EUWID Price Watch UK

March 2026

Prices in £ per tonne free delivered unless otherwise stated	March 2026 £	March 2026 €*	February 2026 £	March 2025 £
Fine paper				
Woodfree uncoated				
Copy paper 80 g A4 B grade	760 - 820	882 - 951	760 - 820	830 - 890
Copy paper 80 g A4 C grade	710 - 790	824 - 916	710 - 790	790 - 860
Offset sheets 80 g	810 - 860	940 - 998	810 - 860	880 - 920
Offset reels 80 g	730 - 800	847 - 928	730 - 800	800 - 880
Woodfree coated				
Sheets, double coated, 115 g	820 - 890	951 - 1,032	820 - 890	890 - 940
Reels, double coated, 100 g	770 - 820	893 - 951	770 - 820	800 - 860
Publication paper				
Standard newsprint 45 g	480 - 510	557 - 592	480 - 510	480 - 510
Standard newsprint 42.5 g	490 - 520	568 - 603	490 - 520	490 - 520
Standard newsprint 40 g	500 - 530	580 - 615	500 - 530	500 - 530
Improved newsprint 52 g, ISO 68	530 - 560	615 - 650	530 - 560	530 - 560
LWC offset 60 g	660 - 690	766 - 800	660 - 690	660 - 710
SC offset 56 g (A)	570 - 590	661 - 684	570 - 590	580 - 620
Corrugated case material				
Primary fibre corrugated case material				
Unbleached kraftliner 175 g+, European quality	695 - 720	806 - 835	695 - 720	670 - 730
White-top kraftliner 140 g, European quality	805 - 875	934 - 1,015	805 - 875	785 - 845
Recycled corrugated case material				
Recycled fluting 100 g	505 - 575	586 - 667	505 - 575	505 - 605
Recycled fluting 90 g	505 - 580	586 - 673	505 - 580	505 - 610
Recycled fluting 85 g	515 - 590	597 - 684	515 - 590	515 - 620
Testliner II	525 - 595	609 - 690	525 - 595	525 - 625
Testliner III	505 - 575	586 - 667	505 - 575	505 - 605
White-top testliner, grade B, 140 g	640 - 690	742 - 800	640 - 690	640 - 680
Cartonboard				
GD II	560 - 650	650 - 754	560 - 650	620 - 715
GC II	880 - 1,000	1,021 - 1,160	880 - 1,000	930 - 1,010

* Exchange rate as of 27 March 2026: £1 = €1.16

looking at demand trends in the UK. Market players reported that consumption of all publication paper grades continued to decline, in some cases more rapidly in the UK. Although production capacity has been and continues to be shed, sources noted that there was still an excess of publication paper volumes and capacity in Europe.

Despite all of this, some paper manufacturers have already made up their minds that they will table additional hikes in the next round of talks for the third quarter or the second half of the year. This is considered all the more likely the longer that the conflict in the Middle East and its economic ramifications persist.

Uncertainty over April price increases for containerboard remains high

Demand on the UK market for corrugated packaging and containerboard softened slightly in March, while the situation surrounding planned price increases for April remained unclear even towards the end of the month.

Over the first quarter as a whole, however, demand for corrugated packaging developed solidly, which was also reflected in correspondingly good demand for containerboard. Paper manufacturers report that their sales volumes were in line with or even above budget. Capacity utilisation at paper mills in the UK is said to have risen to around 85 to 90 per cent in March. However, it remains unclear whether the stronger demand was driven by genuine consumption or by stockbuilding.

Price increases for containerboard implemented on the European mainland in March were initially not under discussion in the UK, but were closely monitored. Talks about possible price increases primarily served to prepare the market for later adjustments, it is said.

Over the course of the month, plans became more concrete: after individual producers had initially announced price increases for brown recycled containerboard – in some cases without specifying the level or timing – a growing number of suppliers informed customers of planned increases of £80 to £85/t from 1 April, often across their entire product range.

Some market participants assume that the increases will be implemented as announced. "There was no discussion – more of a 'take it or leave it' approach," one observer reported.

Others point out that, following the announcements, in some cases no further exchange with suppliers took place. They expect a more gradual implementation – for example initially around £50/t – as well as possible delays until mid-April or, particularly for kraftliner, until 1 May. "It is remarkable how little clarity there is so close to the end of the month," said one industry representative.

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