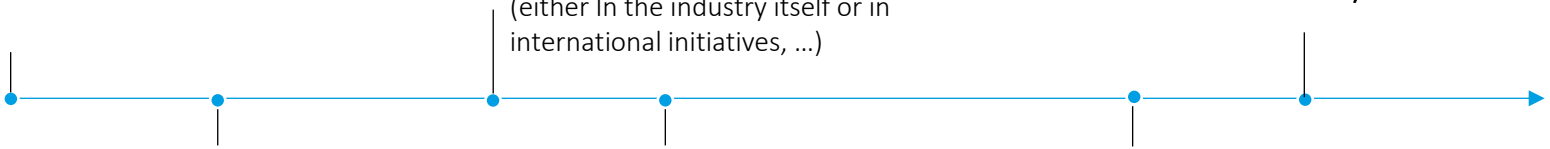
# Last meetings with green steel definition - a short throwback and outlook for today

**Common Sense in 2022**
A Green Steel Industry needs
a green Steel Definition

**What happened not during this time:**
- Defining instruments for green lead markets (e.g. public procurements)
- Defining the „golden way“ for the definition (either In the industry itself or in international initiatives, …)

**4th Workshop**
**27th January 2026**



**24.01.23**
Workshop on Green Steel Definition

Discussion on different initiatives and ideas:
- What do we have in place? (ideas, recent systems, …)
- Had a look into the recent methods (PCF, balancing methods, …)

**30.01.24**
Workshop on status of Green Steel Definition

Main objectives on calculation methods:
- How to calculate CO2 Emissions (boundary conditions, PCF, discussion on the need of rule books)
- How to define thresholds (sliding scale or not)

**28.01.25**
Workshop on status of Green Steel Definition

Main objectives of the initiatives:
- Which initiatives are now really in place (current status, rulebook (yes/no), rollout, … )
- Who is using this instruments? (open or closed memberships, …)

# TWO leadmarkets are on ther way

## Industry Acceleration Act (IAA) (leaked)

Relies **on EU ETS (Emissions Trading System)** data for domestic producers and **CBAM (Carbon Border Adjustment Mechanism)** data for imports.

Covers **direct emissions** (e.g., from production processes) and **indirect emissions** (e.g., from electricity, hydrogen, and heat used in steelmaking).

The label will **classify steel products into performance classes ranging from A to F** based on their greenhouse gas intensity.

**Classification will be based on hot-rolled steel.**

**Sliding scale** will be used for scrap shares between **20% and 90%.**

Determination **of threshold values** for each performance class will be based on best available technologies and the actual performance of installations.

**Thresholds will align with EU climate targets**, encouraging continuous improvement toward climate neutrality.

## Automotive Package (proposal)

**From 2035 onwards**, carmakers will need to comply with a 90% tailpipe emissions reduction target, while the remaining 10% emissions will need to be compensated through the use of low-carbon steel Made in the Union, or from e-fuels and biofuels (fuel credits can contribute up to 3% of the 2021 reference target, **whilst the low-carbon steel credits up to 7%)**

*If each tonne of green steel reduced emissions by 1 tonne of CO2 it would be a potential market of 17 million tonnes of green steel, or more if the reduction per tonne was lower.*