

**worldsteel**  
ASSOCIATION

steel

FACTS

A collection  
of amazing  
facts about  
**steel**

— 2018 —

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## WHAT IS STEEL?

Discovered more than 3,000 years ago, continuously perfected, today **steel is one of the world's most innovative, inspirational, versatile and essential materials.** Explore what goes into its making.

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## WHAT IS STEEL'S VALUE TO SOCIETY?

Produced in every region of the world, **steel is the backbone of modern society,** generating jobs and economic growth.

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## WHY ARE WE PROUD OF STEEL?

**Infinitely recyclable,** steel allows cars, cans and buildings to be made over and over again. Zero waste strategies and optimal use of resources, combined with steel's exceptional strength, offer an array of sustainable benefits.

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## THE USES OF STEEL

Steel is the world's most fundamental engineering and construction material. **It is used in every aspect of our lives:** in cars and cans, refrigerators and washing machines, cargo ships and energy infrastructures, medical equipment and state-of-the-art satellites.

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# WHAT IS STEEL?



When **iron** is combined with carbon, recycled steel and small amounts of other elements, it is transformed into a much stronger material called steel, used in a huge range of human-made applications. Steel can be

**1,000**  
times stronger than iron.

## STEEL

is an alloy of iron and carbon containing less than

**2%**  
carbon

**1%**

manganese and small amounts of silicon, phosphorus, sulphur and oxygen. Stainless Steel is a steel alloy with a minimum of 10.5% chromium content by mass.



All steel is originally made from

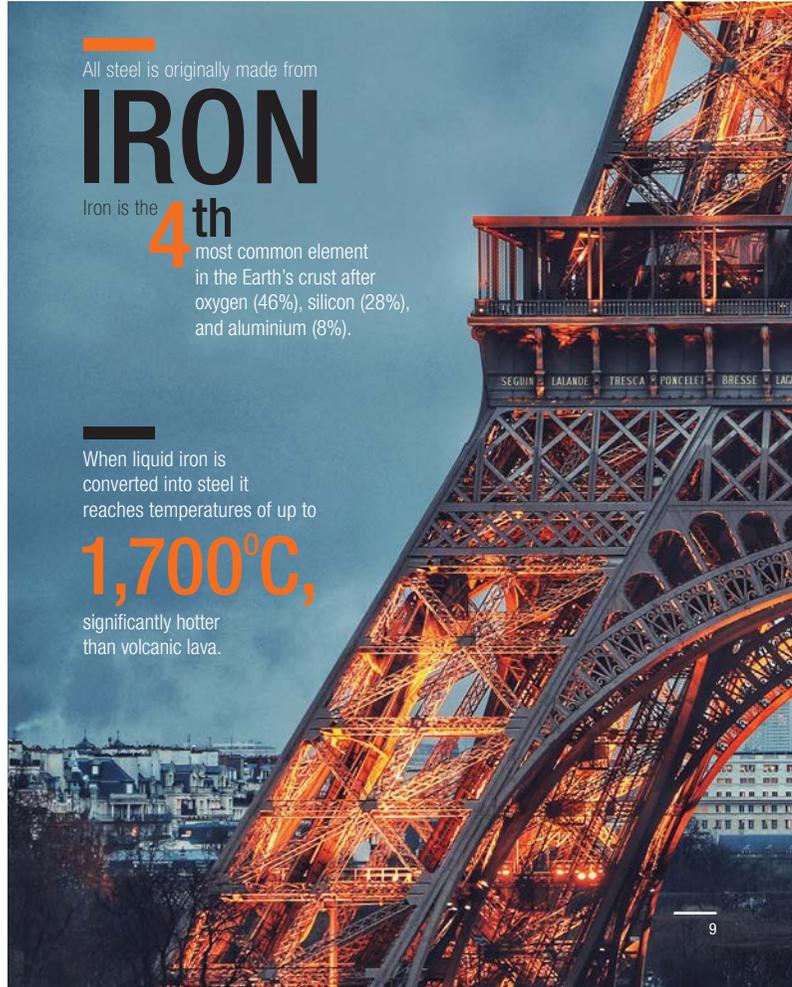
## IRON

Iron is the **4<sup>th</sup>** most common element in the Earth's crust after oxygen (46%), silicon (28%), and aluminium (8%).

When liquid iron is converted into steel it reaches temperatures of up to

**1,700°C,**

significantly hotter than volcanic lava.





Steel is the most commonly used metal in the world. It is

**everywhere**  
in our lives

As early as the

# 11th

century BC,

an archaeological find in Cyprus indicates that craftsmen were producing quench-hardened steel knives.



One of the earliest references to steel-working comes from the Greek historian Herodotus, referring to a bowl inlaid with steel by Glaucus of Chios in the

# 7th century BC

“A great bowl of pure silver, with a salver in steel curiously inlaid. Glaucus, the Chian, made it, the man who first invented the art of inlaying steel.”



In the **3rd century BC**, craftsmen in southern India were using crucibles to smelt wrought iron with charcoal to produce ‘wootz’ steel – a material that is still admired today for its quality.

A British inventor, Henry Bessemer, is generally credited with the invention of the first technique to mass produce steel in the

# mid-1850s.

Steel is still produced using technology derived from the Bessemer Process of blowing air through molten pig iron to oxidise the material and separate impurities.

**Steel is produced via two main routes:** The blast furnace-basic oxygen furnace (BF-BOF) route and the electric arc furnace (EAF) route. Today about

**72%** of steel is produced using the BF-BOF route. **28%** is produced via the EAF route.

Crude steel is then rolled into finished steel products, such as coil, plate, sections or bars.

Steel Production - Route 1:

### Blast furnace or integrated route

To produce 1,000 kg of crude steel, the main inputs are roughly:

**1,370** kg of iron ore,  
**780** kg of coal,  
**270** kg of limestone, and  
**125** kg of steel scrap.

Steel Production - Route 2:

### Electric arc furnace route

The primary raw materials are steel scrap, direct reduced iron (DRI) and/or hot metal, and electricity. To produce 1,000 kg of crude steel, the EAF route uses roughly:

**710** kg of steel scrap,  
**586** kg of iron ore,  
**150** kg of coal and  
**88** kg of limestone, and  
**2.3** GJ of electricity.

An electric arc furnace can be charged with

# 100%

steel scrap. A basic oxygen furnace can be charged with as much as

# 30%

scrap. Most steel products remain in use for decades before they can be recycled. Therefore, there is not enough recycled steel available to meet growing steel demand.



Steel is a permanent material that can be *infinitely recycled* and is

# 100%

recyclable *without loss of quality*.



## Steel closes the material loop

without being confined to a single application.

### ALL

types of steel can be recycled back into new steel of various grades, keeping their inherent material properties.

Steel scrap from lower value steel products can be

## converted into high value steels

by using appropriate processing and metallurgy. For other materials this is not typically possible; in the case of concrete, wood and aluminium the quality of recycled material is often downgraded or downcycled and the material has a limited number of lives.

On average,  
new steel  
products contain  
**37%** recycled  
steel.

Today's steel products will become tomorrow's cans, trains, bridges, or buildings.



New and innovative steels are continually being developed. In 2017, the steel industry invested

# 5.9%

of revenue in capital investment projects, research and process improvement.

Steel is not a single product. There are more than

# 3,500

different grades of steel with many different physical, chemical, and environmental properties, allowing a range of thicknesses and shapes. Each grade of steel has properties designed for its specific application.



Over

75%

of the 3,500 steel grades in use today did not exist 20 years ago.



In 2017, on average  
**1.83 tonnes of CO<sub>2</sub> were emitted for every tonne of steel produced.**

The steel industry accounts for between 7 and 9% of global direct emissions from the use of fossil fuels. The majority of the CO<sub>2</sub> comes from the chemical reaction of steelmaking.

The industry is working together on many initiatives to develop breakthrough steelmaking technologies that could reduce CO<sub>2</sub> emissions by more than

# 50%

potentially revolutionising the way steel is made.

To prevent the chemical reaction resulting in rust (iron oxide) forming when steel is exposed to water and oxygen, many steel products will be

## metallic coated.

Paint is then used on cars, enamel is used on refrigerators and other domestic appliances, and so on.



## Weathering steels

are designed to rust, with the oxide coating providing protection, eliminating the need for painting.

WHY ARE WE  
PROUD OF  
**STEEL?**





Steel is  
**fundamental**  
to achieving a circular economy.

It ensures the maximum value of resources through recovery and reuse, remanufacturing and recycling.

The steel industry uses its resources efficiently and produces very little waste. In 2017,

**96.3%**

of steel industry raw materials were converted:

**63.6%**

were converted into steel products.

**32.7%**

into co-products. As little as

**3.7%**

became waste.



Nearly

**100%**

of the steel industry's co-products can be used.

**Slag**

is used in cement, road construction, fertilisers, hydraulic engineering and sea forestation.

**Process gases**

are used to produce heat and/or electricity.

**Emulsions and oils**

are used as reducing agents.

**Iron oxides and zinc**

are recovered from dust and sludges.

**Chemicals**

are used as input material for the chemical industry.

# Slag

is the highest volume steel industry solid co-product. On average, for the blast furnace route approximately,

**400kg** of slag is produced per tonne of crude steel.

In the electric arc furnace, around

**170kg** of slag is produced per tonne of crude steel.



In Europe,

# 77%

of steelmaking slag is used to produce cement and materials for road construction. The rest of the recovered slag is used in other applications, such as fertilisers, metallic applications, hydraulic engineering, etc.

According to the International Energy Agency, substituting cement clinker with slag cement would allow significant reductions in annual energy consumption and CO<sub>2</sub> emissions - up to 500 million GJ, and

**200 Mt of CO<sub>2</sub>**,

## Steelmaking process gases

are used to produce heat and electricity. When process gases are fully reused they can provide between

# 60-100%

of the plant's electricity requirements.



Technologies are being developed to convert steelmaking process gases into methanol and ethanol, thereby conserving energy, and **reducing the need for fossil fuels** in other sectors, such as transport.



Energy consumption per tonne of steel has been  
**reduced by**  
**61%**

since the 1960s, which has contributed to a significant decrease in CO<sub>2</sub> intensity.



The average energy intensity per tonne of steel produced has dropped from 50 GJ/t in the 1960s to its current level of around

**20 GJ/t**



**Around 90% of water**

used in the steel industry is cleaned, cooled and returned to source. Most of the loss is due to evaporation. Water returned to rivers and other sources is often cleaner than when extracted.



HBIS Tangsteel's new waste water treatment centre located in North China has a water treatment capacity of 6,000 m<sup>3</sup> per hour: 3,000 m<sup>3</sup> of the water treated is industrial waste water and 3,000 m<sup>3</sup> is urban waste water. Annually the centre saves 24.5 million tonnes of fresh water and boasts a

**100% waste water recovery rate**

# Steel is the most recycled material in the world

Being magnetic, steel is easy and affordable to recover from almost any waste stream.





About  
**630**  
million tonnes

of scrap are recycled every year saving nearly 950 million tonnes of CO<sub>2</sub> annually that would have been emitted from the production of virgin steel.

By sector, global steel recovery rates for the following areas are estimated to be at least:

**85%**   **90%**   **90%**   **50%**

Construction

Automotive

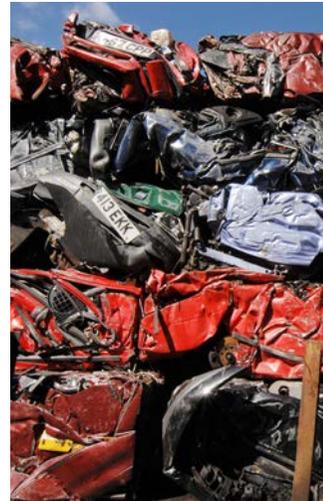
Machinery

Electrical and domestic appliances

Over

**25**  
billion  
tonnes

of steel scrap have been recycled to make new steel since 1900. This has **reduced iron ore consumption by around 35 billion tonnes**, as well as **cutting coal consumption by 18 billion tonnes**.



**Recycling accounts for significant energy and raw material savings.**

Recycling one tonne of steel scrap saves 1.5 tonnes of CO<sub>2</sub>, 1.4 tonnes of iron ore, 740 kg of coal, and 120 kg of limestone.

# Steel products are durable and simply last a long time.

The average life for steel  
products is approximately

# 40 years.

In applications with a long service life, such as buildings or infrastructure, we will need to wait up to 100 years or more to recycle. In the case of steel packaging the time between production and recycling can be just a few weeks; in the case of vehicles this may be up to 15-20 years.

Steel's durability enables many products to be reused at the end of their life. Reusing a steel product **extends its product life cycle** and therefore conserves resources. Many steel companies and steel product manufacturers are increasingly designing products for reuse.



A warehouse built in 2000 in Slough, UK, with a floor space of 3,320m<sup>2</sup> was re-erected in a different location in 2015, using the same steel structure. The savings associated with this project were quantified as follows:

**56%** less embodied carbon at completion compared to a comparative new build.

**25%** saving in costs compared to an equivalent new build.



Steel products can easily be remanufactured, restoring used products to like-new condition, such as automotive engines and wind turbines.



Remanufactured turbines can keep wind farms at peak capacity long beyond their designed lifetime. Remanufacturing can almost

**double the return**

on the original investment by extending turbine life by up to

**20 years**

Remanufactured engines can be produced with up to

**83%**

less energy than the energy needed to produce a new engine, and emitting up to 87% less CO<sub>2</sub>. Consumers can also save up to 53% on cost over a new engine.





New lightweight high-strength steels make applications 25-40%

# lighter & stronger

These new steels help other industries reduce their environmental footprint.



# Air quality

control is a major priority for the steel industry.

The industry has access to technologies to manage most common emissions (SO<sub>x</sub>, NO<sub>x</sub>, dust, heavy metals) that can meet increasingly stringent regulatory requirements.

**100%** of steel plants around the world have environmental permits regulating their emissions.

Fabric dust filters in steel plants typically have a collection efficiency rate of more than

**99%**  
even when particle size is very small.



thyssenkrupp has equipped its Duisburg sinter plant with one of the largest fabric filters in the steel industry. The filter reduces dust emissions by 99.99%. It is made up of more than

**44,000** extremely fine filter bags, each almost three meters long and with a total fabric area of 45,000m<sup>2</sup>.



An aerial photograph of a solar tower power plant. The central tower is surrounded by a vast field of heliostats (mirrors) that reflect sunlight onto the tower. The landscape is a flat, arid desert with mountains in the distance under a blue sky with scattered clouds.

## Almost every greenhouse gas mitigation technology relies on steel,

including the generation of thermal and renewable energy, electrification, mass transport and the hydrogen economy. Without steel the 2°C Paris Agreement target will not be met.

## The steel industry is committed to the goal of an injury-free workplace

and organises an industry-wide safety audit on Steel Safety Day every year. In 2017, the Lost Time Injury Frequency Rate fell below 1.0, a reduction of harm of around 80% since 2006.

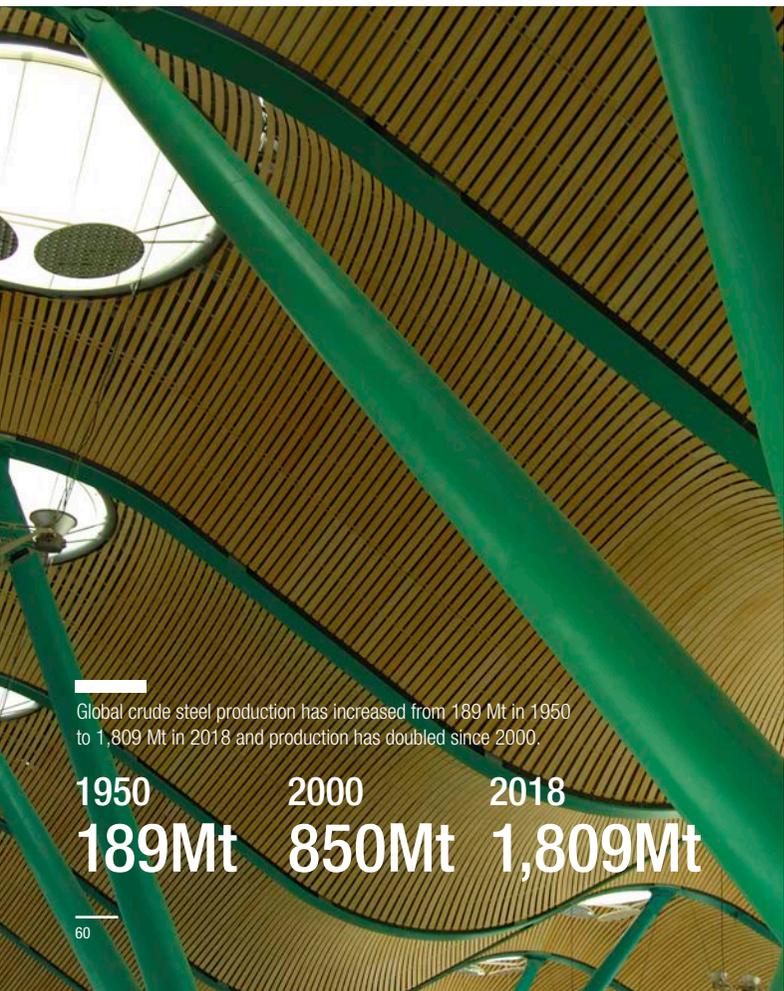


# WHAT IS STEEL'S VALUE TO **SOCIETY?**



An aerial photograph of a city skyline, likely Shanghai, with several prominent skyscrapers rising above a thick layer of white clouds. The sky is a pale, hazy blue. The buildings are dark and modern, with one particularly tall, slender tower on the right side of the frame. The clouds are dense and cover most of the lower half of the image, creating a dramatic, ethereal atmosphere.

Steel is inextricably linked with economic growth and prosperity. It has enabled our modern way of life. It has spurred economic growth, lifting millions of people out of poverty, and continues to do so around the world today.



Global crude steel production has increased from 189 Mt in 1950 to 1,809 Mt in 2018 and production has doubled since 2000.

|              |              |                |
|--------------|--------------|----------------|
| 1950         | 2000         | 2018           |
| <b>189Mt</b> | <b>850Mt</b> | <b>1,809Mt</b> |

The weight of the crude steel produced in the world in 2018 is equal to the steel required to produce

**43,100** Beijing National Stadiums.



In **2018**, the top steel producing countries were:

|                 |                 |                 |                |                |
|-----------------|-----------------|-----------------|----------------|----------------|
| China           | India           | Japan           | United States  | South Korea    |
| <b>928.3 Mt</b> | <b>106.5 Mt</b> | <b>104.3 Mt</b> | <b>86.6 Mt</b> | <b>72.5 Mt</b> |

In **2018**



The top 5 producing countries accounted for **72%** of global steel production.

The top 10 producing countries accounted for **83%** of global steel production.

The top 50 producing countries accounted for **99%** of global steel production.

## Steel production % split

|                      | 2000 | 2018 |
|----------------------|------|------|
| China                | 15.1 | 51.3 |
| Europe               | 24.7 | 11.6 |
| North America        | 15.9 | 6.7  |
| India                | 3.2  | 5.9  |
| Japan                | 12.5 | 5.8  |
| C.I.S.               | 11.6 | 5.6  |
| South Korea          | 5.1  | 4.0  |
| Other Asia & Oceania | 4.4  | 3.3  |
| Africa & Middle East | 2.9  | 3.0  |
| South America        | 4.6  | 2.4  |



The biggest single facility we have on record is POSCO's Gwangyang Works, which produced 21.4 Mt of carbon steel in 2017. Considering that the average car contains 900 kg of steel, this is equal to the production of

# 23,800,000

cars a year or  
**65,205**  
cars a day.

About  
**30%**  
 of steel is traded internationally.

The amount of steel in use in the world today is equal to more than

**200**  
 kg per person.



By  
**2050**  
 steel use is projected to increase to be 1.5 times higher than present levels in order to meet the needs of our growing population.



For 2017, the steel industry reported distributing

**\$1,384**  
 billion USD

to society directly and indirectly, 97% of its revenue.



Globally, over

**6 million**  
people

work for the steel industry.

**2 million**

people are employed  
within the mill  
(direct steelmaking  
employment).

**1.5 million**

people work in  
support services  
(contractors).

**2.5 million**

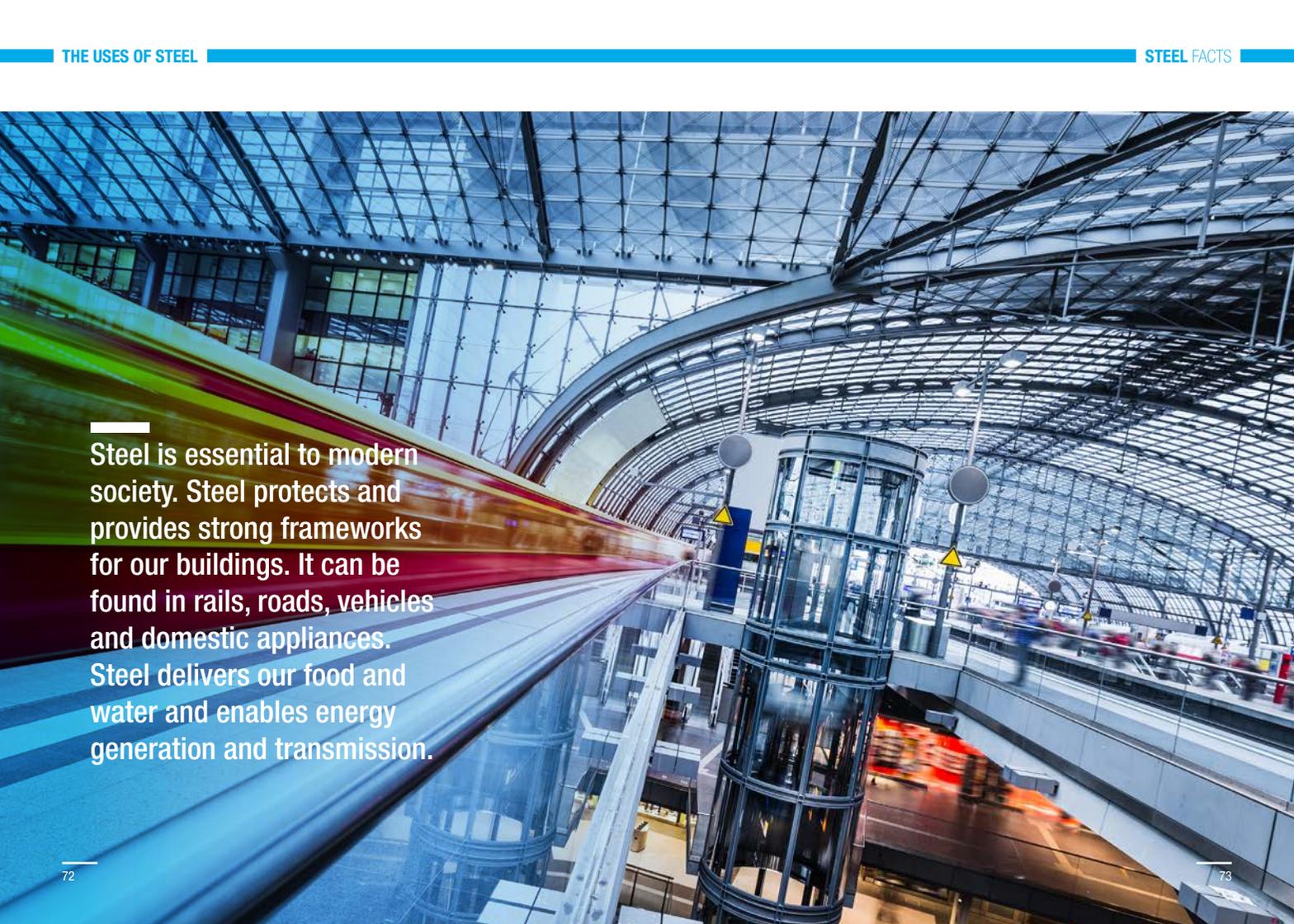
people work in secondary  
employment in the steel  
industry (rolling, stamping,  
service centres, trading etc.).

For every job created in the steel industry 7.1  
indirect jobs are created, or in other words, the  
steel industry is the source of employment for

**42 million people.**

# THE USES OF STEEL





Steel is essential to modern society. Steel protects and provides strong frameworks for our buildings. It can be found in rails, roads, vehicles and domestic appliances. Steel delivers our food and water and enables energy generation and transmission.

The amount of steel used in the world reached 1,712 Mt in 2018. Steel markets are distributed as follows:

|                              |     |
|------------------------------|-----|
| Buildings and infrastructure | 51% |
| Automotive                   | 12% |
| Metal products               | 11% |
| Mechanical equipment         | 15% |
| Other transport              | 5%  |
| Domestic appliances          | 3%  |
| Electrical equipment         | 3%  |



Steel offers the most economic and the highest strength to weight ratio of any building material, resulting in lighter buildings requiring less extensive and costly foundations.



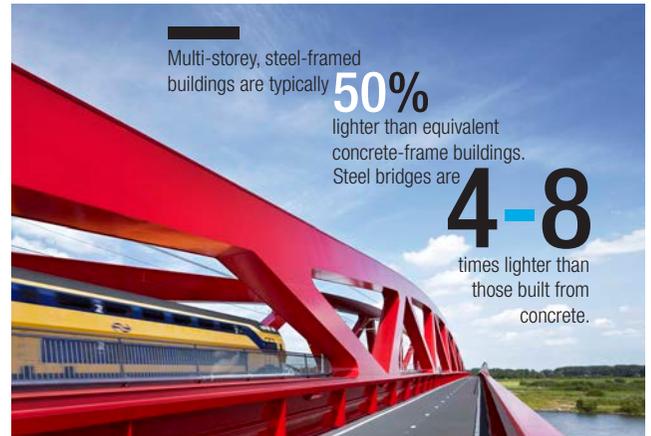
Substituting regular steels for

## Advanced High-Strength Steels

makes it possible to build high-rise buildings with

**50%**

less steel compared to the amount needed 50 years ago.



Multi-storey, steel-framed buildings are typically

**50%**

lighter than equivalent concrete-frame buildings. Steel bridges are

**4-8**

times lighter than those built from concrete.

## SKYSCRAPERS

are made possible by steel. Completed in 1885, the New York Home Insurance Building in Chicago, Illinois is the **first 10-storey building** to be supported by a structural steel frame.

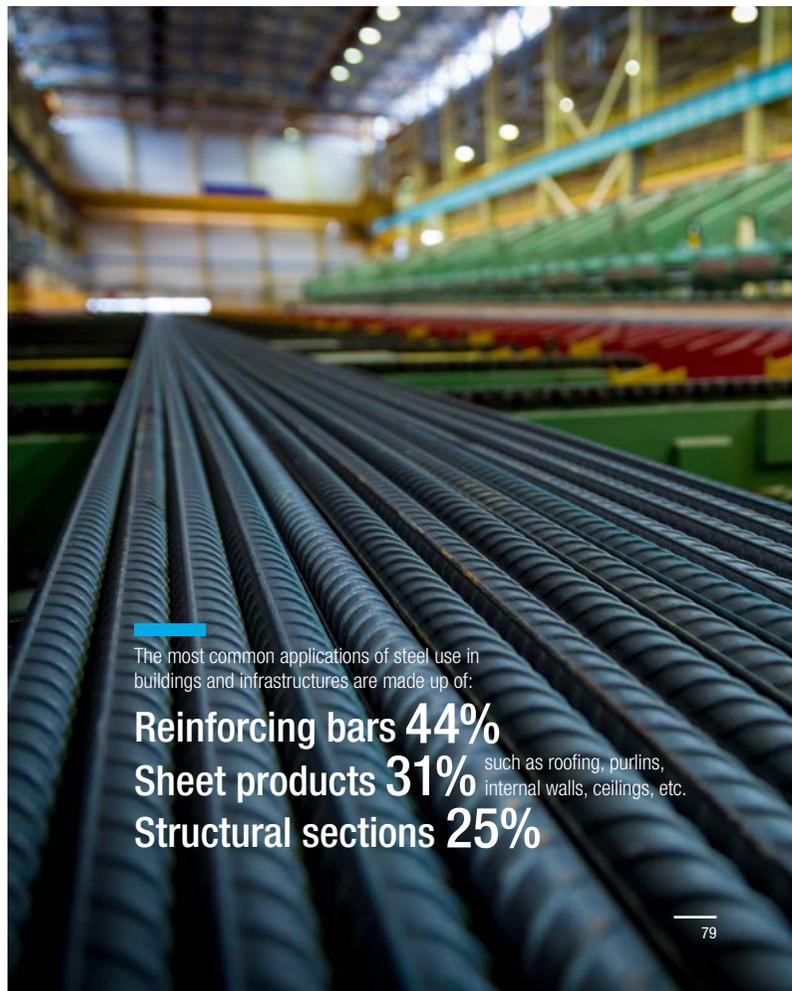


In 2017, the total number of buildings in the world over

**200** metres high, was

**1,319**

a 402% increase from the year 2000, when there were only 263.



The most common applications of steel use in buildings and infrastructures are made up of:

- Reinforcing bars 44%**
- Sheet products 31%** such as roofing, purlins, internal walls, ceilings, etc.
- Structural sections 25%**

In 1937, 83,000 tonnes of steel were needed to make the Golden Gate Bridge. Today,

# 1/2

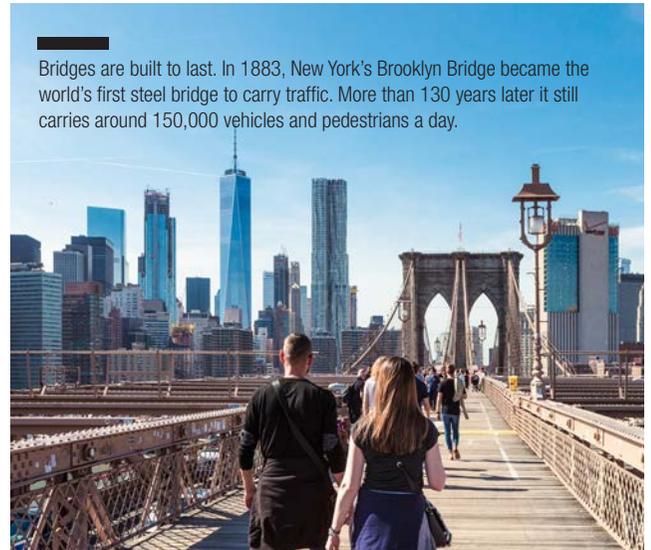
of that amount would be required.



Steel has enabled bridges to be even longer. Longer bridges **reduce travel time and distance** saving fuel and thus reducing CO<sub>2</sub> emissions.



Bridges are built to last. In 1883, New York's Brooklyn Bridge became the world's first steel bridge to carry traffic. More than 130 years later it still carries around 150,000 vehicles and pedestrians a day.



Evidenced by ArcelorMittal's peer-reviewed Steligence® programme, best-in-class steel solutions for an 8-storey building with a span of 13 metres between columns can be erected up to twice as fast as concrete equivalents, resulting in up to

**24%**  
construction cost savings, and more usable space.

Steligence® is a registered trademark of ArcelorMittal.

Steel buildings are increasingly designed to be reused and are therefore easy to assemble and disassemble, ensuring major environmental savings. CO<sub>2</sub> emissions savings from building reuse are estimated at

**1 to 1.5 kg CO<sub>2</sub>/kg steel.**



In earthquake prone zones, the foundations of a concrete building are

**up to 75% heavier**

compared to light steel-framed solutions. Steel frames have the added advantage of ductility and flexibility.





It takes 20 trees to build a typical 180 m<sup>2</sup> wood-framed home. A steel-framed home will require just

5 recycled cars.

Steel-framed buildings do not  
**warp, twist, split,  
 swell, shrink, suffer  
 from termites and  
 mould or rot, unlike  
 wooden ones.**

Termites damage approximately  
 600,000 homes in the U.S. each year.  
 A homeowner who discovers termite  
 damage will spend an average of

**\$3,000 USD**  
 to repair the damage.

Steel-framed structures are  
 inherently non-combustible, and  
 do not burn nor contribute to the  
 spread or intensity of a fire.



To prevent steel framing's  
 load-bearing capacity from  
 diminishing at excessive  
 temperatures, steel structures  
 are coated with a

**fire-resistant layer,**

or surrounded with  
 fire-resistant materials.



Car manufacturers use

## Advanced High-Strength Steel (AHSS)

to reduce vehicle weight to achieve better fuel economy for internal combustion engines and increased range for battery electric powertrains.



The much acclaimed  
**first mass-produced car,**

the Ford Model T, came off the production line in 1908. Already then, engineers made use of a highly strong and light material - vanadium steel - in critically stressed parts, such as the crankshaft, forged front axle, and wheel spindles.

Today the strength of steel in a vehicle's body structure can reach

**1,500**  
**MegaPascals.**

Automakers are increasingly using Advanced High-Strength Steels (AHSS) to meet new stringent fuel efficiency regulations. Today vehicle body structures contain more than 50% AHSS.

This is over 8 times stronger than 50 years ago.





When taking a life cycle approach to compare **functionally equivalent automotive components,**

Advanced High-Strength Steels consistently outperform lower density competing materials, emitting in the production phase

**5 times less CO<sub>2</sub>**  
than aluminium or carbon fibre, and  
**7 times less CO<sub>2</sub>**  
than magnesium.

Car manufacturers use Advanced High-Strength Steel (AHSS) for safer vehicles. Some AHSS grades are engineered to absorb crash energy, such as in a front crash, and some are engineered to deflect crash energy such as in a side crash.



The Volvo XC40 has been designed for maximum occupant protection in all types of crash scenarios through the usage of

### hot-formed boron steel

in the safety cage. This steel comprises 20% of the total body weight. The XC40 was selected as the 2018 EU Car of the Year.



There would  
be no electric  
mobility without

# steel.

Electrical steel is an essential material in the construction of generators and motors for electric vehicles.

Automakers are opting for steel in the body of electric cars for

**lightweighting, safety, battery protection and cost reduction.**

The Chevrolet Bolt electric vehicle uses: **80% steel, of which 44% is Advanced High-Strength Steel (AHSS)**  
The Hyundai Kona electric vehicle uses: **52% AHSS.**





## Canned foods

preserve high levels of nutrients and vitamins. Contrary to popular belief, canned fruits and vegetables use

### **NO chemical preservatives**

but are conserved via high-pressure processing techniques that also kill bacteria.

Steel cans are used  
to pack more than

# 1,500

food and drink items as well as paint, health and beauty products and household products. Canned foods are the most tamper-resistant food packaging option available today.



In the last 20 years, the  
weight of steel cans has  
been reduced on average by

# 33%.

The thickness of a 3-piece food can is down from 0.2 mm in 1986 to 0.12 mm today.





In **2016** average steel packaging recycling rates in Europe reached an all-time high of 79.5%. Germany, Belgium and the Netherlands reported rates of over 90%. In Japan in 2016, steel packaging recycling rate reached an impressive **93.9%**

Each can recycled saves about **1.5x** its weight in CO<sub>2</sub>



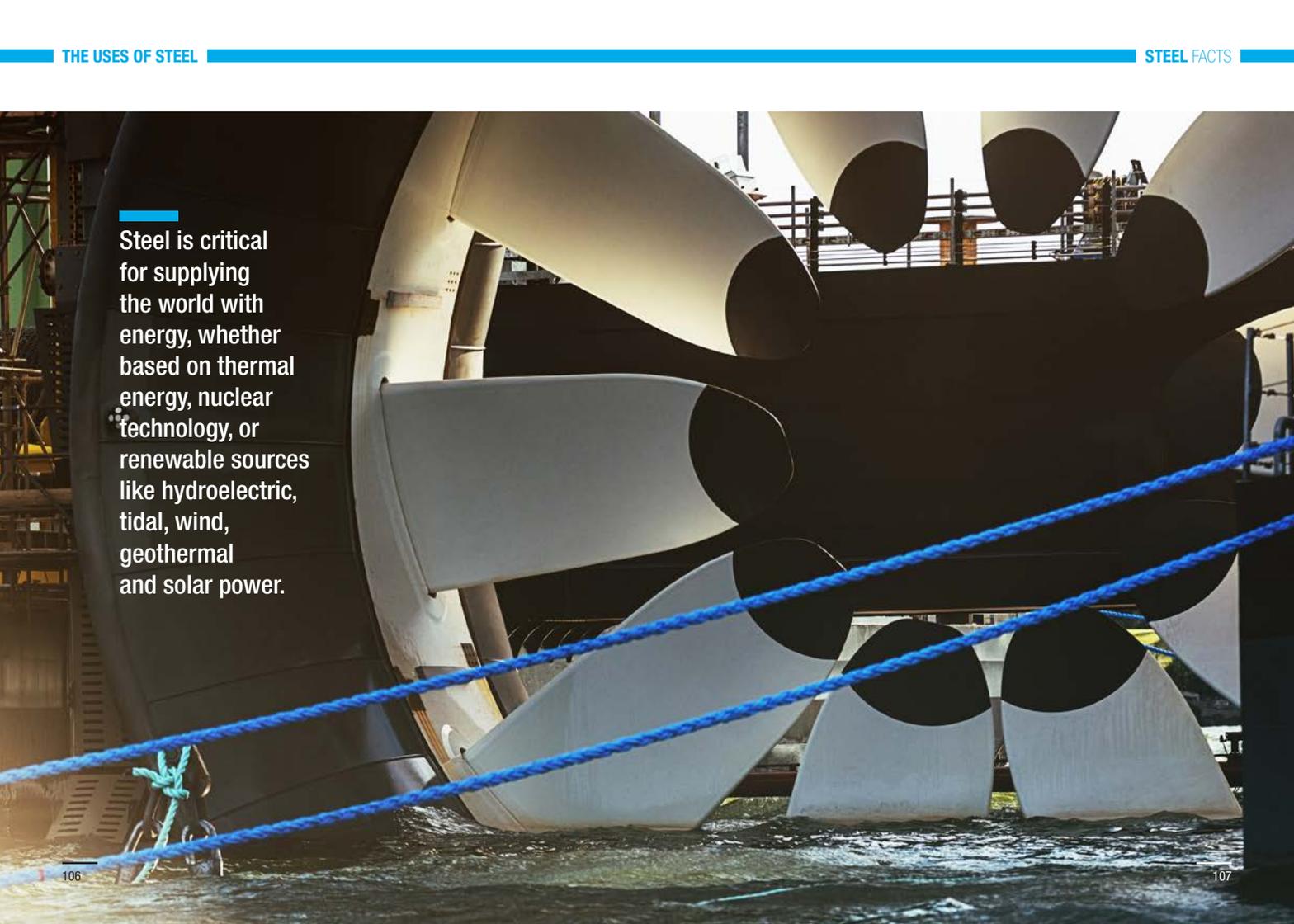
The recycling of a single steel can saves energy equivalent to:

**1** laundry load **1** hour of TV, or **24** hours of a 10-watt LED bulb.



In Europe, the market split for steel cans is as follows:

|                |     |
|----------------|-----|
| Processed food | 54% |
| Beverage       | 12% |
| General line   | 14% |
| Closures       | 9%  |
| Aerosols       | 8%  |
| Other          | 3%  |



Steel is critical for supplying the world with energy, whether based on thermal energy, nuclear technology, or renewable sources like hydroelectric, tidal, wind, geothermal and solar power.



# Steel

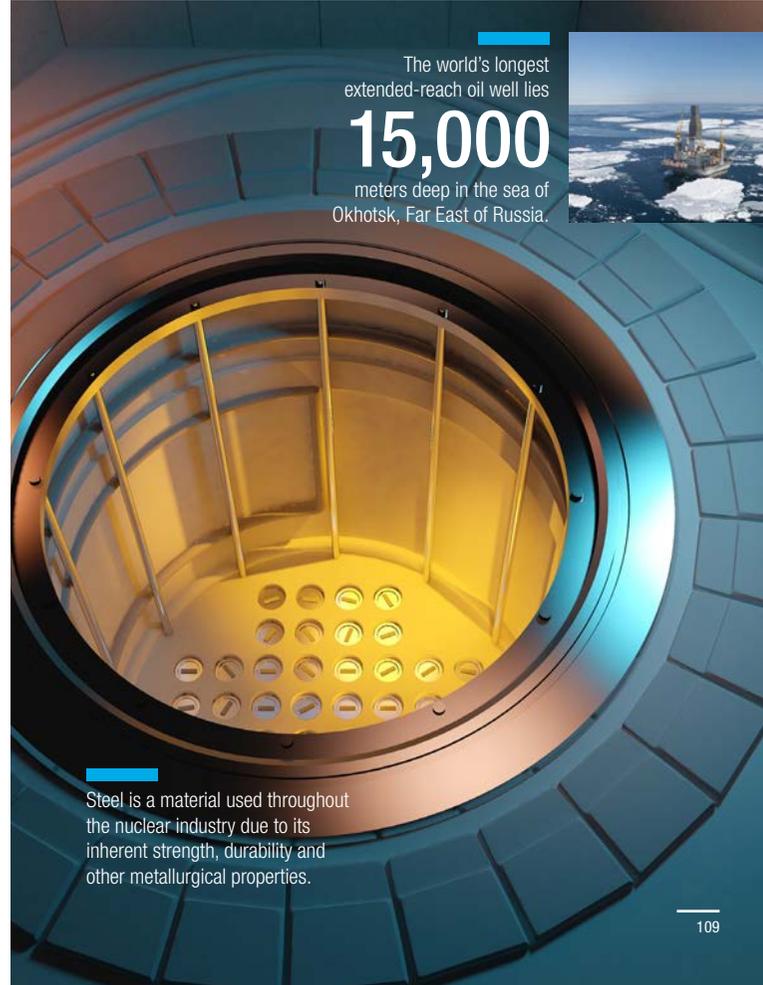
is essential

in the oil and gas industry, from drilling and extraction to processing and distribution. Pipes must meet specific needs in highly challenging environments.

Pipes can be made to withstand extreme temperatures of **over 400°C and below -40°C.**

They have to provide absolute reliability throughout their entire life cycle, which can last

up to  
**50**  
years.



The world's longest extended-reach oil well lies **15,000** meters deep in the sea of Okhotsk, Far East of Russia.



Steel is a material used throughout the nuclear industry due to its inherent strength, durability and other metallurgical properties.



Renewable energy sources rely heavily on steel and will play a key role in achieving the 2°C Paris Agreement target.



Hydropower is currently the leading renewable source, accounting for around 53% of the world's global renewable installed capacity in 2017. The Three Gorges Dam is the world's largest power station. The dam used

**750,000** tonnes of steel in its construction, enough to build 102 Eiffel Towers.



Wind power currently accounts for approximately 24% of the world's global renewable installed capacity. An average wind turbine is comprised of 80% steel, used in the tower, nacelle and rotor.

**140 tonnes**  
of steel are required for the average wind turbine.



Amongst all renewables, solar power has experienced the fastest growth and currently accounts for approximately

**18%**

of the world's global renewable installed capacity. Steel is used in the base, pumps, tanks, and heat exchangers of solar power installations.

A high-speed train, white with red and grey accents, is stopped at a modern, covered train platform. The platform has a complex, curved steel and concrete roof structure. The train is positioned in the foreground, and the platform extends into the background. The lighting is bright, suggesting an indoor or well-lit outdoor environment.

Steel is crucial to rail transport. There are clear environmental benefits to rail transport over the alternatives.

Rail tracks are



# 100%

steel. Under normal circumstances a rail track has a life span of between 30 to 35 years. Sections which endure high pressure intensity such as tight curves on metro lines will last 12 years. An additional 5.5 years can be added when the rail track is moved to lower speed routes.



The world's longest rail line in a single piece is

# 150

metres long. This is 6 times longer than 50 years ago.

Today the length of the worldwide rail network spans

# 1,051,767

km. This is equivalent to going round the world 26 times.





Traveling by train can reduce CO<sub>2</sub> emissions by

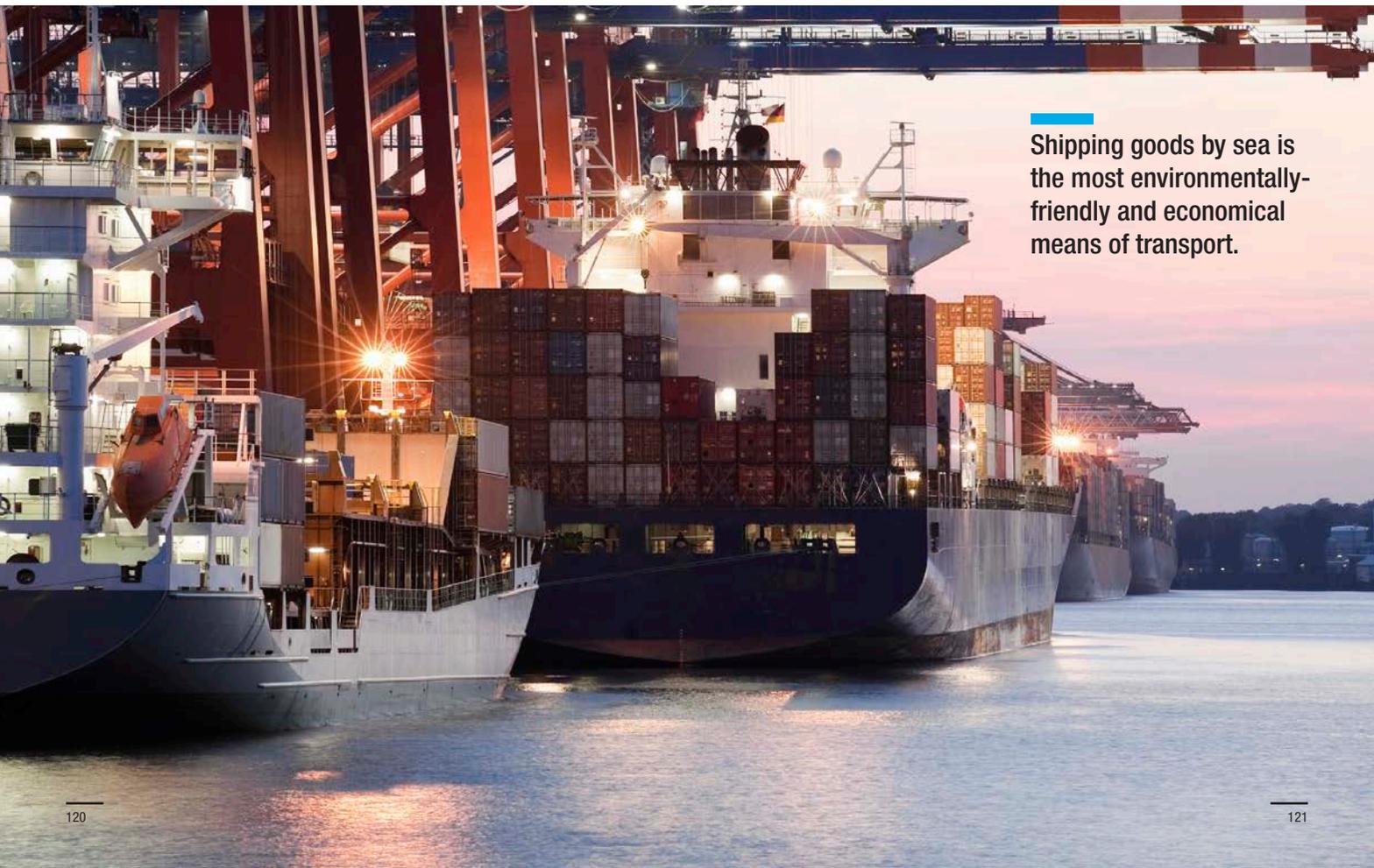
**91% and 88%**

compared to flying and driving respectively. For an equivalent travel distance of 600 km, a plane will emit 93.0 kg of CO<sub>2</sub> and a car 67.4 kg, compared to only 8.1 kg of CO<sub>2</sub> for a high-speed electric train.

Steel makes up around

**10-15%**

by mass of high speed trains. The main steel components of these trains are bogies (structure underneath the trains including wheels, axels, bearings, bogie frames and motors). Most freight wagons are made of steel.



Shipping goods by sea is the most environmentally-friendly and economical means of transport.



Ship hulls are made of steel plates that are welded together. CO<sub>2</sub> emissions per tonne of cargo transported over 1 km by ship is 3g, whereas by train and lorry it is 45g and 560g respectively.

**Shipping goods by sea typically costs 12-16 times less than sending them by aeroplane.**



Around

**17,000,000** shipping containers are currently in use across the world and the majority are made of steel.



The OECD estimates that levels of water loss vary from 17-30% in many developed cities. In Tokyo, replacing the old lead and ductile iron pipes with stainless steel pipes reduced recorded water loss from

**17% to just 2%.**



Heavy agricultural machinery compacts the soil and reduces the land's long-term ability to produce food. High-Strength steels can help to make machinery up to 30-50% lighter without compromising on durability.



Stainless steel is ideal for use in hygienic applications because it is inert and is easy to clean and to sterilise. It is resistant to wear and to scratching, which gives it a longer useful life than competing materials, which, in turn, gives it a significant life cycle cost benefit.

The World Steel Association (worldsteel) is one of the largest and most dynamic industry associations in the world. worldsteel represents over 160 steel producers (including 9 of the world's 10 largest steel companies), national and regional steel industry associations, and steel research institutes. worldsteel members represent around 85% of world steel production.

Source information and photography credits are available at <https://www.worldsteel.org/about-steel/steel-facts>

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