

because we can't get enough workers. I've got more metal than I need right now, because we're not able to produce effectively with such severe labor issues. We're really at reduced capacity."

He said he was not expected to be in the market over the next few weeks, "not with the way we're producing."

Meanwhile, a scrap dealer said he has seen a slowdown in demand from secondary producers. "The alloyers aren't taking scrap right now because their orders are being cancelled. It's all flowing from the chip shortage."

Most of the Platts scrap prices firmed at the beginning of the week, to 71-73 cents/lb for old cast and to 90-92 cents/lb for mill-grade MLCCs, both up 2 cents from June 10. Old sheet rose 1 cent to 71-73 cents/lb, while high-grade turnings fell a cent to 69-71 cents/lb. High-grade auto shreds prices were steady at 76-78 cents/lb.

— [Tina Allagh](#)

Eccomelt aluminum foundry alloy gains low-carbon certification

- ClimatePartner certified
- CO2 emissions below low-carbon or secondary A356.2

Canada-based aluminum alloy producer Eccomelt said June 15 that an independent study from ClimatePartner GmbH has certified its eccomelt356.2 brand meets a Scope 1-3 carbon footprint well below both low-carbon primary A356.2 and traditionally produced secondary 356.2.

Demand for low-carbon aluminum foundry alloys has been growing strongly and rapidly in Europe, where automotive companies have set ambitious targets for reducing carbon footprints in line with regulations driving change.

Eccomelt produces specification alloy A356.2 from recycled aluminum wheels through a patented, non-thermal process at two plants in Toronto, Canada, and Manchester, Georgia. The process is described as lower cost than traditional methods, creating a "clean charge" by eliminating one carbon-intensive melting step.

ClimatePartner, a multi-national team of climate experts from 20 countries, adheres to a measurement process based on the widely used "Greenhouse Gas Protocol Corporate Accounting and Reporting Standard" (GHG Protocol Corporate Standard). Its study covered both the corporate and product carbon footprint of the eccomelt356.2, based on data from 2019. The standard covers Scope 1 and 2, direct and indirect emissions for both facilities, and the all-inclusive Scope 3 standard that covers all indirect emissions from the entire value chain, including raw materials.

"The results provided by ClimatePartner speak for themselves: Scope 1-3, without packaging, comes in at 0.112 kg CO2e/kg Al, and with packaging 0.136 kg CO2e/kg Al," Eccomelt said.

"In comparison, average primary A356.2 is around 17 kg CO2e/kg Al, while 'low-carbon primary' A356.2 might get to just below 4 kg CO2e/kg Al," the company said.

"RSI made from 100% recycled metal would be between 0.5 and 0.8 kg CO2e/kg Al, but most of it is made with a certain primary addition that increases the carbon footprint to anywhere between 1 and 2.5 kg CO2e/kg Al," Eccomelt added.

Primary aluminum smelters produce A356.2 in a wide range of

carbon footprints, with the lowest claiming to be able to achieve 4-8 mt of CO2e per mt of aluminum for Scopes 1-3.

ClimatePartner conducted a full data validation and applied emission factors from scientific life cycle assessment databases, such as Ecoinvent and GEMIS, as well as its own database, to the Eccomelt study.

"Since eccomelt356.2 is often shipped loose, without packaging, customers can choose which option best fits the needs of their company," Eccomelt said.

Eccomelt has said that its process "also provides an extremely clean metal, with minimal dross, and allows for high density to maximize furnace and transportation efficiency." Its A356.2 requires less than 5% of the energy needed for the production of primary ingots, and is 100% post consumer recycled content.

Eccomelt356.2 is a direct substitute for primary A356.2 aluminum, used by OEMs, Tier 1s, foundries, and diecasters to make high-quality parts, primarily for the automotive industry. Eccomelt ships products to automotive OEMs and foundries within North America including the United States, Canada, and Mexico, and worldwide, such as France, Ireland, Italy, Serbia, Spain, Hungary and the Czech Republic. Sales have totaled more than 1 billion lb since the first plant began operation in 2006.

"The Climate Partner study proves that with our product, foundries and diecasters can easily reach their carbon footprint targets, while at the same time produce high quality castings at a competitive cost and with regional North American content," said Eccomelt CEO Dan Bitton. "By using eccomelt356.2, the automotive industry simply cannot go wrong. We now have the scientific backing to prove it."

S&P Global Platts added two low-carbon P1020 assessments — the Low-Carbon Aluminum Price and Zero-Carbon Aluminum Price — to its European aluminum coverage effective April 6.

LCAP includes metal originating from a primary smelter with Scope 1 and 2 emissions below 4mtCO2/mtAl. ZCAP leverages Platts' existing carbon credit offering by using the daily assessed CORSIA (carbon offsetting and reduction) price to illustrate the cost of fully carbon offset aluminum. LCAP and ZCAP are assessed daily for duty-paid and duty-unpaid aluminum.

— [Karen McBeth](#)

BATTERY METALS

Seaborne lithium carbonate drops for first time in eight months

Lithium carbonate prices fell slightly June 15 in the international market on easing offer levels, marking the first decrease since Oct. 23, 2020, when prices fell to \$6,300/mt.

S&P Global Platts assessed lithium carbonate CIF North Asia at \$13,000/mt on June 15, down from \$13,200 on June 14, while lithium hydroxide was assessed unchanged at \$14,700/mt, also CIF North Asia.

Despite easing, the price was still more than double the floor level of \$6,300/mt for carbonate eight months ago.

The prices reflect the spot value of battery-grade material on a CIF North Asia basis, referring to deliveries to the main ports of China, Japan and South Korea. Lithium carbonate, however, is normalized to