

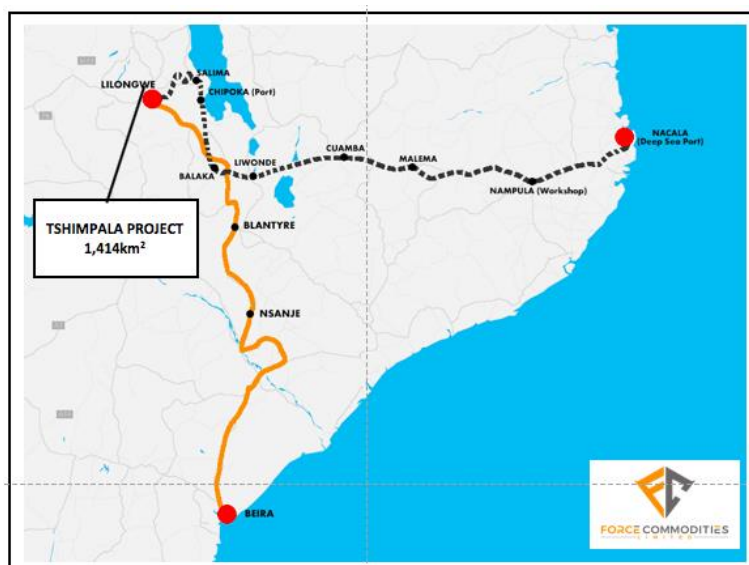
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ASX Announcements Office
152–158 St Georges Terrace
Perth WA 6000
Australia

TRANSPORTATION STUDY RESULTS - TSHIMPALA PROJECT

- ***Transportation Study completed indicates two cost effective options for transporting material from its recently acquired high-grade lead and silver Tshipala Project in Malawi.***
- ***Quoted transport and logistics costs indicate an all-in cost of up to US\$125/tonne of material transported by both road and rail from Lilongwe to identified ports in Asia***
- ***Based on the results of this study, Force is currently finalising arrangements with a global logistics company in regards to securing a fixed price contract for the transportation and associated handling of 100% of lead and silver production from the Tshipala Project***

Force Commodities (**Force** or the **Company**) (**ASX Code: 4CE**) is pleased to announce the results of its Transportation Study which has identified two cost effective options for transportation and logistics support of lead and silver production from its recently acquired Tshipala Project located in the Republic of Malawi (the **Project**).



Map 1: Transport options from Tshipala Project to Nacala and Beira Ports

The Transportation Study, which was completed by the Company's executive management in Perth and Malawi and retained consultants, has identified two options:

- a) export via the port of Nacala in Mozambique utilising the existing rail network;
- b) export via the port of Beira in Mozambique utilising existing road infrastructure.

The fixed price quotations secured by the Company for each of the above options incorporate the following inclusions:

- a) offloading of the material from trucks from the Company's Tshipala Project;
- b) loading and sealing containers;
- c) loading these containers on trucks/rail;
- d) transport to the ports of either Nacala or Beira in Mozambique;
- e) all export clearances out of Malawi and transit declarations into Mozambique;
- f) port clearances at either Nacala or Beira;
- g) port and shipping line charges at either Nacala or Beira; and
- h) ocean freight from either Nacala or Beira to identified ports in Asia.

The quotes exclude transport of material from the Tshipala Project to rail siding and road transportation depot, marine cargo insurance and import clearance at the destination port in Asia, all of which will be for the Company's account.

The quotes received indicate an all-in cost of up to US\$125/tonne of material transported by both road and rail from Lilongwe through to identified ports in Asia

The Transportation Study has also indicated a minimum timeframe of 7 days for transport and clearance at either the Beira or Nacala Ports.

As previously advised Force is currently finalising arrangements with a global logistics company in regards to a fixed price contract for the transportation and associated handling of 100% of lead and silver production from the Tshipala Project in Malawi and onto major ports in Asia. The Company anticipates making an announcement on this matter shortly.

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Contact:

Jason Brewer
Managing Director
Force Commodities Limited
Tel: +61 (0) 8 6426 1421

David Tasker
Chapter One Advisors
Tel: +61 433 112 9036
Em: dtasker@chapteroneadvisors.com.au

Forward looking statements

Information included in this release constitutes forward-looking statements. Often, but not always, forward looking statements can generally be identified by the use of forward looking words such as “may”, “will”, “expect”, “intend”, “plan”, “estimate”, “anticipate”, “continue”, and “guidance”, or other similar words and may include, without limitation, statements regarding plans, strategies and objectives of management, anticipated production or construction commencement dates and expected costs or production outputs.

Forward looking statements inherently involve known and unknown risks, uncertainties and other factors that may cause the Company’s actual results, performance and achievements to differ materially from any future results, performance or achievements. Relevant factors may include, but are not limited to, changes in commodity prices, foreign exchange fluctuations and general economic conditions, increased costs and demand for production inputs, the speculative nature of exploration and project development, including the risks of obtaining necessary licences and permits and diminishing quantities or grades of reserves, political and social risks, changes to the regulatory framework within which the company operates or may in the future operate, environmental conditions including extreme weather conditions, recruitment and retention of personnel, industrial relations issues and litigation.

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