

Rohstoffpreisverfall – Dauerhafter Trend oder kurzfristige Schwäche?

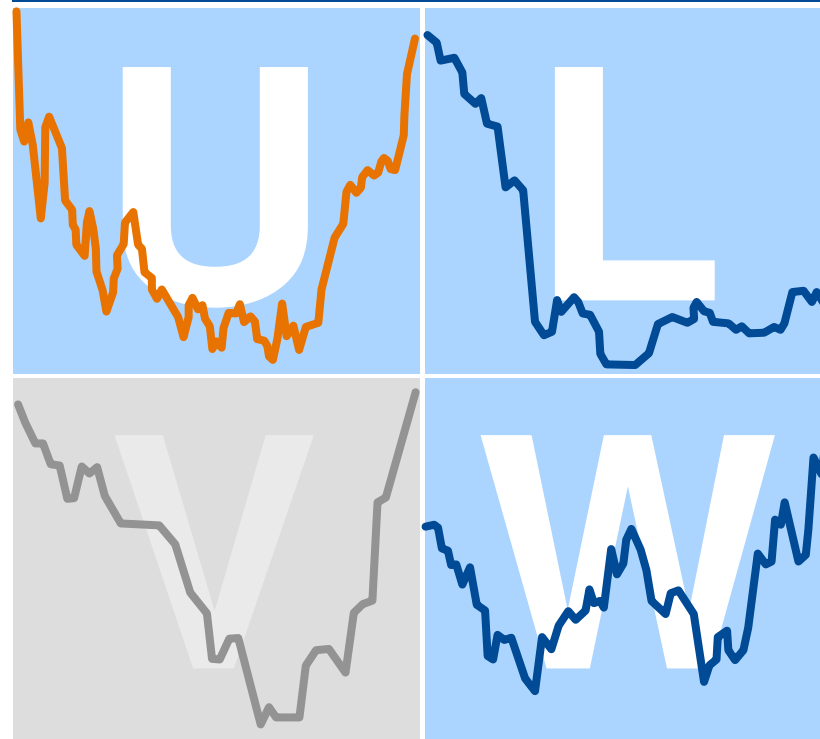
Commodity prices development depends on which kind of recession we face

Consequences

- 12 to 18 months recession
- Falling commodity prices and over-supply. Decreased investments
- Reset of commodity boom?

■ Short recession already ruled out.

Recession scenarios




Consequences

- “Japan-like”
- Deflation in commodity prices
- No demand
- Weak commodities
 - ▶ no economic stimulus
- Double-dip recession
- High volatility in commodity prices

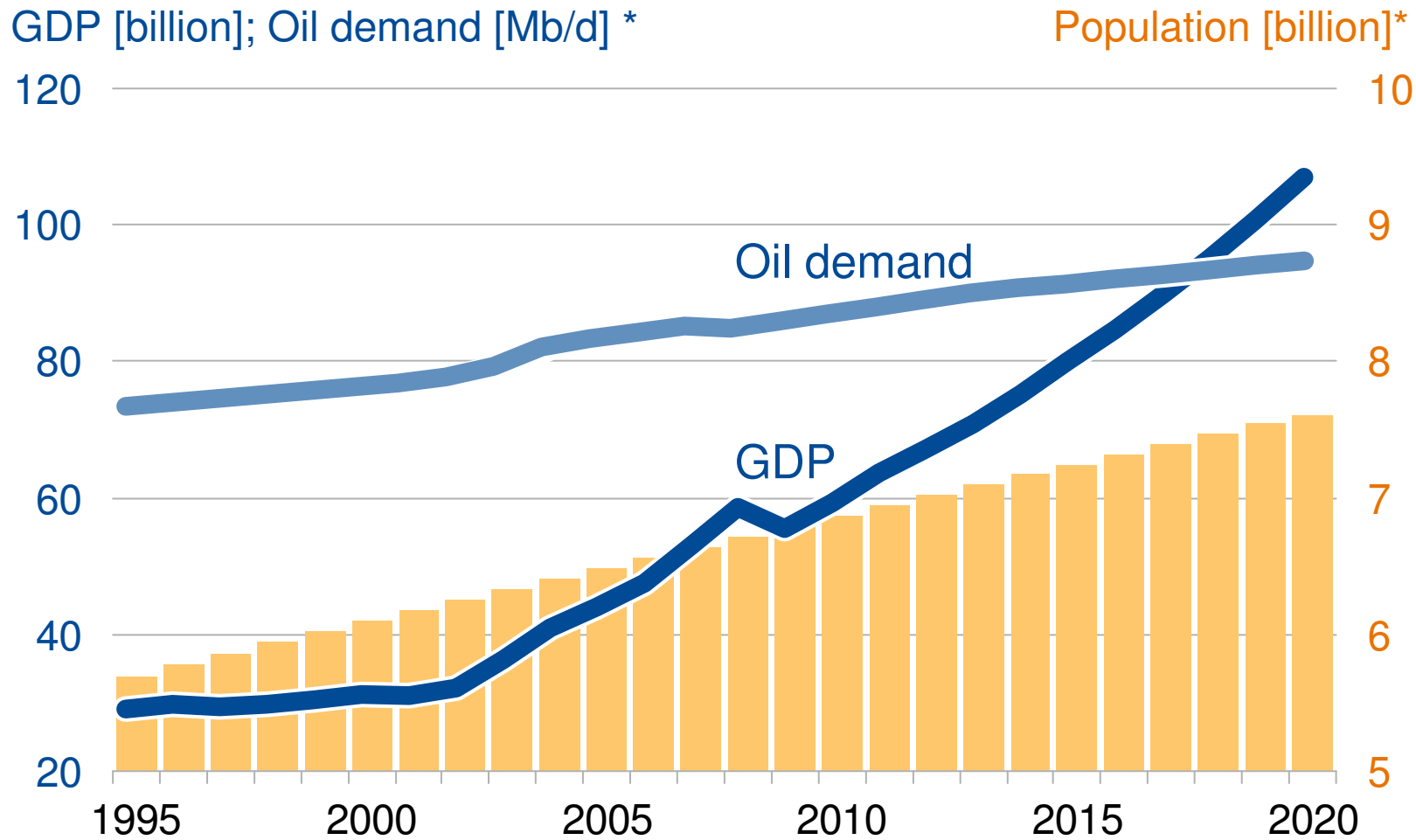
We see the “U shape” being the most likely in the near future. Commodity prices will still need some time to recover.

Re-set of the boom?

Former commodity booms were accompanied by high growth rates and instability.

Commodities boom	1915 – 1917	1950 – 1957	1973 – 1974	2003 – 2008	2009 – 2012
Rapid global real growth	n.a.	4,8	4,0	3,5	?
Conflict and geo-political uncertainty	First world war	Korean war	Yom Kippur, Vietnam war	Iraq conflict	?
Inflation	Widespread	Limited	Widespread	Limited	
Infrastructure investment	First World War	Postwar reconstruction	None	China	
Centred on	Metals, agriculture	Metals, agriculture	Oil, agriculture	Oil, metals, agriculture	
% Increase prices	34	47	59	131	
Years of rising prices prior peak	4	3	2	5	
Years of declining prices	4	11	19	n.a.	

Long-term trend for demand of raw materials is driven by population and GDP growths

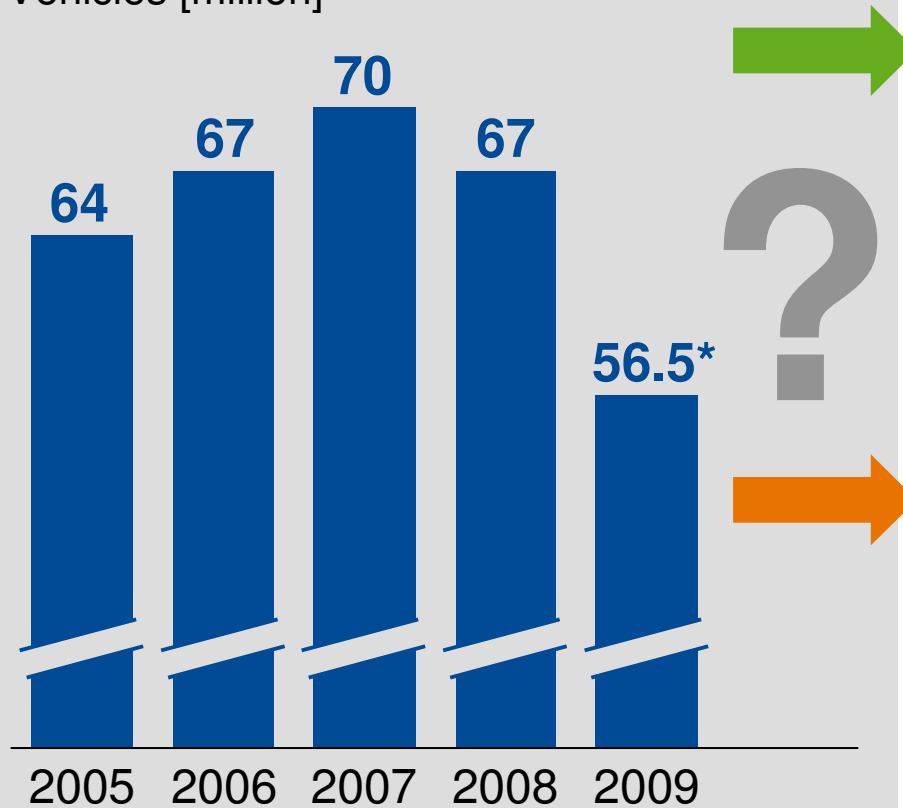


Global automotive industry – What's next?

Status: March 2009

Global vehicle production

Vehicles [million]



Scenario characteristics

Faster recovery

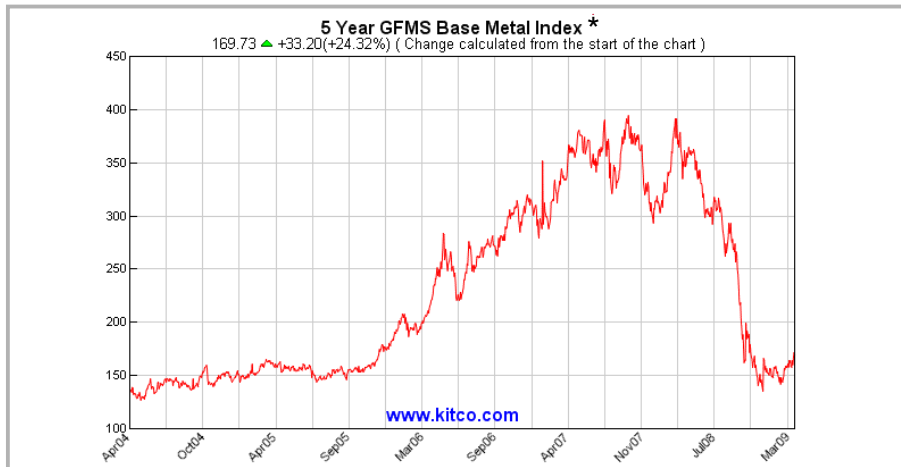
- Global recession limited to 2009
- Strong impact of economic stimulus packages
- Specific governmental measures to improve global auto sales

Longer recession

- Deeper global economic recession
- Global automotive credit system will remain frozen

Source: 2005-08 JD Powers; 2009: JD Powers and Global insight scenarios;
* = JD Powers Feb '09 Fcst for 2009 Auto Production

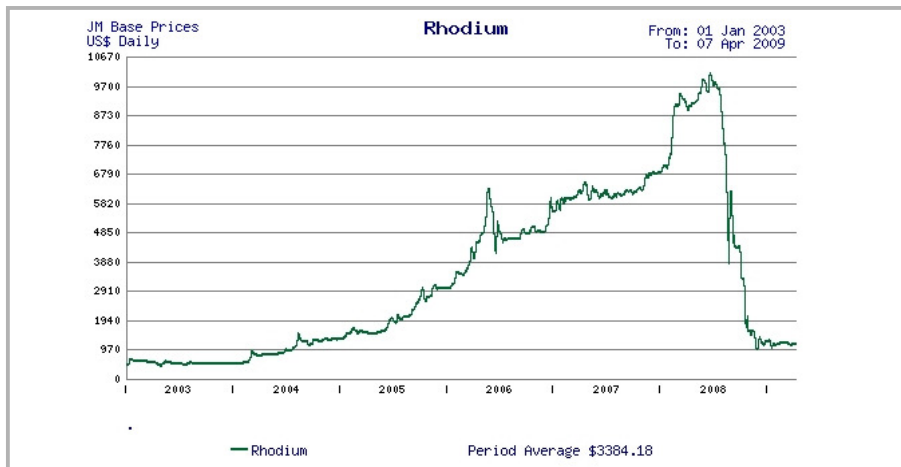
Price development base and precious metals



Base Metals

Price decrease of 60% since top level.
Five-years-low.

- collapse of the global equity markets
- dramatic shut down in production of the automotive and construction industry
- large oversupply with some base metals (e.g. nickel, aluminum)



Precious Metals

Drastic price decreases since top levels
in summer 08 of 90% with Rh, 70% with Pt etc..
Five-years-low.

- fundamental demand driver is the automobile market (90% market share with Rh, 70% with Pt)
- speculators left metal markets and invested into safer assets. Exchange traded funds hold much less metal now.

* based on the official LME cash settlement price for primary aluminium, copper, lead, nickel, tin and zinc.

The index is an average of the six prices with equal weighting given to each of the six metals. The index is based on January 4th 2000 = 100.

Example of market drivers which will influence demand and pricing in precious metals

Shifting Demand Patterns

- NA reduction in auto builds continues through 2009
 - ▶ '07 – '08 = (16%)
 - ▶ '08 – '09 = (25%)
- European builds remain slow
 - ▶ '07 – '08 = (9%)
 - ▶ '08 – '09 = (24%)
- Reductions in growth projections for China. Current view is:
 - ▶ '07 – '08 = 5%
 - ▶ '08 – '09 = (2%)

Technology Challenges

- More cars
 - ▶ Worldwide (2,5%)
 - ▶ Thereof emerging market (5,2%)
- Tighter regulations and requirements for cats.
 - ▶ Non-road/non-passenger car phase-in 2011 – 2014 (US)
 - ▶ Euro VI regulations requiring significantly lower NOX beg. 2014
 - ▶ Tighter regulations in developing countries
- Hybrid electric vehicles and electric vehicles might account for 20-25% of new cars sold by 2020?