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Dear: Gerardo Armando Rizo Flores

Client Name: Operadora de Minas e Instalaciones Mineras S.A de C.V

Client Address: Campos Eliseos #400 Col. Lomas De Chapultepec I Sec Delegación Miguel Hidalgo CP 11000 México

ALS Reference: MX2402220-GM

Client Reference: H-94-2024-02/0006

Date: 14th February 2024

TEST REPORT FMP / TML

REPORT OF TRANSPORTABLE MOISTURE LIMIT

| | |
|-----------------------------|-------------------------------|
| Vessel Name: | LESEDI QUEEN |
| Place of Inspection: | API Yards |
| Date of Inspection: | 13/02/2024 |
| Sampling Date: | 13/02/2024 |
| Sampled By: | ALS Inspection México |
| Sample Receipt Date: | 13/02/2024 |
| Commodity: | Copper Concentrates |
| Quantity Inspected: | 10,850 WMT |
| Date of Testing: | 13/02/2024 |
| Place of Testing: | ALS Inspection México |
| Angle of Repose: | 37.5° |
| Load Factor: | 0.38 CUBIC m ³ / t |

FLOW MOISTURE POINT: **10.49%**

TRANSPORTABLE MOISTURE LIMIT (%): **9.44%**

Notes on interval between sampling / testing and loading for TML:

1. This certificate should always be accompanied by a certificate of average moisture content of which the testing date is within 7 days prior to loading of above material and presented to the Master of the seagoing vessel loading this material.
2. At the time this declaration is presented to the Master or his representative, the Transportable Moisture Limit (TML) is, to the best of the shipper's knowledge and belief, the transportable moisture limit of the cargo to be loaded onto all cargo spaces.

Method Reference:

ISO-12742:2017 Determination of transportable moisture limits- Flow-table method. Accredited method.

All testing has been carried out in accordance with internal process ALS **MXGYM_LAB_PRO002** basing FMP/TML testing.

protocols and the IMSBC code of safe practice for solid bulk cargoes, 2018 edition Appendix 2, page 395 to 402

MXGYM_OPER_PRO008 (Sampling Method: Used pile Sampling (Backhoe Sampling))

Disclaimer:

The above information serves to guide the CARRIER of the cargo about the typical characteristics and properties of the cargo to be loaded onto the above-mentioned vessel. The information provided here, however, shall neither be liable of commercial discussions nor be conflicting with the current conditions established between above mentioned shipper or representative and the cargo buyer / end-user.

I hereby declare that the consignment is as above described and that the given results and other specifications are correct and represent the cargo to be loaded, to the best of my knowledge and belief.


Mario Castillo
Operations Manager

On Behalf of ALS Inspection México


ALS Inspection Mexico S. de R.L. de C.V.


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