

MAKEuk

The Manufacturers' Organisation

STRATEGIC ALUMINIUM SCRAP



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EXECUTIVE SUMMARY

The UK's aluminium sector supports 17,000 jobs¹ and has an average £1.5 billion turnover per year². Aluminium is a key asset for automotive, defence, food and drink, construction and national infrastructure; each a critical sector to the UK and crucial to ensuring the nation's economy, productivity and job-base are able to grow and thrive.

The UK is a recycling leader, with an 81% beverage can recycling rate, higher than the wider Europe average³. Each time aluminium is recycled, it requires 95% less energy than that needed for primary production. This offers a unique competitive advantage for the sector, which is in prime position for carrying out HM Government's Critical Minerals Strategy which projects aluminium demand in growth sectors will rise from 1.8 million tonnes (Mt) to 8Mt in the next decade. The same strategy aims for at least 20% of domestic critical mineral demand to be met by recycling in 2035.

To achieve these goals, there is a need to stem the growing tide of scrap exports, which threaten to offshore domestic recycling capabilities, and the industries that depend on them. Retaining EU scrap flows is also a priority. Securing this vital material is a matter of national urgency – what the UK Government does now is crucial to ensuring that this sector, and its dependents, can deliver on the ambitions of the Critical Minerals Strategy.

THE UK ALUMINIUM SECTOR

Recycling: For over a decade, the aluminium industry has been leading the way on metals circularity and heavily investing in aluminium recycling capabilities and innovating new ways for aluminium alloys to be utilised through recycling. The economic benefits are being recognised now, with major investments being made by UK aluminium producers and processors. For example, Novelis is investing an additional £70mn, doubling its capacity for used beverage can (UBC) recycling to produce more recycled aluminium sheeting for UK and EU industries. Novelis is working towards a 75% recycling input rate by 2030 for its automotive, construction, aerospace and packaging customers. Meanwhile, Arconic re-uses up to 71% of scrap in production for defence-critical goods, while Hydro Aluminium have pioneered alloys which use up to 100% post-consumer scrap⁴. Strength in recycling processes and capabilities diversifies this sector's profile on the international market and increases its productivity.

¹ [Aluminium sector jobs and Gross Value Added](#), Office for National Statistics (2025)

² [Non-financial business economy, UK: Sections A to S](#), Office for National Statistics (2025)

³ Calculation, [Aluminium packaging hits 68% recycling rate](#), Alupro (2023); [Recycling rates of aluminium beverage cans in Europe](#), UNESDA (2026)

⁴ [Hydro Aluminium UK 100% recycled alloy](#), Hydro CIRCAL (2026)

Losing the UK's critical recycling input: Due to the high volume of scrap leakage to non-EU nations, rising 84% in the past decade, the mature and deep trade links that underpin a two-way flow of scrap between the UK and EU goes some way to plugging the gap for both parties. The UK therefore faces two threats to the provision of domestic scrap as a recycling input:

1. The EU implementation of scrap export restrictions and the, to-date, lack of UK exclusion from these measures.
2. The continuation of the international scrap leakage trend – if UK scrap provision continues to be diverted from domestic use, with high non-EU exports and negligible resource remaining in the UK marketplace, reliance on aluminium imports (primary, scrap and semi-finished products) will continue to increase.

Such an outcome would surely represent a failure of policy given the UK's ready availability of scrap aluminium as a commodity.

Primary production: Primary aluminium production in the UK has faced steep odds. One smelter remains - ALVANCE in the Scottish Highlands has persevered with production via its hydro-electric power plant. This facility's production level is capped by virtue of high electricity prices. ALVANCE has a smelting capacity of 48,000 tonnes (Kt) a year, but is currently forced to operate at around 70% production, unlikely to turn up production in the near future. Hence, as scrap provision decreases, our domestic smelting limitations mean imports will increase.

Offshoring of industry: In the last two years alone, the UK has lost around 45% of its aluminium extrusion billet production capacity, and at least 30Kt of extrusion capacity - two vital processes in the aluminium supply chain. With the increasing cost of doing business in the UK, and the threat of reduced access to scrap, offshoring of this sector is a threat that is increasing rather than decreasing. If the Critical Minerals Strategy is to be achieved, it is crucial that this decline is halted ensuring that a dependence on further imports is not realised.

Risk of import-reliance: A scenario of increased import reliance, paired with low-access to EU scrap markets, increases UK exposure to volatile overseas prices (for example, global aluminium prices reached a four-year-high in May 2026). Increased imports also apply additional pressure on the UK's ability to fulfil orders in the US and EU trading blocs, as regulations tighten on where aluminium is smelted and cast (via US Section 232 and the EU IAA).

Adding further to the risk, the introduction of the Carbon Border Adjustment Mechanism in Europe, and the UK, will see aluminium undergo restrictive requirements and potentially higher price tags.

UK collection and sorting capabilities: The UK faces capability, infrastructure and enforcement gaps that weaken scrap quality, decrease the comparative advantage of selling scrap domestically to selling it overseas, and raise costs for upstream businesses.

A voluntary mechanism could ensure strategically valuable scrap is first made visible and commercially available to UK processors before export. There will also be a requirement to develop 'smart scrap retention measures' for future implementation, and to designate trade codes to key alloys of scrap which are needed for strategic domestic industries. Further, there will be a need to outline and encourage strategic investment in assets and system planning to ensure that such scrap is processed effectively within the UK.

The UK Deposit Return Scheme (DRS): Important at this time are clear Government signals that post-consumer aluminium scrap will be retained as a strategic national resource. Such signals would strengthen the investment case for the DRS, and encourage aluminium producers, processors and the drinks industry to make significant financial investments in recycling.

There are a series of directives that could support the DRS such as the Green List waste register or the Basel Convention, most of which exist but require enforcement and product classifications (requiring refinement), that could ensure a good quality supply of appropriate scrap categories. Such an approach would reduce contaminants at early stages of collection and would introduce significant efficiencies and cost savings for the sector, improving competitiveness for both collectors and aluminium producers and processors, cutting carbon emissions, and helping the UK become more self-sustaining in critical materials.

The DRS presents a significant opportunity, if capitalised upon through joined up and complementary policy. The UK is the largest can market in Europe, and if a substantial share of the more than 16bn cans used each year can be remade from DRS-derived material, this would improve material security in an increasingly uncertain geopolitical environment, help sustain UK manufacturing jobs, and fast-track decarbonisation across UK drinks supply chains.

While the DRS will help close the loop on post-consumer aluminium scrap provision, there is a risk that this material will be subject to leakage:

- Foreign markets will turn to the UK to purchase scrap where they cannot source in the EU (subject to forthcoming EU restrictions) or elsewhere - much like the US already has done due to Section 232 parameters, resulting in scrap exports to the US increasing by 990% in volume in a single year.
- DRS investors may simply choose to export this important material to maximise short-term returns rather than prioritising a UK market that could derive long-term investment value from it.

THE OPPORTUNITY

There is ample opportunity to uplift the scrap collection, sorting standards, and infrastructure required to meet the needs of UK aluminium producers and processors - making recycled material readily available to UK manufacturers. The UK currently exports almost 50% of the scrap it generates, filling only 27% of the gap with imports.

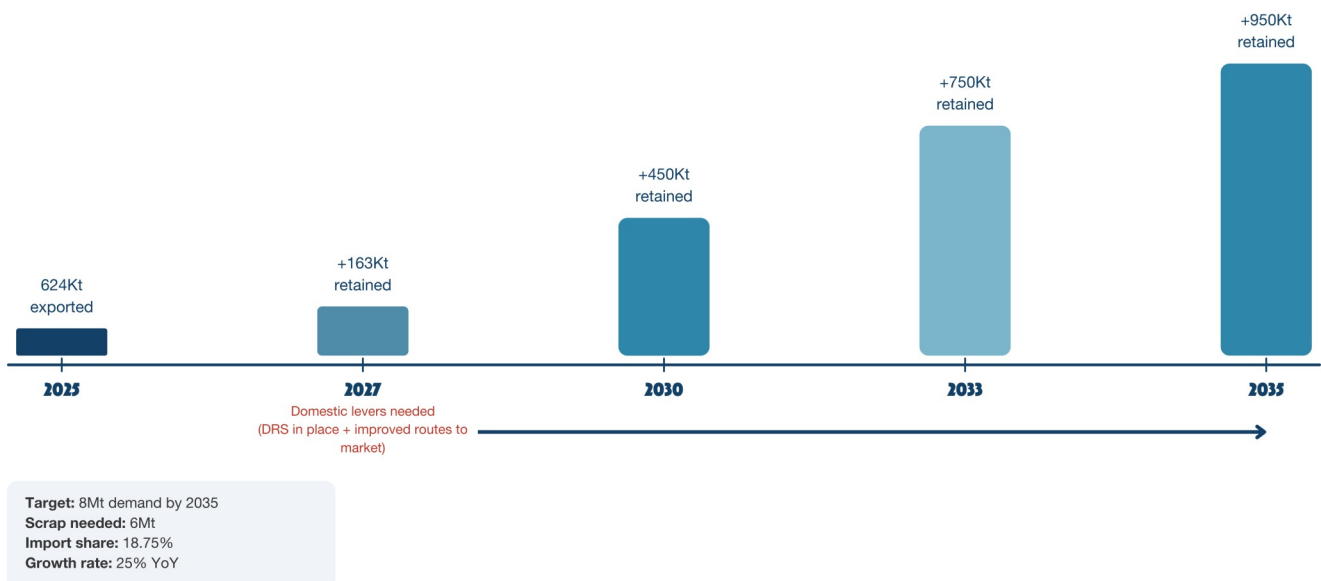
For instance, estimates suggest that in 2019⁵, the UK exported 560Kt of scrap (400Kt to non-EU countries) whilst retaining 650Kt and importing only 150Kt. In the same year the UK recycled at least 800Kt of aluminium scrap, making up ~44% of current UK aluminium demand in growth sectors. Before exports and imports, the potential for scrap recycling based on domestic generation was 1.2Mt. Given adequate infrastructure and clearer routes to market, the UK could utilise a far greater share of its scrap generation, to help meet increasing domestic demand, and improve national resilience.

SCRAP RETENTION OPTION 1—INCREASED DOMESTIC RECYCLING

Based on projected increases in recycling rates, Make UK calculates⁶ that to meet HM Government's forecast aluminium demand of 8Mt in 2035, domestic industry could require as much as 6Mt of scrap available for recycling. This would mean a 25% growth rate in scrap procurement year-on-year, topped up with growth in primary production. If the import share remains the same (18.75%), then the UK can meet this requirement by steadily reducing exports to increase retention of scrap, retaining an extra ~163Kt in 2027 and ~950Kt in 2035. Exports of scrap in 2025 were ~624Kt, meaning excess retention requirements in 2033, 2034, and 2035 could be met via domestic levers such as increased post-consumer scrap procurement (achieved with the anticipated Deposit Return Scheme) and attracting scrap procurement through improved routes to market in the UK.

CHART 1: MAXIMUM UK ALUMINIUM SCRAP RETENTION PATHWAY (2025-2035)

Meeting 8Mt demand by 2035 through 25% YoY scrap growth & reduced exports



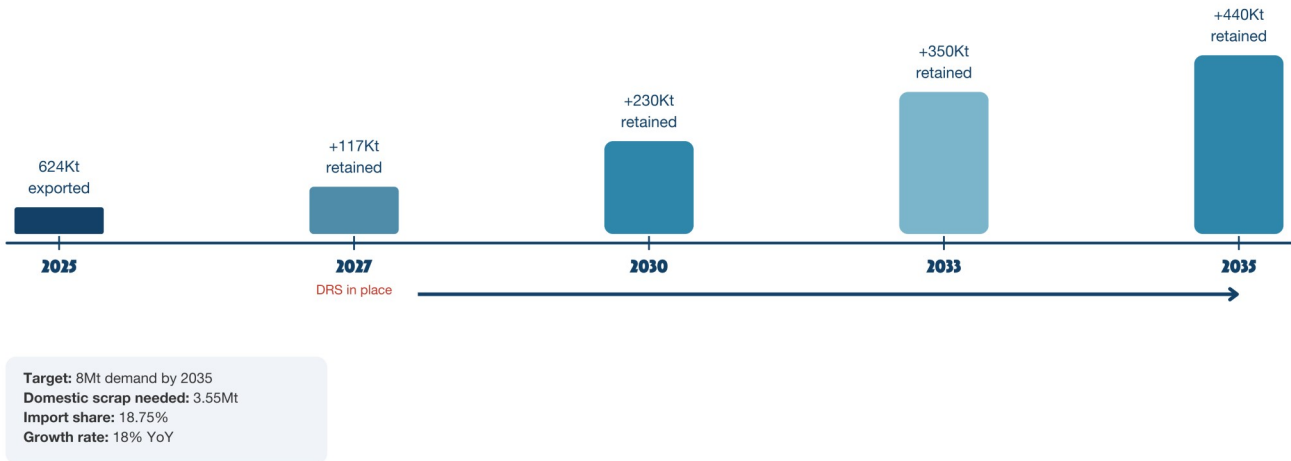
SCRAP RETENTION OPTION 2— BUSINESS-AS-USUAL, GRADUAL UK SCRAP RECYCLING GROWTH

In a business-as-usual scenario, with the same proportion of aluminium demand met by recycling in 2035 as is today, Make UK calculates that the absolute minimum requirement to meet 8Mt aluminium demand in 2035, is 3.55Mt of scrap. This would mean a growth rate of 18% year-on-year, allowing for 6.5Mt of scrap to be retained and/or imported for recycling in 2035. If import share remains the same (18.75%), then the UK can meet this requirement by steadily reducing exports to increase its retention of scrap, retaining an extra ~117Kt in 2027 and ~440Kt in 2035⁷.

The UK therefore has a major opportunity to build a nationally resilient circular aluminium economy that supports manufacturing growth, national security, decarbonisation and defence capability, delivering the ambitions of the Critical Minerals Strategy, Industrial Strategy, Defence Industrial Strategy and forthcoming Circular Economy Plan.

CHART 2: MINIMUM UK ALUMINIUM SCRAP RETENTION PATHWAY (2025-2035)

Meeting 8Mt demand by 2035 through 18% YoY scrap growth & business-as-usual imports and exports



⁵ [Developing Improved Aluminium Scrap Classification for Efficient Recycling](#), Henry Royce Institute (2026)

⁶ Calculations based on 2019 scrap generation, import and export ratios in the UK market

⁷ See Annex for year-on-year retention requirements under each scenario



THE VALUE OF UK ALUMINIUM SCRAP

National security: Aluminium is recognised as a defence-critical raw material - NATO describes aluminium as being “pivotal in producing lightweight yet robust military aircraft and missiles, enhancing their agility and performance”. Scrap is an above-ground domestic resource that reduces reliance on long-distance supply chains for bauxite, alumina and primary metal, which are increasingly exposed to geopolitical and transport disruptions.

Low-emission demands: From defence and automotive, through the tech and science sector, to drinks cans and packaging, customers require low-embodied-carbon aluminium. For example, as part of its Ambition 2039 strategy, Mercedes-Benz aims to incorporate aluminium with a 90% reduced carbon footprint compared to the European average into its vehicles by 2030⁸; and JLR’s new aluminium skin contains 85% recycled content⁹.

Onshoring provision: Customers are seeking to onshore supply chains to increase resilience in the face of geopolitical unrest – resilience is no longer an option, it is a strategic necessity. The Society of Motor Manufacturers and Traders states that “A resilient supply chain underpins the UK’s ability to attract investment, secure new vehicle programmes and remain globally competitive.”¹⁰

Globally, exposure to high and fluctuating international price impacts means that aluminium is currently 20% more expensive. The Middle East produces 9% of global aluminium supply - however, this provision is weakened due to the conflict in Iran. As a result, in May 2026, data showed aluminium reach a four-year value high. Onshoring provision will assist with resilience against international price shocks.

Sectoral growth projections: HM Government’s Critical Minerals Strategy states a target of 10% critical mineral demand should be met by domestic production, and 20% of the same demand to be met through recycling by 2035. The Strategy also forecasts a more than quadrupling in domestic demand in the next decade. Aluminium scrap can meet these demands - UK aluminium producers are already using between 50-75% recycled content in their processes as standard and currently achieve an 81% recycling rate for beverage cans – some of the highest rates in the world. But, in order to achieve this target, up to 600Kt more aluminium scrap will be needed per year over the next decade.

⁸ [Doing Our Part](#), Mercedes Benz (2023)

⁹ [Meet JLR’s new aluminium skin featuring 85% recycled content & 95% more energy efficiency](#), JLR (2025)

¹⁰ [Automotive Supply Chain Resilience & Challenges | Automotive Sourcing](#), SMMT (2026)

THE VITALITY OF UK ALUMINIUM SCRAP IN THE AEROSPACE SECTOR

Of the items classified and traded as aircraft parts (HS8807), around 78% are made with Aluminium (e.g. panels, frames, or wing ribs and spars), matching estimates that aluminium alloys make up 60-80% of the weight of a commercial aircraft.

If about two thirds of an aircraft is made from aluminium, using a 45% Recycling Input Rate - 30% of an average commercial aircraft weight is made from secondary aluminium content (scrap).

PACKAGING

Aluminium packaging (especially used beverage cans) is one of the cleanest, highest-value scrap streams. The UK and EU provide different packaging recycling rates and collection infrastructure, so maintaining open scrap trade helps balance shortfalls and match scrap grades to the right remelt capacity. If EU scrap export restrictions treat the UK as a third country, the UK could lose access to EU-origin Aluminium scrap needed to run expanded recycling capacity ahead of UK Deposit Return Scheme (planned for October 2027).

DEPOSIT RETURN SCHEMES

Domestic DRS policies increase collection of high-quality UBC scrap by adding a refundable deposit to drinks containers, improving capture rates and material quality. Germany has a DRS scheme in place, and the EU has an objective to introduce mandatory DRS in all member states by 2029.

If it is more costly for the UK to import post-consumer scrap, EU brands and manufacturers could see their access to surplus UK aluminium scrap processing capacity reduced. This could reduce return flows of recycled content in semi-finished products, increase costs, and increase the risk of missed circular-economy targets on both sides.

It is worth noting that many EU countries may not be capable of meeting domestic DRS targets under EU plans, thus allowing the UK to act as a trusted partner to recycle aluminium scrap where countries cannot.

GLOBAL MARKET DYNAMICS OF SCRAP

Rest of the world: Global aluminium demand is expected to rise by nearly 40% by 2030.

Aluminium is the third most subsidised sector in the world. OECD data highlights that between 2005-24, subsidies to the aluminium sector totalled USD 118.3bn, of which Chinese production benefited from \$101.4bn (86% of total), OECD countries \$5.4bn, and Rest of the World \$11.5bn. Subsidies in 2024 alone reached \$10.2bn for China, 92% of the global total¹¹. China's "14th 5-Year Plan for the Circular Economy" set a target of more than 15Mt of recycled aluminium production by 2027 and has imposed a 15% export tariff aiming to retain scrap within the nation alongside stringent import levies and regulations to support this policy. China, the world's largest producer of aluminium, is now nearing its self-imposed 45Mt capacity cap.

Increasingly, usage of aluminium scrap is outcompeting primary production. For example, the EU secondary (recycled) aluminium production has expanded significantly from 3.9Mt in 2022 to 4.8Mt in 2024, exceeding primary production from 2012 onwards¹². Investment in new smelting capacity elsewhere remains too weak to meet demand, increasing the risk of a global primary supply shortfall.

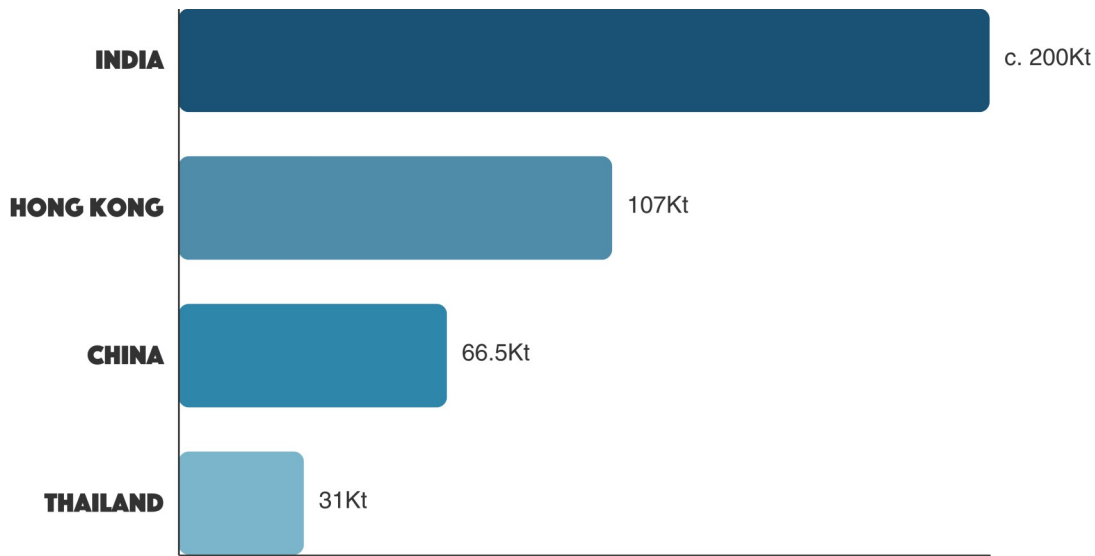
Exporting instead of selling domestically: UK scrap is often exported because overseas buyers require lower levels of pre-sorting or a price premium incentivises exports, with weakening incentives to invest in domestic infrastructure or to sell into the UK market. However, current trade codes do not define the alloy or quality of this scrap. Taken together, these forces make it harder for the UK to retain enough of the right scrap to meet domestic demand and retain economic value within domestic supply chains.

¹¹ [MAGIC Database of Industrial Subsidies](#), OECD (2026)

¹² [Global Aluminium Cycle](#), International Aluminium Institute (2024)

Leakage: Global competition for scrap is intensifying, and UK non-EU scrap exports have risen by 84% over the past decade.

CHART 3: KEY DESTINATIONS FOR UK-PRODUCED ALUMINIUM SCRAP, 2025



Source: ISSB, 2026

US: When the US placed renewed Section 232 tariffs on aluminium imports in 2025, scrap was excluded. From 2024-2025, the amount of UK aluminium scrap exported to the US increased rapidly by nearly 12 times (a 990% volume increase), from 2Kt to almost 24Kt. 15Kt of this was aluminium packaging. Instigated by the exclusion of aluminium scrap from Section 232 tariffs, this export figure continues to rise, increasing 14% in the first two months of 2026 alone.

Europe: The UK and EU maintain a mutually beneficial two-way trade in aluminium scrap. In 2024, the UK exported around 107Kt to Europe and imported 73Kt in return. This trade matters because some UK processors rely on higher-grade EU scrap, with imports accounting for around 31% of input in some cases.

New EU regulations: A growing number of markets around the world have implemented scrap export measures, including China, Malaysia, Indonesia, and Vietnam. The EU is expected to update its trade codes to introduce aluminium scrap export limitations before summer 2026 as it faces its own scrap leakage challenges. If agreed, they could be in place by next year.

In this case, the UK risks relying on a single smelter that cannot fulfil demand. UK producers and processors will see scrap prices sharply increase, reducing business viability, or be forced to rely on insecure supply chains.

It is also highly likely that the UK will experience sharply rising scrap leakage. Increasing numbers of overseas buyers may turn to the UK market for scrap that can no longer be sourced from the EU.

European Industrial Accelerator Act: Under the EU's IAA, 'trusted partners' will be designated based on reciprocal commitments and their contribution to competitiveness, resilience and economic security. The UK may qualify under the 2021 Trade and Cooperation Agreement. As the Government pursues its EU reset, it must urgently enter negotiations to ensure aluminium products and scrap should remain free from new trade barriers or frictions.

CASE STUDY: ECONOMIC OPPORTUNITY AND SIGNIFICANCE OF ALUMINIUM SCRAP TRADE FOR THE AUTOMOTIVE INDUSTRY IN THE EU AND UK

Aluminium is a significant material in Electric Vehicle (EV) manufacturing. Due to its unique combination of properties, aluminium offers a lightweight, flexible, and strong material for battery casings, for example.

European EV's are estimated to contain 310kg of aluminium per vehicle this year, approximately 60% more than a petrol or diesel vehicle. German automotive companies including Mercedes-Benz and BMW have increasingly high targets for aluminium scrap provision for vehicles, and companies in the UK make highly specified aluminium parts (e.g. battery casings) to meet the demands of EV manufacturers world over.

To ensure products are made with a high proportion recycled content, the UK aluminium sector relies on the EU to supplement domestic scrap supplies. For example, about \$12mn worth of aluminium scrap was imported from Germany in 2025. The UK then exported 64Kt of car parts [HS8708] back to Germany.

In the same year, Germany sold \$7.8bn worth of EVs into the UK. When the UK suffers a weak aluminium scrap supply, this increases pressure on supply chains in order to produce semi-finished aluminium products to the specifications that European partners need for this key economic industry.

This will become increasingly important as the EU Industrial Accelerator Act (IAA) is ratified, requiring significant amounts of low-emission aluminium, needing increasing percentages of 'trusted partner' and European procurement to meet new standards. With a circular economy approach increasing automotive revenues by 15-20 times the sales price per vehicle, aluminium provides a significant profit opportunity. It is essential that the UK is included as a verified third country provider to ensure that recycled or primary aluminium from the UK is not exempt from forthcoming EU requirements.

POTENTIAL OUTCOMES

The evidence set out in this report suggests that the UK now faces a clear strategic choice. The scenarios below illustrate the most plausible pathways depending on the pace of domestic policy action, the strength of scrap retention measures, and whether the UK secures trusted-partner treatment in future EU arrangements.

Outcome 1 – Domestic supplies, industry and EU supplies strengthened

1. Infrastructure: Strategic approach to investment in domestic scrap processing and collection (in-line with implementation of the DRS) to improve self-reliance and meet the minimum 18% year-on-year growth target. Incentives are provided, such as enhanced capital allowances, direct investment support or other mechanisms for businesses investing in advanced sorting, alloy separation and domestic recycling infrastructure.
2. Collection standards: Standards are improved and enforced to enable this. This could provide a practical route to accelerate private investment into strategically important circular processing capability, improve UK competitiveness, support wider industrial decarbonisation and manufacturing resilience objectives.
3. Alloy types framework: Work starts between industry and Government departments (Department for Business and Trade, Defra) to develop 'smart scrap retention measures' for future implementation. This work would designate codes to key alloys of scrap needed for strategic domestic industries.
4. EU trade flows without barriers: Through proving value of the UK aluminium sector to key EU supply chains, particularly in Germany, the UK becomes exempt from EU scrap restriction measures and any IAA restrictions, and is treated as a trusted partner.

POTENTIAL OUTCOMES

Outcome 2 – EU supplies cut off, domestic supplies rapidly strengthened, increased leakage

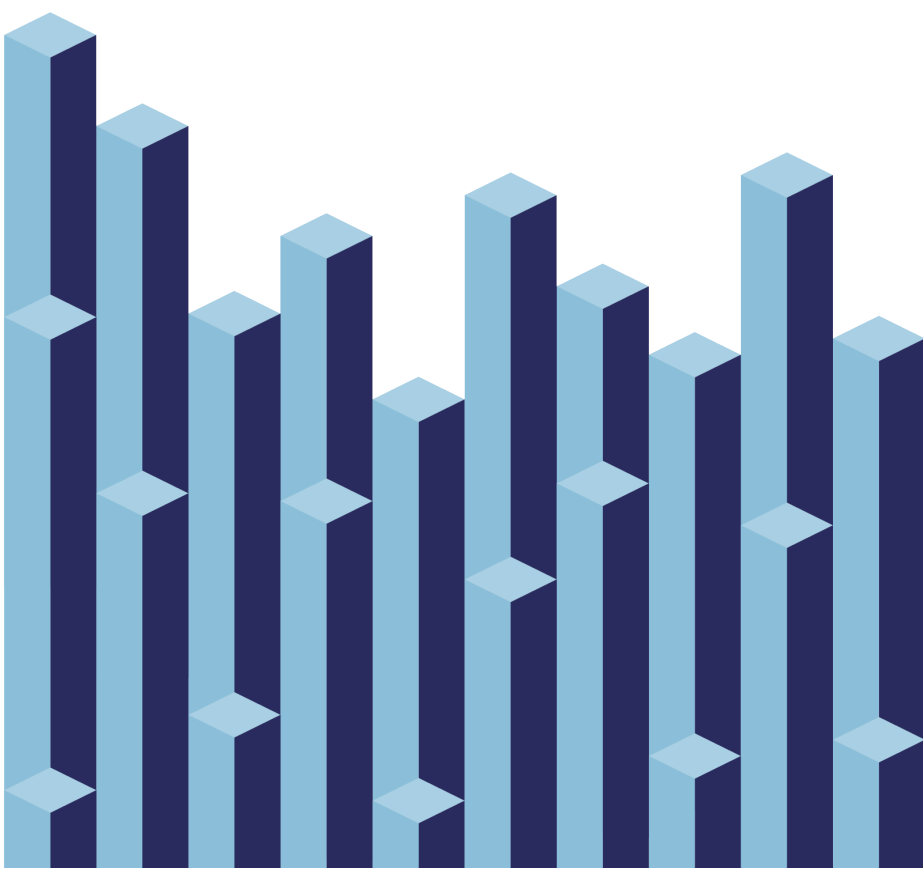
1. EU trade flows cut off: The EU does not recognise the UK as a trusted scrap trade partner. The UK must enable widespread trade measures that match or surpass EU measures to retain domestic aluminium scrap resources for domestic processing, considering EU limitations.
2. Increased scrap leakage: Likely increase in demand from foreign business for UK scrap as EU sources are cut off, increasing potential leakage. Upstream processors will see scrap prices sharply increase, reducing the viability of their UK businesses, or may be forced to rely on insecure supply chains.
3. Infrastructure: UK invests heavily and quickly in domestic scrap processing to account for a rapid increase in capability and capacity requirements given the loss of EU provision.
4. Domestic collection standards and alloy types uplifted: Financial incentives are implemented for the domestic scrap market engagement to ensure excess scrap is retained and recycled in the UK and not exported.



POTENTIAL OUTCOMES

Outcome 3 – EU supplies cut off, domestic production and retention downturn, and offshoring of industry, economic value and jobs

1. Failure to implement policy action for either Scenario 1 or Scenario 2.
2. EU trade flows cut off: The UK loses access to high-quality EU scrap and millions of pounds worth of investment in recycling capabilities in the UK is made redundant.
3. Scrap leakage grows, infrastructure weakens: Domestic retention of aluminium scrap continues to fall and exports continue to expand, cutting short domestic supply flows. Likely increase in demand from foreign business for UK scrap as EU sources are cut off, instigating a vast increase in leakage. Upstream processors will see scrap prices sharply increase, reducing the viability of their UK businesses, or will be forced to rely on insecure supply chains.
4. Increased reliance on imports, weakened resilience: Primary aluminium orders cannot be fulfilled by UK production. Increased primary aluminium or scrap is shipped from beyond the EU, increasing costs (due to UK CBAM and international competition). Increased reliance on international supplies at risk of heightened geopolitical disruption, impacting national security, weakening domestic supply chains and jobs, decreasing domestically procured content in key sectors like defence and automotive.
5. Offshoring of industry, weakened resilience and national security: Offshoring of more aluminium operations, to countries where the cost of doing business is lower and supply of aluminium scrap is stronger, and where the EU scrap market is still accessible – hollowing out domestic supply, supply chains and cutting thousands of jobs.



RECOMMENDATIONS

1. Invest in domestic aluminium scrap sorting and pre-processing to increase capacity and capability.

Provide targeted capital support and time-limited incentives for advanced sorting (e.g. de-coating, shredding, alloy separation) to increase domestic remelt and improve supply reliability for UK. This should include circularity-linked tax incentives, co-investment opportunities and sorting infrastructure support.

2. Improve collection and enforcement standards for aluminium scrap.

Include standards, accountability and procurement signals for aluminium scrap. This should be backed by stronger collection standards, enforcement and classification reform.

3. Develop ‘smart scrap retention measures’ for certain aluminium alloys, designing proportionate, targeted interventions.

Launch a Government–industry programme or framework to classify priority grades, improve traceability and develop targeted tools that protect critical alloys without distorting trade. Provide clearer classifications and HS codes according to producer requirements, stronger early-stage sorting and a UK-market-first visibility mechanism for strategically important scrap will be important.

4. Engage the EU urgently to secure UK exemption (or equivalent treatment) from aluminium product and scrap export restrictions.

Government must outline the rationale for UK recycling, primary and semi-finished production to support EU recycling and DRS ambitions, and its IAA content targets, supporting supply chains and shared decarbonisation goals. Securing the UK as a trusted partner avoids disruption in long-established aluminium scrap trade flows and protects recycling investment in the UK and the EU to enable DRS plans.

ANNEX

Scrap retention option 1 – Recycling meets 75% aluminium demand for growth sectors in 2035, and import share of UK scrap procurement remains the same.

Using a 25.1% annual growth path, and assuming imports stay at 18.75% of total supply, the required retained scrap each year would need to be:

Year	Scrap needed (tonnes)	Increase vs previous year (tonnes)	Increase in tonnes contributed by imports (18.75%)	Increase in tonnes retained of scrap from exports (81.25%)	Retained share of 624,000 tonnes annual exports (2025 exports of HS7602)
2026	800,000	—	—	—	—
2027	1,000,755	200,755	37,643	163,112	26.14%
2028	1,251,888	251,133	47,088	204,045	32.7%
2029	1,566,515	314,627	59,365	255,262	40.91%
2030	1,960,855	394,340	73,891	320,449	51.4%
2031	2,455,967	495,112	92,834	402,278	64.5%
2032	3,077,031	621,064	116,950	504,114	80.8%
2033	3,855,244	778,213	145,411	632,802	101.4%*
2034	4,829,449	974,205	182,425	791,780	126.9%*
2035	6,000,000	1,170,551	220,353	950,198	152.3%*

*Excess scrap procurement needed for year 2033, 2034 and 2035 exceeds what the UK currently generates. Increased post-consumer scrap utilisation from the anticipated Deposit Return Scheme could help address excess need in these years, as well as attracting scrap procurement through improved routes to market in the UK.

*These calculations assume that imports of scrap increase steadily, with import share remaining at 18.75%. The accuracy of this will depend on a continued and healthy UK-EU scrap trade relationship.

ANNEX

Scrap retention option 2 – Recycling meets 44% of aluminium demand for growth sectors in 2035, and import share of UK scrap procurement remains the same.

Using an 18% annual growth path, and assuming imports stay at 18.75% of total supply, the required retained scrap each year would be:

Year	Scrap needed (tonnes)	Increase vs previous year (tonnes)	Increase in tonnes contributed by imports (18.75%)	Increase in tonnes retained of scrap from exports (81.25%)	Retained share of 624,000 tonnes annual exports (2025 exports of HS7602)
2026	800,000	—	—	—	—
2027	944,048	144,048	27,009	117,039	18.8%
2028	1,114,034	169,986	31,872	138,113	22.1%
2029	1,314,628	200,594	37,611	162,982	26.1%
2030	1,551,340	236,712	44,384	192,329	30.8%
2031	1,830,675	279,335	52,375	226,960	36.4%
2032	2,160,307	329,632	61,806	267,826	42.9%
2033	2,549,293	388,986	72,935	316,051	50.6%
2034	3,008,320	459,027	86,068	372,959	59.8%
2035	3,550,000	541,680	101,565	440,115	70.5%



The Manufacturers' Organisation

Make UK, The Manufacturers' Organisation, is the representative voice of UK manufacturing, with offices in London, every English region and Wales. Collectively we represent over 20,000 companies of all sizes, from start-ups to multinationals, across engineering, manufacturing, technology and the wider industrial sector. Everything we do – from providing essential business support and training to championing manufacturing industry in the UK and internationally – is designed to help British manufacturers compete, innovate and grow. From HR and employment law, health and safety to environmental and productivity improvement, our advice, expertise and influence enables businesses to remain safe, compliant and future-focused.

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