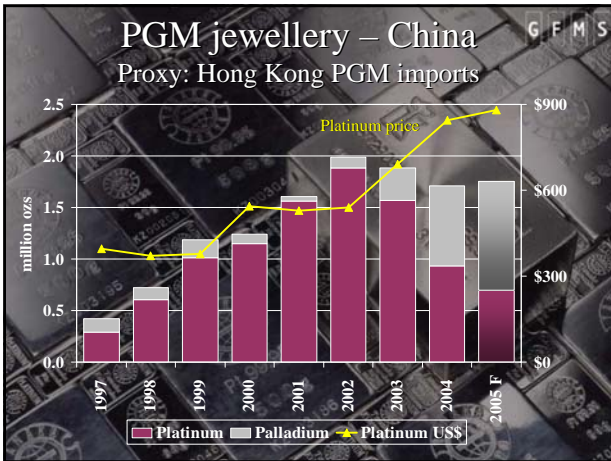


**G F M S**

*Platinum & Palladium  
Current views*

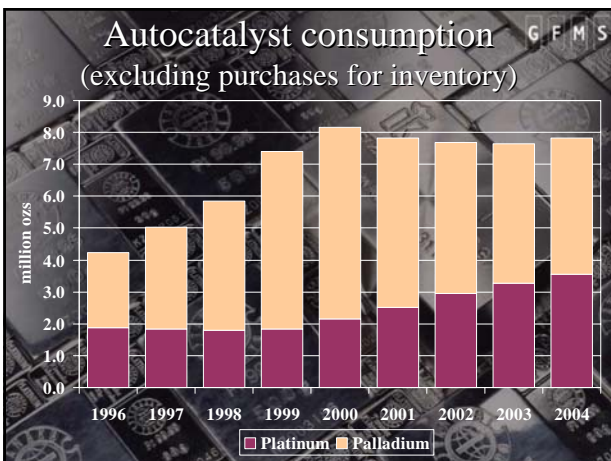
Peter Ryan  
New York, 20 September 2005

- Jewellery
- Cars
- Supply
- Stocks



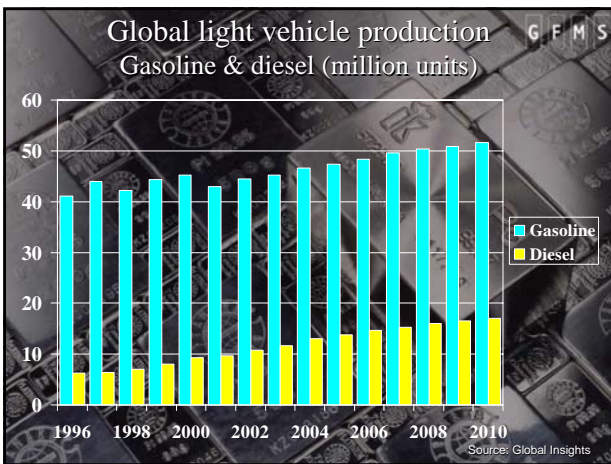
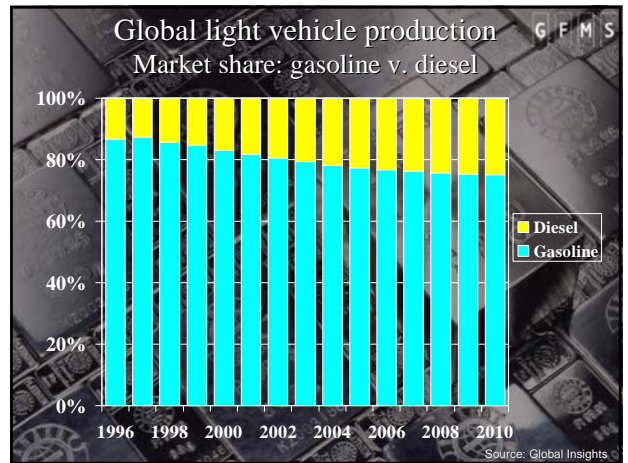
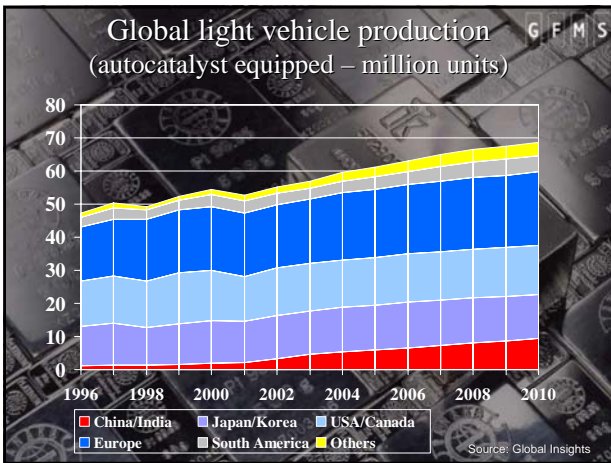
**Jewellery**

- Platinum demand likely to fall again in 2005
  - Further decline in China, ongoing erosion in Japan
  - 2m ozs in 2004; could become 1.75m ozs in 2005
- Why? .....
  - Expensive for consumers
  - Only marginally profitable for manufacturers
  - Competing alternatives (gold, white gold & palladium)
- Palladium again the beneficiary
  - Palladium jewellery; gaining ground in China
  - 0.7m ozs in 2004; should exceed 1m ozs in 2005



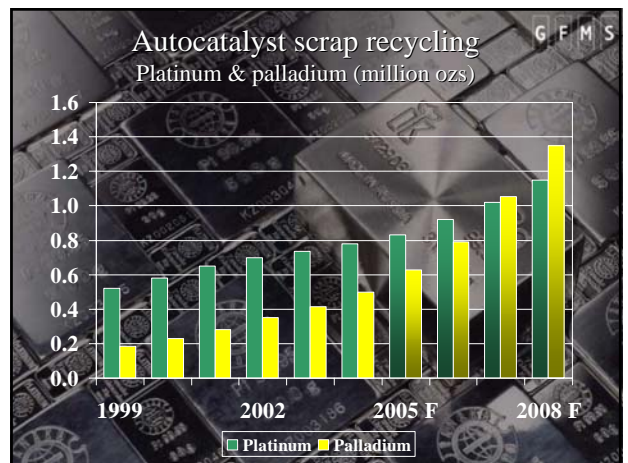
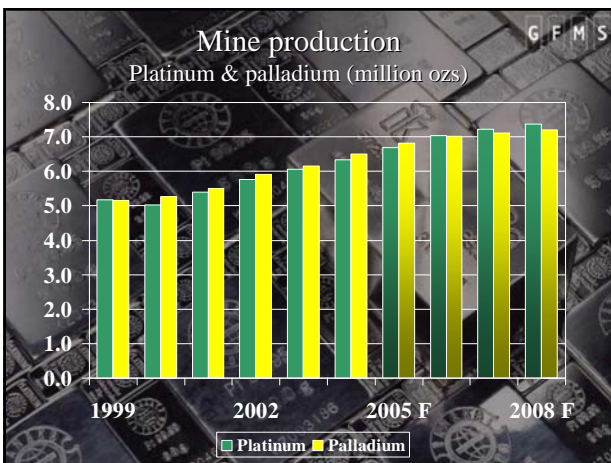
**Autocatalyst**

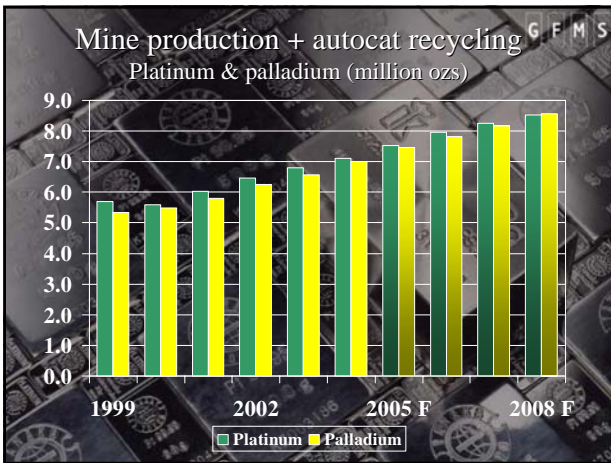
- **Key drivers of PGM demand**
  - Emissions legislation
  - Production of catalyst equipped vehicles
  - Penetration of diesel engine vehicles (platinum)
  - Outlook for gasoline engine vehicles (mainly palladium)



### Vehicle production outlook supportive of both platinum (diesel) *and* palladium (gasoline)

- Platinum's opportunity**
  - Diesel particulate filters
  - Diesel penetration in North America
- Palladium's opportunity:**
  - Platinum 32% share of the gasoline market
  - Emerging technology for diesel autocatalysts





### Outlook

- Platinum: modest surplus in 2005; close to balance
  - Surpluses expected to appear from 2006
  - Increased supply 2004 v 2008 ~ 1.4m ozs
  - Represents 19% of total demand in 2004
  - Represents almost 40% of 2004 autocatalyst demand
- Palladium: further surplus expected in 2005 (~500k ozs)
  - Surplus should contract in 2006 (post Stillwater sales)
  - Increased supply 2004 v 2008 ~ 1.6m ozs
  - Represents 21% of total demand in 2004
  - Represents almost 36% of 2004 autocatalyst demand

