million tonnes per year in DRI demand will be spread primarily among the Middle East/North Africa (MENA) region, the NAFTA region and India. On the other hand, demand for pig iron from blast furnaces to make steel will stagnate at

about 1.250 million tonnes per year, according to a forecast presented by Mr Basson.

These developments are unfolding against the backdrop of a forecast average annual rise in global steel demand of 1.6 per cent between 2014 and 2019 and growth in the share of total crude steel production produced in electric arc furnace (EAF) mills. This share stood at 27 per cent in 2014 and is projected to reach 30 per cent in 2019, according to Mr Basson.

Global scrap availability was estimated at 700 million tonnes in 2014. Mr Basson reported that availability would climb to about 1 billion tonnes by the end of the 2020s. Growth would be lower in the EU, Japan and the NAFTA region than in China and the rest of the world, he said.

The growth in Chinese scrap arisings expected to emerge in the coming years as the "first phase of obsolete scrap" begins to be generated will not immediately lead to higher scrap exports, according to Mr Basson. Instead, he thinks that more ample supply will initially result in integrated steel mills using more scrap. Mr Basson pointed out that electric arc steel furnaces account for just

6 to 7 per cent of crude steel production in China at present, due to factors including power supply restrictions. Furthermore, the country had relatively new production capacity at integrated mills so it would not make financial sense to replace them with electric arc furnaces in the next ten years. However, Mr Basson thinks that China might become a net exporter of ferrous scrap and begin to supply global markets at some point between 2023 and 2026.

A long-term forecast drawn up by the World Steel Association indicates that global demand for steel will climb from 1.537 billion tonnes in 2014 to 1.663 billion tonnes in 2020 and 2.101 billion tonnes by 2040. With an estimated world population of 9 billion people in 2040, this would translate into an average amount of 232 kg per capita, up from 212 kg in 2014.

With regard to the sustainability of steel, Mr Basson feels that the sector faces challenges in changing product design so as to allow reuse, thereby avoiding the energy consumption of recycling. He pointed to steel beams in the construction sector as one example. The recycling rate for these beams already stands at 94 per cent, but the reuse rate at just 5 per cent. Using detachable connecting and fastening systems instead of welding studs could allow beams to be directly reused instead of remelted to make new steel products, in Mr Basson's opinion. □

China's recovered paper imports may drop further

(WW) – China's recovered paper imports in the first quarter of 2015 were approximately 6.363 million tonnes, the lowest level in recent years, said Ranjit Singh Baxi of the British company J&H Sales (International) Limited. Speaking at the spring convention of the Bureau of International Recycling (BIR) in Dubai in May, the organisation's newly elected president said that although it was still too early to make forecasts for the full year, there was a possibility that China's imports in 2015 would not reach 26 million tonnes.

In 2014, China imported around 27.362 million tonnes of recovered paper, representing a decline of 4 million tonnes or 15 per cent compared to the previous year's volume of 31.649 million tonnes, he said. One possible reason for the decline, according to Mr Baxi, is the stricter enforcement of environmental legislation in China, which has reportedly led to the closure of nearly 50 domestic paper mills.

All world regions save one saw exports to China fall by at least 10 per cent in 2014. The exception was Africa, where growth of 12 per cent was recorded, but the absolute Chinese import volumes from Africa of just 12,630 tonnes remained low. China's imports from the Americas stood at 14.271 million tonnes last year, down by 11 per cent from 2013, while volumes from Europe fell 17 per cent to 7.615 million tonnes. Imports from other Asian countries slumped by 21 per cent to 4.465 million tonnes, while the volumes brought to China from Australia and New Zealand dropped by 28 per cent to 0.997 million tonnes.

Mr Baxi also pointed out that China's total imports in 2014 were at almost the same level as in 2011, when they amounted to 27.280 million tonnes. The share coming from Europe, however, was lower in 2014. According to his figures, European volumes were down by some 600,000 tonnes compared to the 2011 amount of 8.235 million tonnes. Mr Baxi said efforts should be made to find out whether the decrease was due to lower quality of the European recovered paper or stronger demand within Europe.

During the first quarter of 2015, however, Europe was the only region to deliver higher volumes to China than in the same period of the previous year. At 2.061 million tonnes, volumes were up by approximately 9 per cent compared to the prior-year level of 1.897 million tonnes. There was strong growth in the shipments from Spain, which grew 35 per cent to 168,000 tonnes. Furthermore, there were increases in imports from the United Kingdom (+6.8 per cent to around 0.886 million tonnes), Italy, France, Ireland and Greece. On the other hand, shipments from the Netherlands, Germany, Belgium and Portugal declined, according to Mr Baxi's presentation. □