

Butyl Rubber – The Enabler of Mobility

Ron Commander Head of Business Unit Butyl Rubber

Duesseldorf, September 16, 2010

Agenda

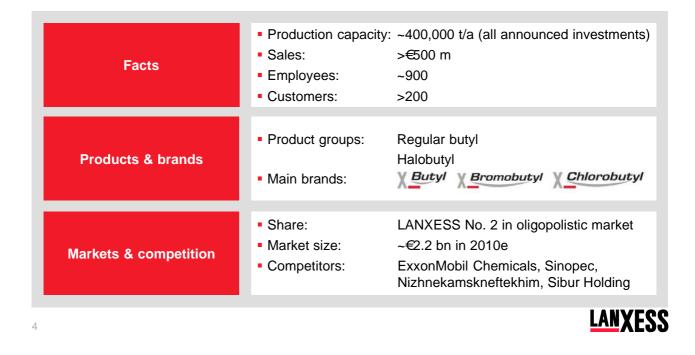
Butyl Rubber – Business overview
Growth drivers
Investments
Outlook

Business Unit Butyl Rubber – A premium supplier of highquality butyl and halobutyl rubbers

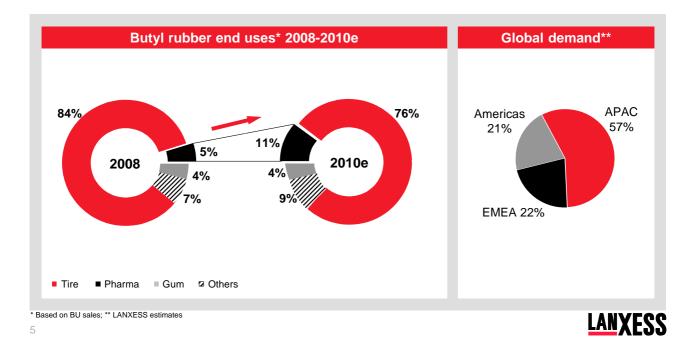


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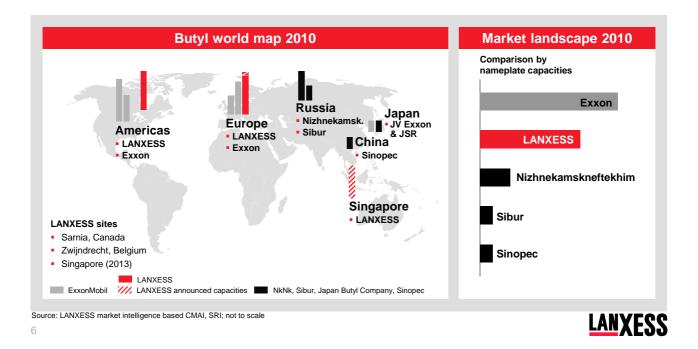
Butyl Rubber – Business overview



Butyl Rubber – A market leader in synthetic rubber



LANXESS is the only true global player in butyl rubber

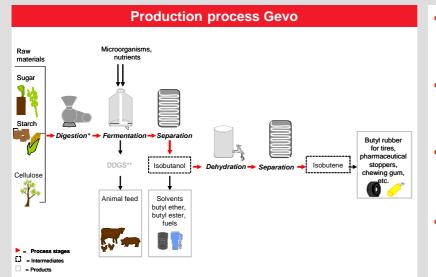


Butyl Rubber is a core business within LANXESS

Technology and process focus	Customer focus	Future focus
 Secured raw material supply Cost efficiency due to world-scale plants Integrated approach for product and application development 	 THE reliable long-term supplier Close cooperation with customers to meet specific needs Only supplier of regulatory-approved food grade butyl rubber Technical experts worldwide 	 R&D pipeline for tire & non- tire Steadily investing in the future (Singapore, Antwerp expansion) Long-term strategic orientation and market intelligence Investing in biological raw material sources (Gevo)
Securing and leveraging LANXESS leading market position		



Step towards securing alternative raw material supply



* Mechanic, chemical und enzymatic; ** DDGS – Distillers' Dried Grains with Solubles 8

- Development of a fermentation process to produce isobutanol organically (sugars in biomass)
- Intention to use technical know-how to produce isobutene by dehydrating isobutanol
- Cooperation to broaden future supply options against the background of volatile raw material prices
- Investment underpins LANXESS commitment to 'Green Chemistry'

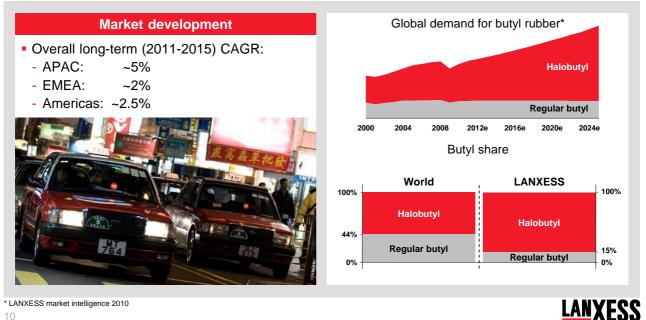


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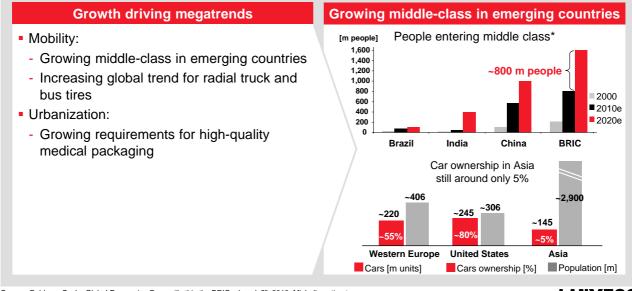


Butyl Rubber: growing markets with good demand, especially in emerging countries



* LANXESS market intelligence 2010 10

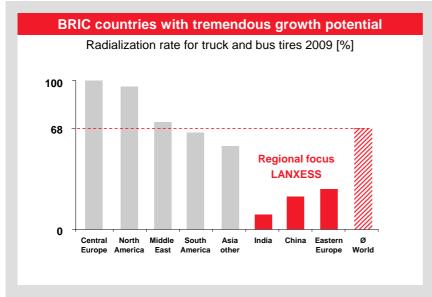
Great untapped potential from growing middle class in Asia



Source: Goldman Sachs Global Economics Group, "Is this the BRICs decade?", 2010; Michelin estimates
 * Population with income >\$6,000 and <\$30,000/capita in BRIC countries 11



Improvement of road infrastructure and radialization stimulate global trend for radial truck and bus tires



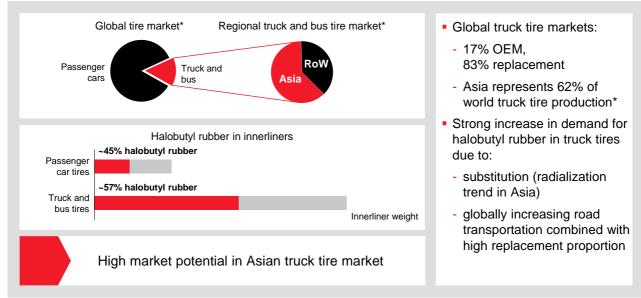
- Radialization as an indicator for rising use of tubeless tires made of halobutyl
- China's radialization rate expected to grow by ~16%* (CAGR 1995-2013)
- India with highest growth potential due to only 10%-12% radialization rate for truck tires

Increasing radialization rate fuels demand for butyl rubber

Source: Michelin Factbook 2009, LANXESS market intelligence; * www.bekaert.com, LANXESS market intelligence



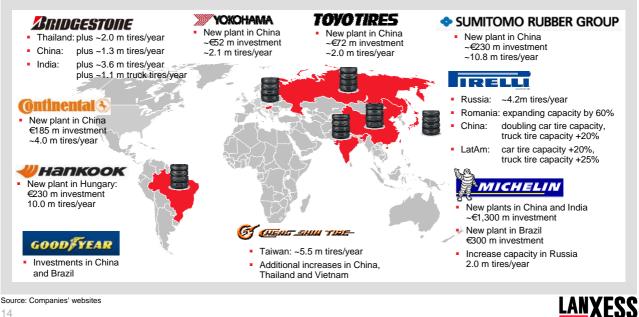
Significant growth potential from Asian truck and bus tire market



Note: Non-halobutyl part of innerliner contains: Processing aids, catalysts and additives; * LMC 2010

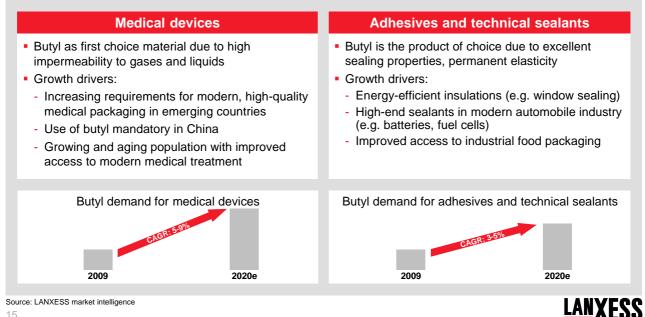


Tire producers are reacting swiftly

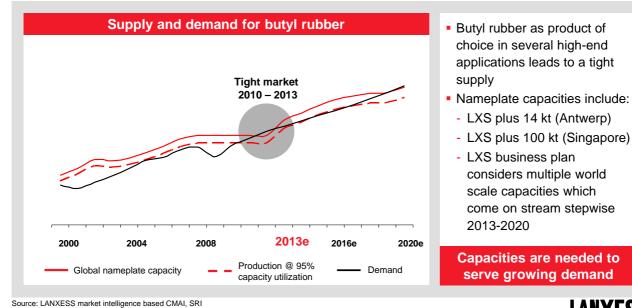


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High-quality non-tire applications with long-term growth rates



Debottlenecking in Antwerp necessary to bridge the gap until Singapore-capacity becomes available

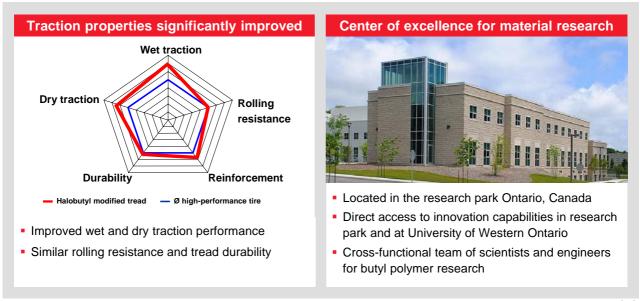


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Butyl rubber in treads – Enhancing the dynamic properties

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Source: LANXESS market intelligence

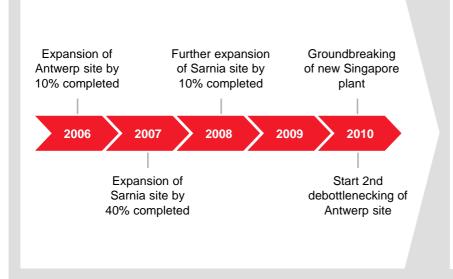
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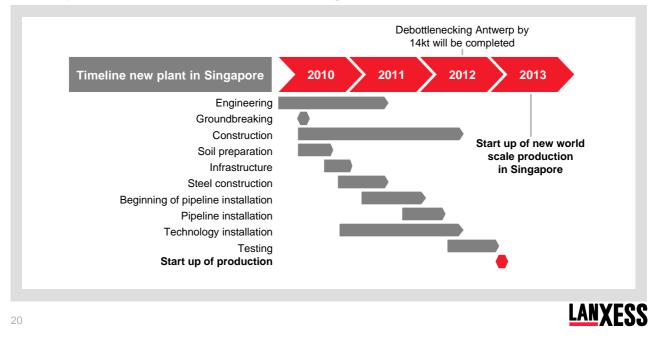
LANXESS – The only company continuously investing since 2006 in the profitably growing global butyl business



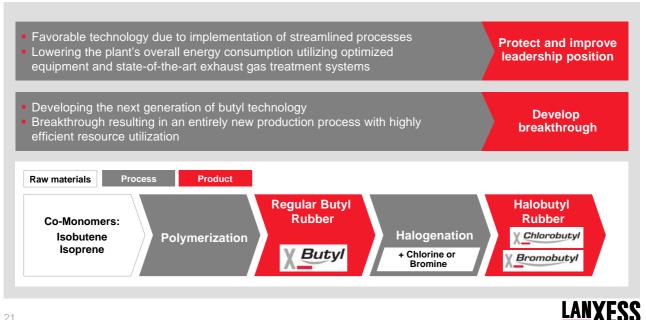
- LANXESS with already three strategic debottlenecking processes since 2006
- All capacity increases essential to meet strong customers' demand
- All new capacities have been absorbed by the market
- LANXESS has been sold out of butyl rubber in the last years
- Even in the crisis, demand for butyl rubber rebounded again as of Q3 2009



LANXESS €400 m investment in the first new BTR production facility in Asia underpins leading position



New plant with best-in-class technology



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BU BTR: value creating investments in a premium business



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