Channel
Infrastructure NZ

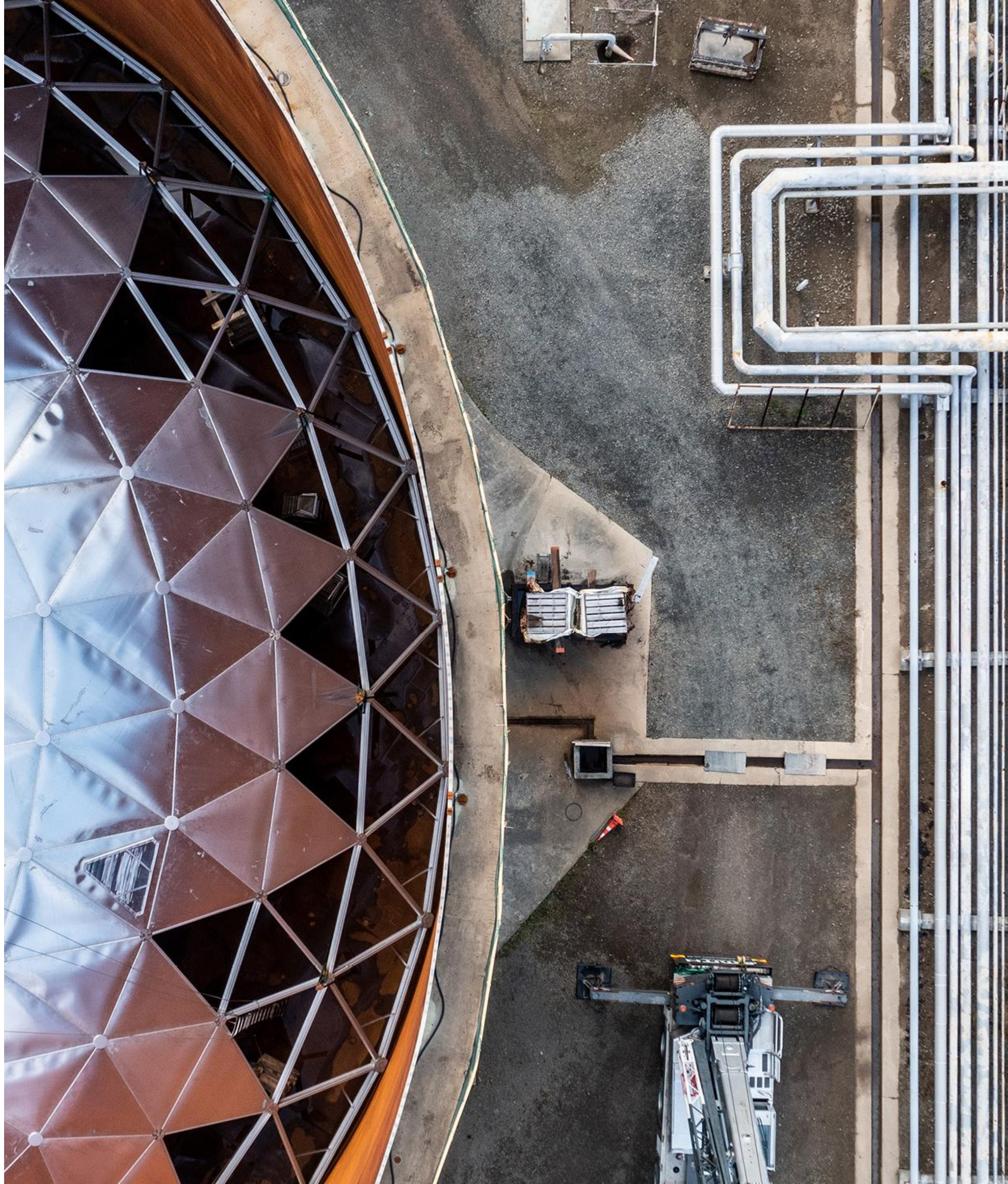
Financial Results

For the six months ended 30 June 2025

26 August 2025

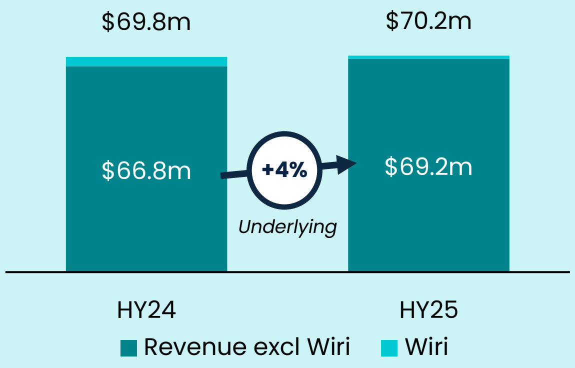
ROB BUCHANAN, CHIEF EXECUTIVE OFFICER

Highlights and Operating Update

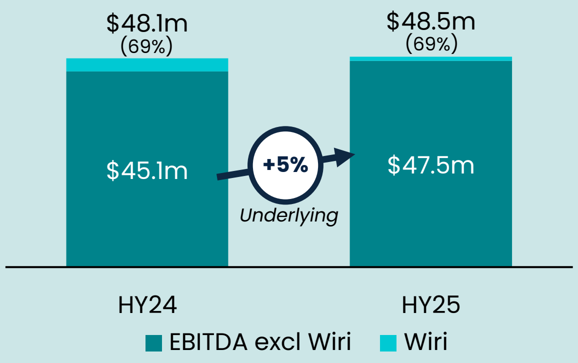


HY25 Financial Highlights – Continuing Operations

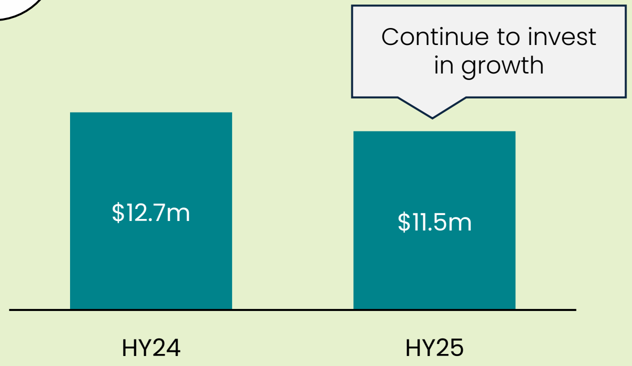
Total Revenue



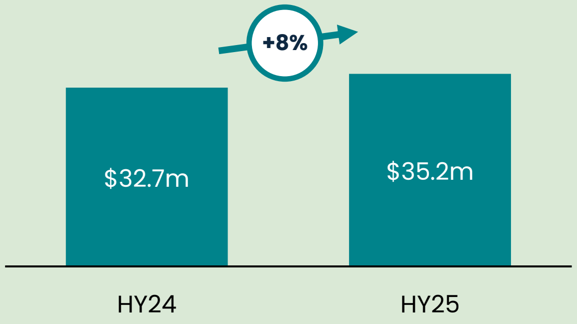
EBITDA
(Margin %)



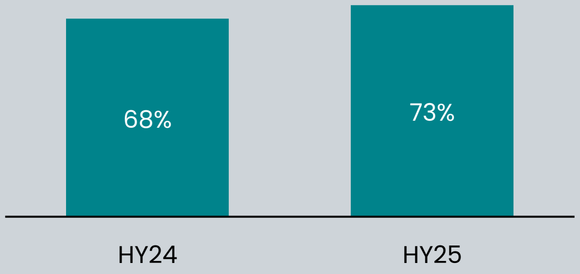
Growth Capex



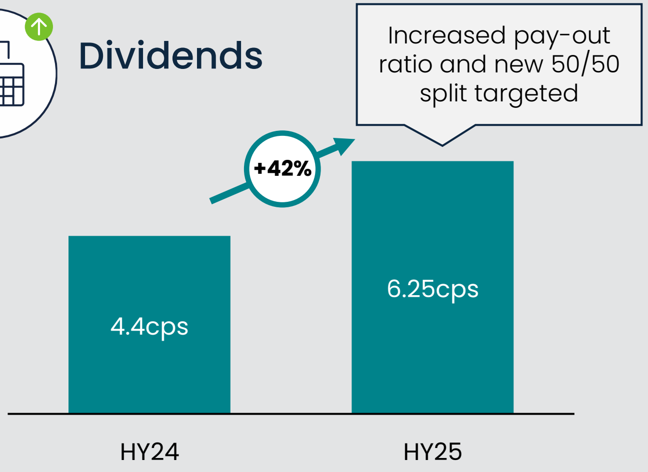
Normalised Free Cash Flow



Free Cash Flow Conversion



Dividends



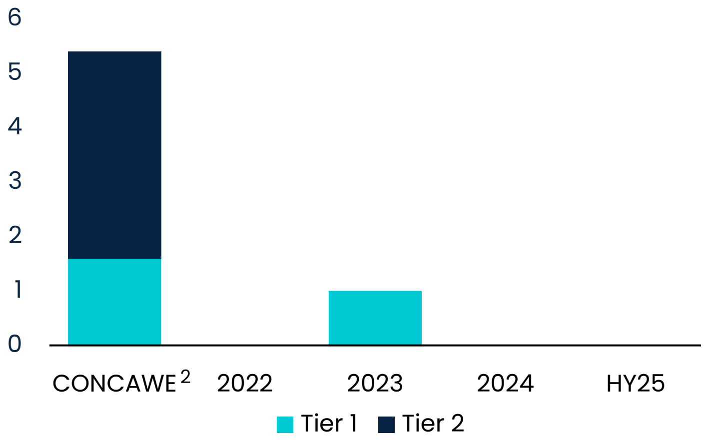
HY25 Highlights

- Strong safety track record maintained
- Growth in EBITDA, despite loss of legacy Wiri lease revenue, reflected increases in contracted revenue, PPI escalation and cost discipline
- Throughput of 1.7 billion litres reflected relatively stable jet, petrol and diesel demand. Jet fuel demand is in line with Channel's guidance on the outlook for jet demand and consistent with Air New Zealand's well signalled aircraft availability issues
- Announced today a nine-year extension to the additional storage contract[1] originally announced in 2022 generating ~$50 million of additional revenue over nine-year contract extension term (pre-PPI indexation), commencing in Q1 2028. Extension requires growth capital expenditure investment of $20 - $26 million across 2026 to 2030
- Z Energy jet storage project is now projected to complete early (H2 2026 v Q1 2027 previously) with the project more than 50% complete and tracking within budget
- Seadra is progressing work on its proposed Marsden Point biorefinery with a final investment decision expected in 2026
- Released updated Capital Allocation Framework in May, with increased dividend payout ratio of 70-90% of Normalised Free Cash Flow
- The Board has concluded its review of the target leverage range and will broaden the target range to BBB/BBB+ (currently equivalent to a leverage ratio of between 3x and 4.5x Net Debt/EBITDA) to accommodate growth
- The Board has now determined to undertake an ASX Foreign Exempt listing in 2026 as a natural progression for the Company. Channel will also be added to the FTSE Global Small Cap Index with effect from September 2025.

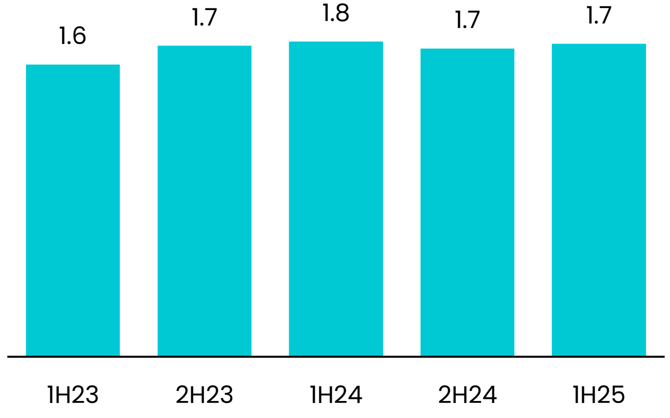
1. *Announced November 2022, initial contract term 5-years from 2023*

Strong safety and operational performance

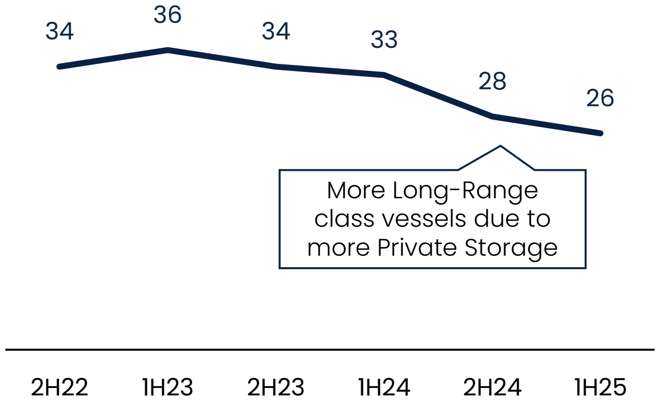
Process safety incidents[1]



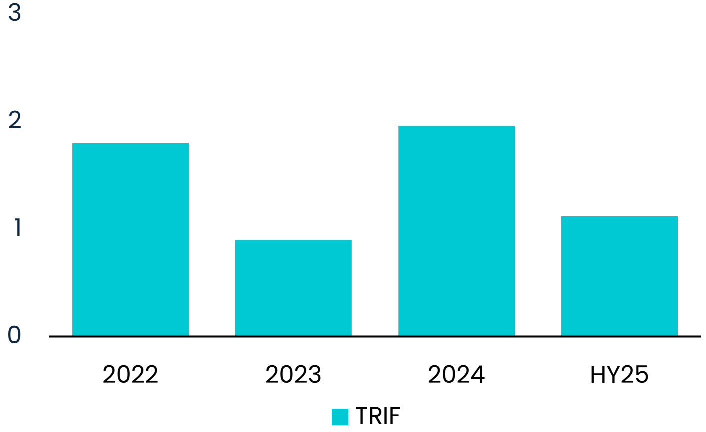
Throughput (billion litres)



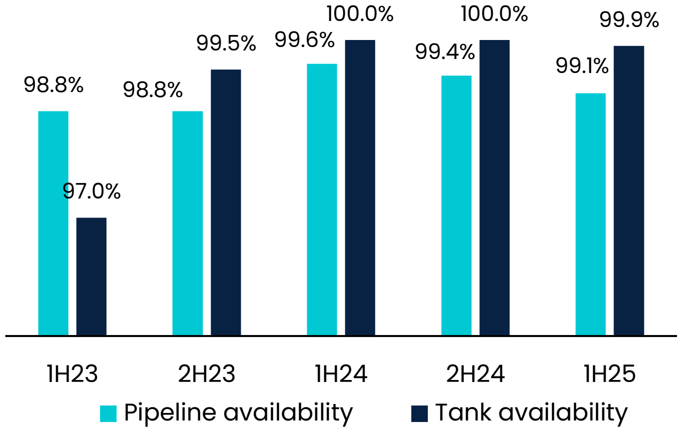
Number of ships



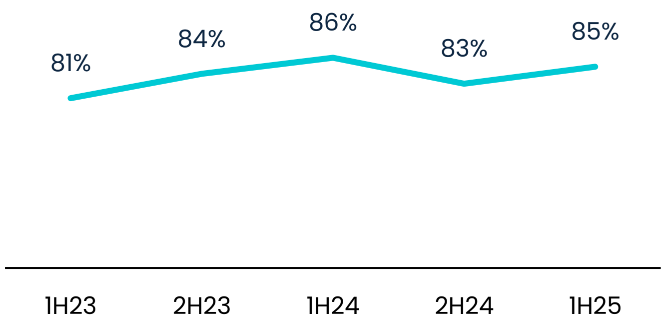
Total Recordable Case Frequency[3]



Asset availability[4]



Pipeline utilisation (average over period)



1. *Tier 1 or 2 Process Safety Event per API 754 – A Tier 1 event is a release of material above specific thresholds or that results in a LTI or fatality or damage of $100,000 or more; A Tier 2 event is a release of material above specific thresholds or that results in a recordable injury; or damage of $2,500 or more*
2. *CONCAWE 2022 benchmark*
3. *TRCF – Total Recordable Case Frequency per 200,000 hours (rolling 12-monthly average)*
4. *Tank availability in 2023 impacted by unplanned outages due to conversion works*

Stable throughput

Jet throughput

- HY25 jet fuel throughput down 2% impacted by planned rolling tank outage program at Wiri
- Jet throughput for HY25 in line with Channel's expectations based on the slower rebound of New Zealand tourism compared to Australia, and Air New Zealand's well-signalled aircraft availability issues

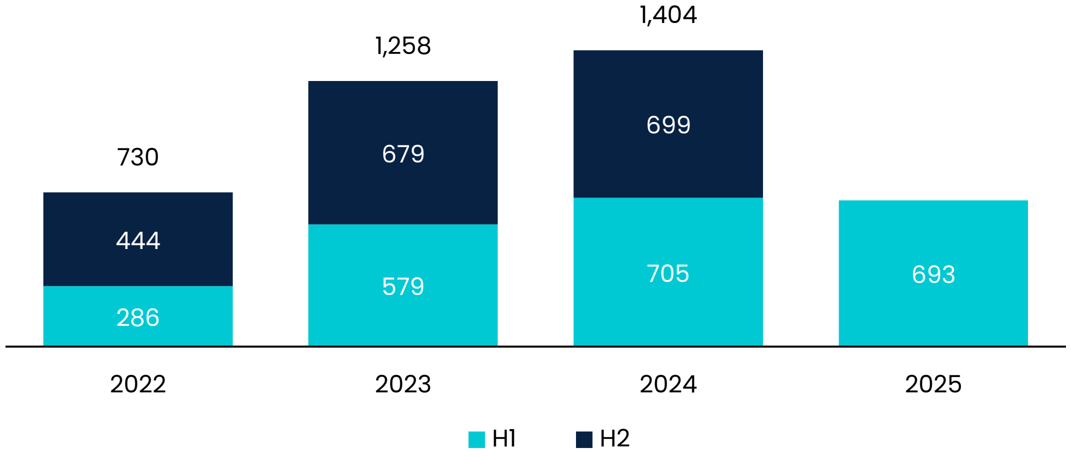
Petrol and diesel throughput

- Petrol and diesel remain relatively stable and in line with the Envisory[1] forecast overall

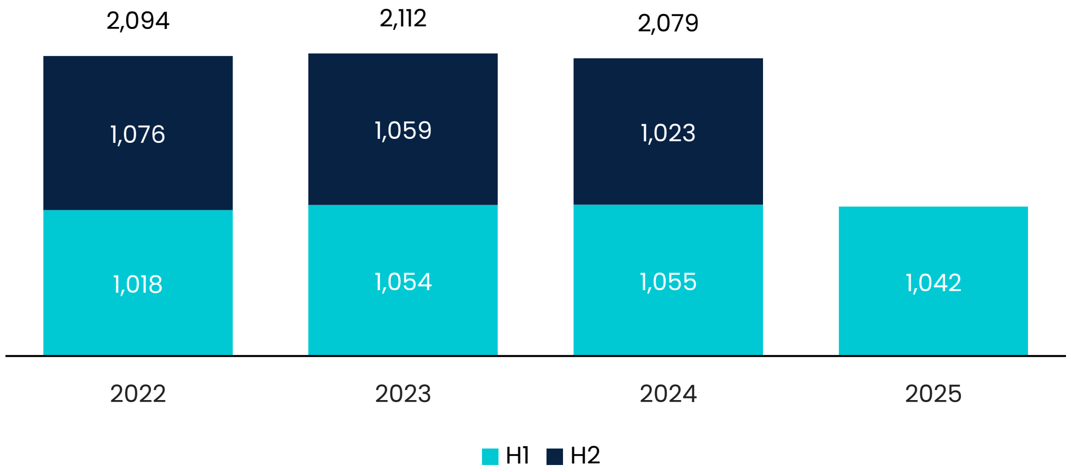
Wiri planned outages

- Significant program of planned tank maintenance outages at customer-owned Wiri site across FY25 causing temporary throughput fluctuations that are timing differences only

Jet Throughput
Million Litres



Diesel and Petrol Throughput
Million Litres

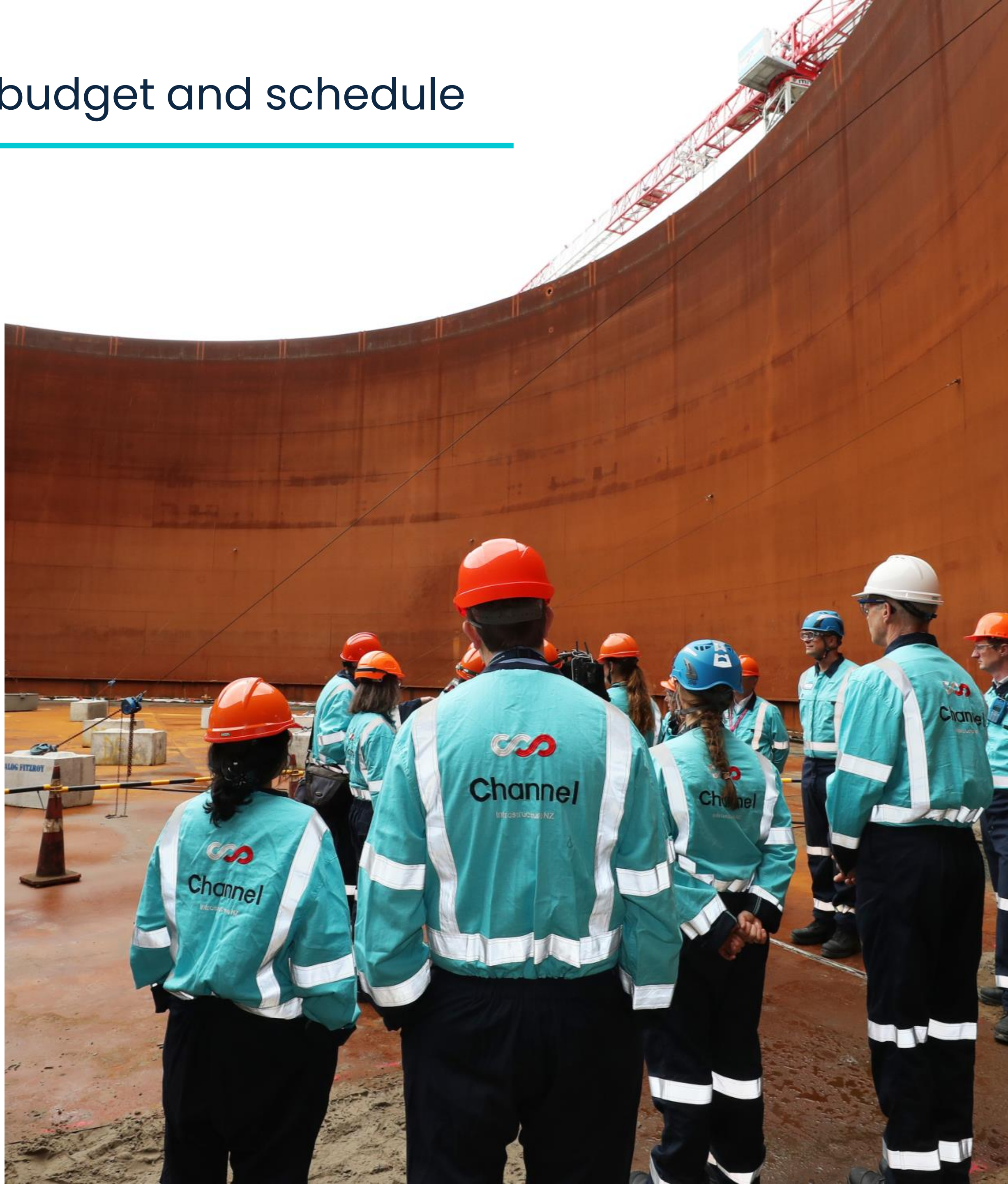


1. *Based on the Envisory outlook released October 2024*

Capital projects: Safely delivered within budget and schedule

$19 million invested in Channel's infrastructure in HY25

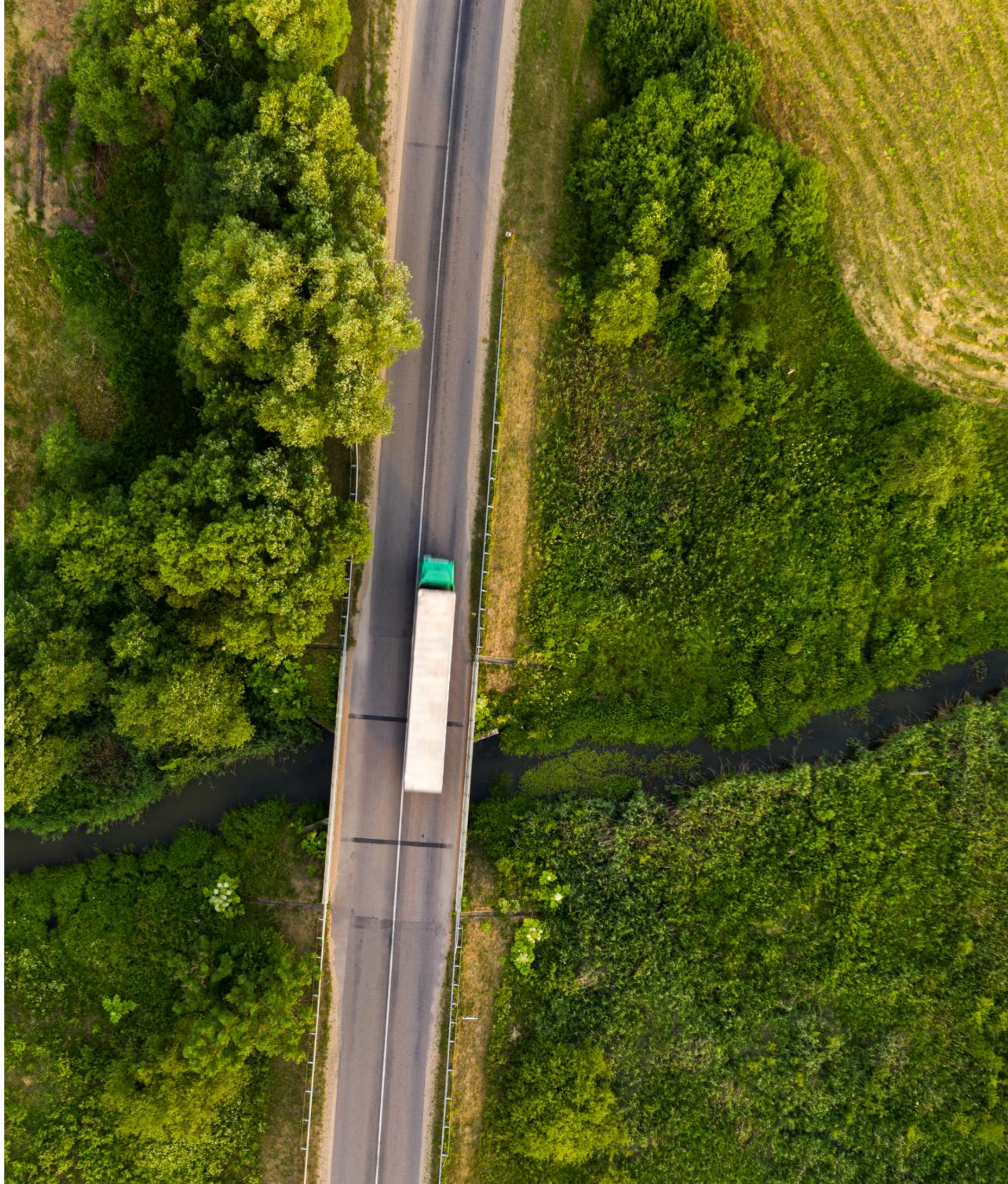
- Z Energy private storage on track for early completion in H2 2026 (previously Q1 2027), now over 50% complete and tracking within budget
- Bitumen contract awarded in May 2025 to Worley and remains on track to be completed by H2 2026
- Private storage project delivered safely, on budget of $50 million and on time with bunding work completed in Q1 2025
- Conversion spend to date of $189 million (~86%) and remains on track to deliver to $220 million budget



ALEXA PRESTON, CHIEF FINANCIAL OFFICER

Financial Update

Continuing Operations



Strong and stable financial result in line with guidance

Continuing Operations Reported Result

	HY25 ($M)	HY24 ($M)	% change
Revenue	70.2	69.8	1%
Operating costs	(21.8)	(21.7)	0%
EBITDA	**48.5**	**48.1**	**1%**
EBITDA margin	69%	69%	**0%**
Depreciation	(22.0)	(18.7)	18%
Net financing costs	(8.1)	(9.7)	(17%)
Net profit before tax	**18.4**	**19.7**	**(7%)**
Income tax	(5.3)	(6.9)	(23%)
Net profit after tax	**13.1**	**12.8**	**2%**

Pro-forma Financial Result excluding Wiri lease

	HY25 ($M)	HY24 ($M)	% change
Pro-forma Revenue	69.2	66.8	4%
Pro-forma EBITDA	**47.5**	**45.1**	**5%**
Pro-forma NPAT	13.0	12.4	5%

- Strong and stable EBITDA margin of 69% (HY24: 69%)
- Wiri lease legacy arrangement expired 28 February 2025: EBITDA contribution $1 million HY25 ($3 million HY24) and depreciation contribution of $0.8 million in HY25 ($2.6 million HY24)
- Proforma EBITDA excluding Wiri lease up 5% on prior period reflecting contracted storage revenue uplift and the impact of PPI Indexation
- Higher depreciation reflects the increase in the carrying value of assets following the revaluation of the import terminal assets as at 31 December 2024 and new assets capitalised including statutory tank inspection upgrades, private storage bunds, terminal firefighting upgrades, and Transmix infrastructure upgrades
- Finance costs are down reflecting debt refinancing benefit and interest rate hedging. The prior period (HY24) also included $0.5 million for the final interest payment on subordinated notes

Revenue and Operating Costs

	HY25 ($M)	HY24 ($M)	% change
Terminal fees – fixed	24.0	24.4	(2%)
Terminal fees – variable	31.5	30.8	2%
Contracted storage	10.2	8.1	26%
Wiri lease and other	1.8	4.0	(55%)
Laboratory testing	2.7	2.5	8%
Total Revenue	**70.2**	**69.8**	**1%**

	HY25 ($M)	HY24 ($M)	% change
Energy and utility costs	4.1	4.8	(15%)
Materials and contractor payments	4.5	4.2	7%
Salaries, wages and benefits	7.3	6.6	11%
Administration and other costs	5.8	6.1	(5%)
Total Expenses	**21.8**	**21.7**	**0%**
One-off expenses related to growth	0.6	0.4	50%

Revenue

- Contracted step down in fixed terminal fee from 1 April 2025
- Variable terminal fees up reflecting PPI uplift of 4.18% partially offset by lower throughput
- Contracted storage up with a full six-month contribution from the Transmix contract and PPI uplift
- Lease revenue impacted by the expiry of the legacy Wiri lease[1]

Operating Costs

- Energy and utility costs reflect the previously signalled transmission charge reduction
- Materials and contractor payments up, reflecting timing of programmed maintenance
- Salaries, wages and benefits reflect inflation, investment in world-class capability, the filling of vacancies, insourced positions, and new positions required to provide a resilient base from which to deliver growth
- Channel continues to be disciplined in its approach to funding the pursuit of growth. One-off expenses associated with growth initiatives incurred in HY25 were ~$0.6 million

1. *Wiri lease arrangement was a legacy agreement that was entered into in 1990. It is an operating lease that expired on 28 February 2025. On expiry the ownership of the Wiri terminal assets reverted to bp, Mobil and Z Energy resulting in a loss of ~$6 million per annum of lease revenue and ~$5.5 million per annum reduction in depreciation*

Investment for resilience and growth

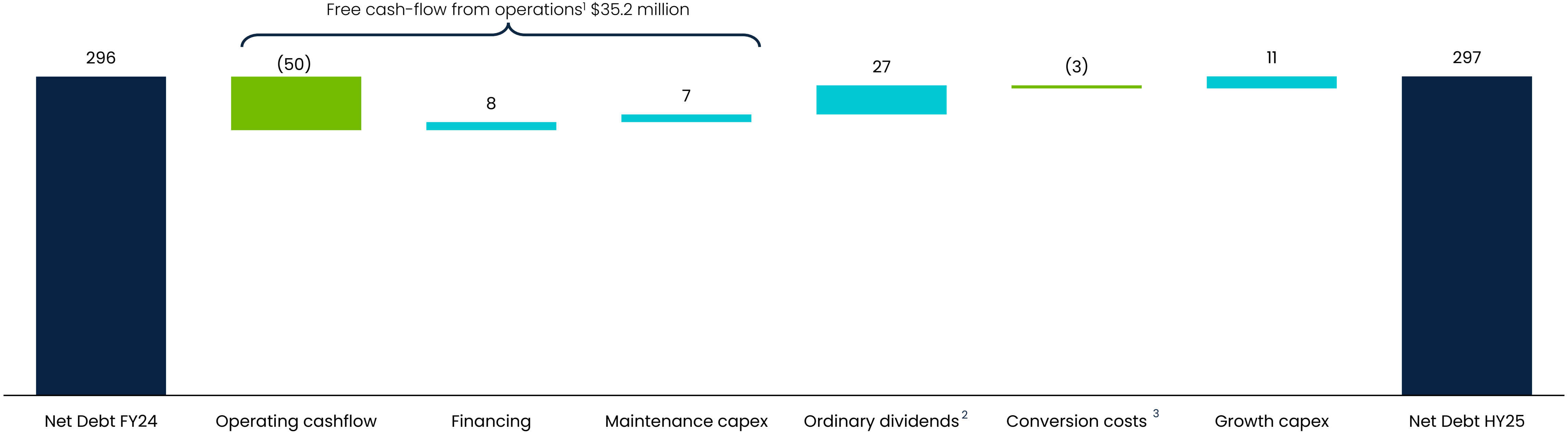
	HY25 ($M)	HY24 ($M)
Import Terminal System	1.8	0.8
Tank maintenance	4.2	3.5
Total maintenance capex	**6.0**	**4.3**
% of revenue	8.5%	6.0%
Growth capital expenditure	11.5	12.7
Conversion capex	1.7	8.5
Total capital expenditure [1]	**19.1**	**25.5**

- Maintenance capex spend reflects the ongoing investment in upgrading terminal control systems, scheduled jetty upgrades and tank statutory inspection outages. HY24 spend was driven by timing of tank statutory inspection dates
- Growth capex includes completion of the private storage bund program, Z Energy jet tank conversion and site clearing works associated with the Higgins bitumen import terminal
- In the context of Channel's plans for the use of land at the Marsden Point Energy Precinct, the location of the import terminal control room is currently being evaluated

1. *Capital expenditure in this table is presented on an accrual basis*

Cashflow

Net Debt Movement across HY25



- HY25 Normalised Free Cash Flow of $35.2 million[1], representing an EBITDA to Free Cash Flow conversion of 73%
- Board has declared an unimputed ordinary interim dividend of 6.25 cents per share, targeting a split of 50% interim dividend and 50% final dividend
- Following the successful capital raise last year, the Board recognises that some shareholders would prefer the opportunity to increase their investment in Channel instead of receiving a cash dividend. A Dividend Reinvestment Plan (DRP) has been introduced and offered for the interim dividend with shares issued at a 1% discount to give shareholders the opportunity to reinvest their dividend should they wish to do so

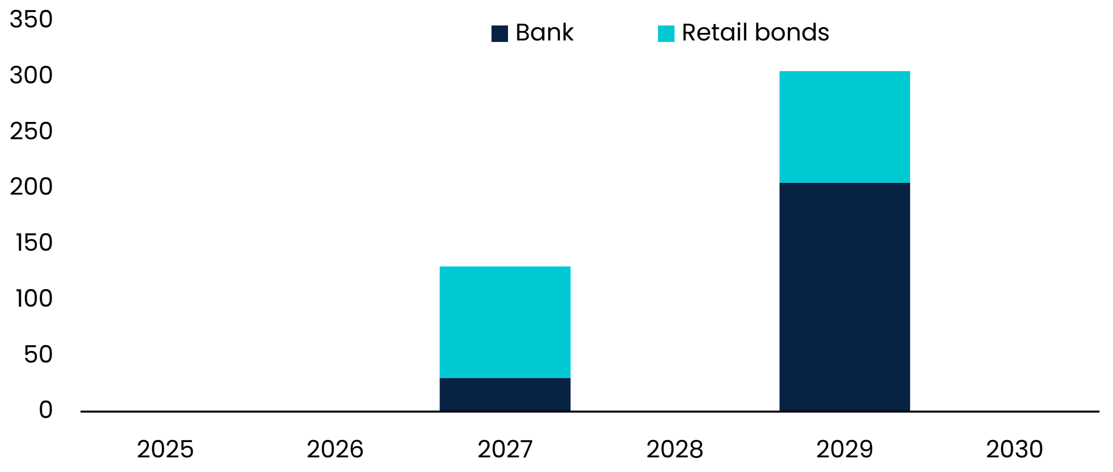
1. *Net cash generated from continuing operations less financing, maintenance capex, excluding conversion costs and growth capex*
2. *Dividend is the final FY24 dividend paid March 2025*
3. *Conversion costs include discontinued operations and conversion cash inflows and outflows*

Strong balance sheet

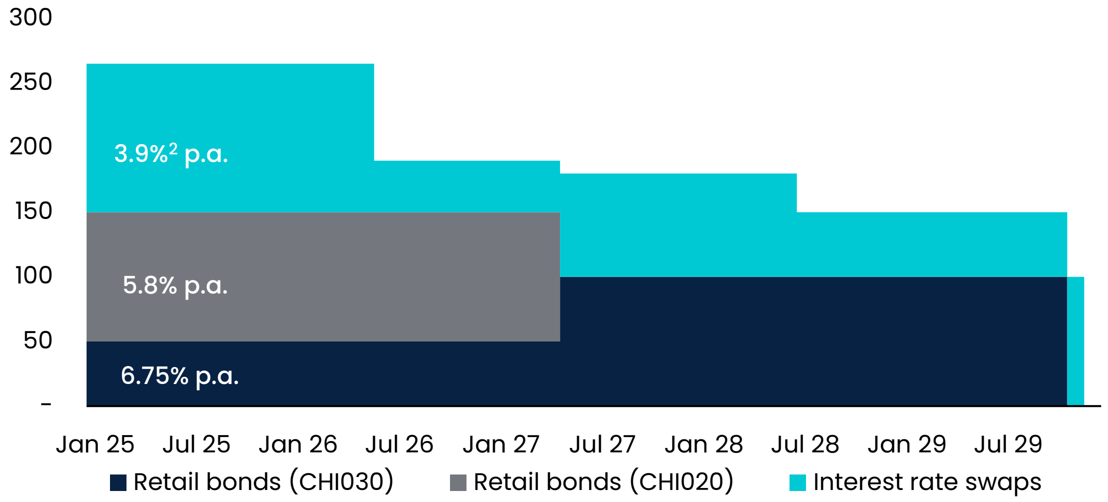
	Covenant	HY25	FY24
Net debt[1]		$297m	$296m
Liquidity headroom		$138m	$138m
Leverage (Net debt/Rolling 12-month EBITDA)		3.1x	3.1x
Gearing (Net debt/(Net debt + Equity))	<55%	27%	27%
Interest cover ratio (Rolling 12-month EBITDA/Net interest expense)	>2.5x	5.2	4.7
Weighted average debt maturity		3.7 years	4.2 years

- Net debt remains stable at $297 million (FY24: $296 million)
- The Board has undertaken a review of Channel's target leverage range and has determined that a broader target is appropriate in the context of Channel's growth trajectory to provide greater funding flexibility. Channel will now target credit metrics consistent with a shadow BBB/BBB+ credit rating (currently equivalent to a leverage ratio of between 3x and 4.5x Net Debt/EBITDA). Channel has also commissioned a shadow credit rating report which indicates a current shadow rating of BBB+
- In the short-term, it is not anticipated that the broader leverage target would result in a meaningful step-change in leverage for the business absent additional growth opportunities

Debt Maturity Profile ($M)



Fixed Debt Profile ($M)



1. *Calculated as total borrowings (bank, fixed rate bonds and subordinated notes) less cash and cash equivalents. Excludes the fair value movement of retail bond CHI030*
2. *Interest rate swaps calculated for bank debt facilities maturing in Nov 2029*

Refreshed Capital Allocation Framework

Net Cash Flow from Continuing Operations

Maintenance Capex

8-10% revenue

Normalised Free Cash Flow[1]

Dividend Policy[2]

To pay out 70-90% of Normalised Free Cash Flow on average over time. Deliver a stable and growing dividend

Excess Cash Flow available for

Deleveraging

Target credit metrics consistent with a shadow BBB/BBB+ credit rating

Growth investment

Above WACC return on investment with customer contracts that provide revenue certainty

Conversion

$31 million of original $220m budget remaining to be spent

Special dividends

At the Board's discretion, in the absence of growth investment opportunities

1. *Normalised free cash flow is calculated as net cash flow from continuing operations less maintenance capex (excluding conversion costs and growth capex)*
2. *The Board reserves the right to amend the dividend policy at any time. Each dividend will be determined after due consideration of the capital requirements, operating performance, financial position and cash flows of the Company at the time*

Guidance and outlook

FY25 Guidance

- FY25 Guidance unchanged
- Given current economic environment and Air New Zealand's previously signalled aircraft availability issues, outlook for jet demand remains flat on FY24
- Operating costs anticipated to be weighted to H2 2025 as Channel continues to invest in potential growth opportunities
- Significant program of planned tank maintenance outages at customer-owned Wiri site across FY25 will continue to cause temporary throughput fluctuations

FY26 and beyond

- $8 million additional annual revenue is projected to commence in H2 2026 from the bitumen import terminal and early delivery of the Z Energy jet storage project (previously Q1 2027)
- Nine-year extension to the additional storage contract announced today generating ~$50 million of additional revenue over the extended contract term (pre-PPI indexation), commencing in Q1 2028. Extension requires growth capital expenditure investment of $20 - $26 million across 2026 to 2030
- Encouraging to see Government investment in tourism advertising and recently announced route development initiatives from Auckland Airport
- Economic recovery and new infrastructure projects could increase diesel demand in the medium term

FY25 Guidance unchanged

Normalised EBITDA	$89 – 94 million (FY24 excluding Wiri lease: $89.1 million)
Maintenance capex	8-10% revenue (FY24: 9%)
Normalised Free Cash Flow conversion factor	Broadly in line with FY24 (FY24: 67%)
Ordinary Dividend	Between 12.0-12.5 cps (FY24: 11 cps)

ROB BUCHANAN, CHIEF EXECUTIVE OFFICER

Strategy Update

Our Strategy

OUR VISION

World-class energy infrastructure company

OUR PURPOSE

Delivering resilient infrastructure solutions to meet changing fuel and energy needs

OUR STRATEGIC PRIORITIES

World-Class Operator	High Performance Culture	Grow from the Core	Support Energy Transition	Disciplined Capital Management	Good Neighbour, Good Citizen
Strong safety systems and culture Resilient infrastructure Long-term asset management Customer focused	People and capability development Future focused Continuous Improvement Adaptive	Brownfield opportunities at Marsden Point Consolidator of fuels infrastructure Supply chain optimisation for our customers	Repurposing Marsden Point Support transition of aviation to lower carbon fuels Marsden Point Energy Precinct Concept	Target credit metrics consistent with a BBB/BBB+ shadow credit rating Deliver above WACC returns Cost management Stable and growing dividends	Reducing environmental impacts Community engagement and iwi relations Just transition Transparency and disclosure
Infrastructure Partner of Choice		Grow Through Supporting the Energy Transition		More Sustainable Future	

Operating environment update

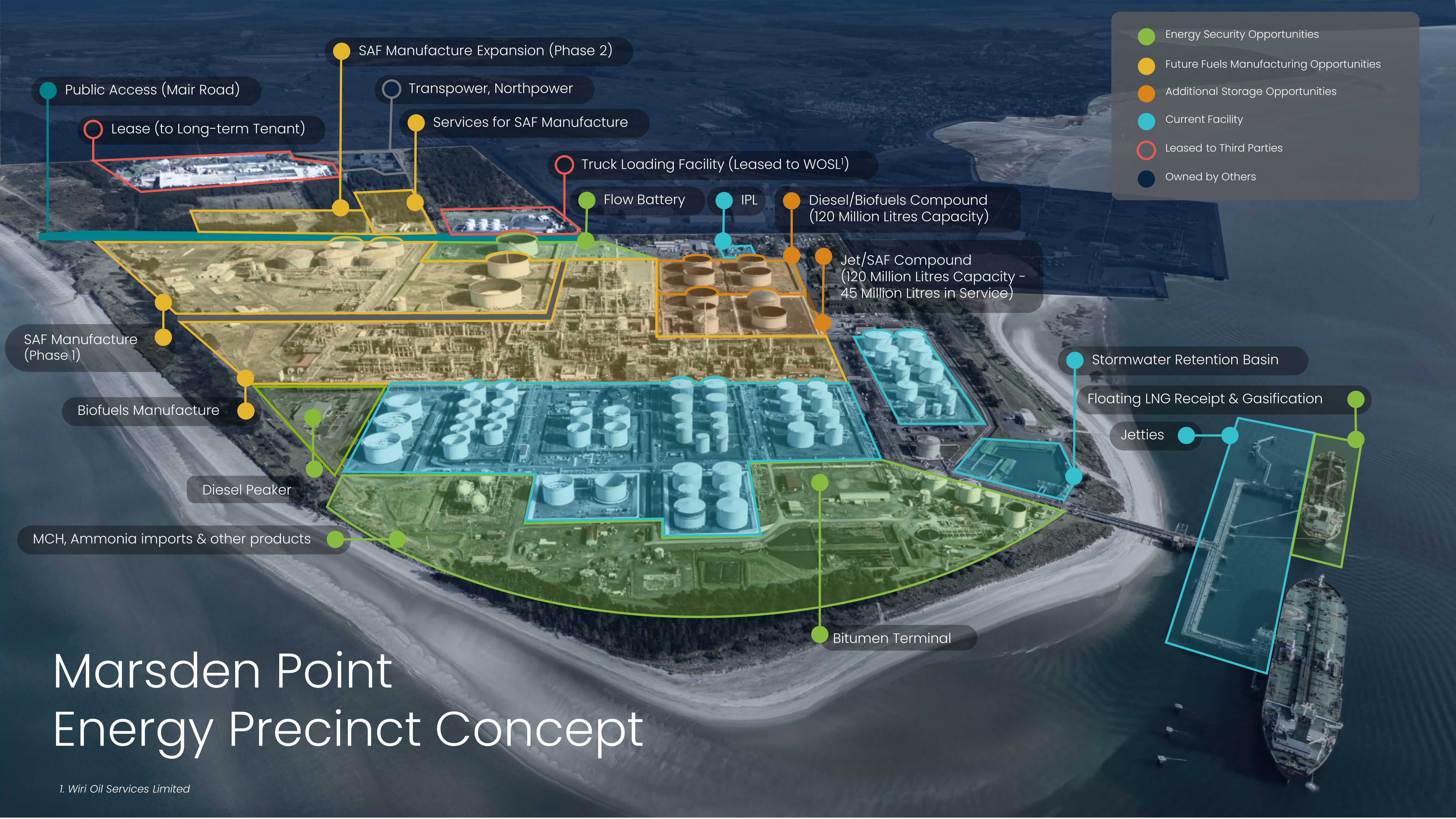
New Zealand context

- New Zealand Government announced in February an increase to the Minimum Stockholding Obligation (for diesel importers with more than 10% market share, including Channel's customers) from 21 days to 28 days, an equivalent of ~70 million litres of additional diesel storage, which will take effect from 1 July 2028
- Channel's customers also have until 1 November 2026 to increase the storage of jet fuel they hold near Auckland Airport
- The Marsden Point Energy Precinct continues to have widespread support from the New Zealand Government which is continuing its consideration of Marsden Point as a location for a potential Special Economic Zone

Global environment for future fuels

- Globally future fuels manufacturing projects face economic volatility, softening demand signals, financing and investment headwinds, escalating cost of construction alongside policy and regulatory uncertainty albeit good quality projects are likely to attract capital
- Research continues to support SAF as decarbonisation pathway for long haul air travel and biofuels, batteries and hydrogen for heavy transport
- Transition to these fuel types is widely anticipated and over time technologies are likely to evolve and policy settings stabilise to facilitate long-term offtake contracts

Marsden Point Energy Precinct Concept



1. *Wiri Oil Services Limited*

Future fuels at Marsden Point

The unique combination of features and attributes of Channel's Marsden Point site, which are unparalleled at any other industrial site in New Zealand, means Channel is well positioned to support both increased fuel security and New Zealand's energy transition

Potential biorefinery update

- Feedstock for the potential biorefinery is domestically sourced, significantly enhancing New Zealand's fuel security
- Front-End Engineering and Design (FEED) study for the biorefinery has been completed with the consortium now focused on plant configuration for the Marsden Point location and updating the FEED study, commercial contracts with suppliers and customers and confirming consenting requirements with Channel and completion of financing arrangements
- Investment decision now expected in 2026
- Proceeds from sale of decommissioned assets, subject to the project going ahead and satisfactory completion of engineering studies, will likely be reinvested in early demolition of certain areas (already provisioned in balance sheet) and growth capex associated with the construction of infrastructure and storage assets for the biorefinery. Any capex for incremental infrastructure and storage will be invested for above WACC returns with long-term contracted revenues

Sustainable Aviation Fuel project update

- Pre-feasibility phase for 300MW ~60 million litre e-SAF facility at Marsden Point has been completed
- Marsden Point remains best placed for an economically viable e-SAF project with electricity connection, proximity to fuel import terminal and pipeline to Auckland
- Fortescue requires regulatory certainty, with fuel blending requirements, to drive long-term offtake demand and therefore further development of the project

Other organic growth initiatives

Electricity peaking project

- Front-end engineering and design of a potential diesel peaker is nearing completion, following which Channel will seek electricity market participant support to progress with this project
- Under the proposed model, Channel would earn capacity payments for plant availability, with wholesale market risk passed to industry participants who are best able to manage it
- Diesel produces less CO_2 emissions than coal when combusted and Marsden Point already has significant in-country diesel storage

Additional storage

- The nine-year extension to the additional storage contract announced today generating ~$50 million of additional revenue over the contract term (pre-PPI indexation), commencing in Q1 2028
- Channel continues to work with customers to evaluate storage options to meet the Government's incoming increase in the diesel minimum stockholding obligation
- Discussions continue on commercial storage at Marsden Point with a range of potential customers and counterparties

Our growth priorities

Selective and disciplined approach to growth, with Marsden Point and our current supply chain the main focus

Growth Priority Focus Areas

#1

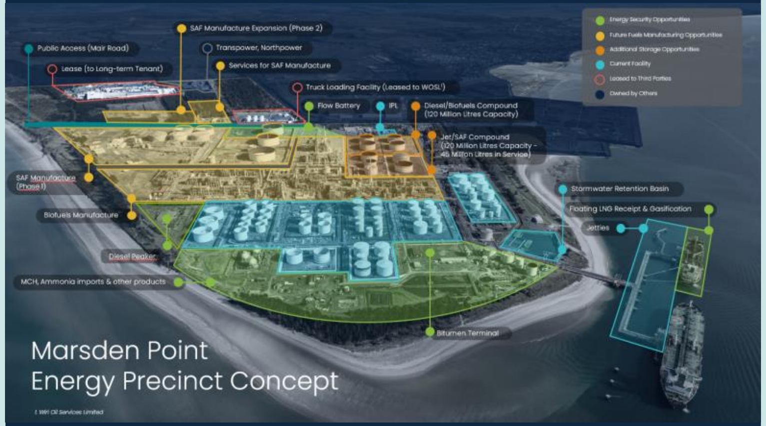
Marsden Point Energy Precinct

Nearer term opportunities identified for:

- Additional product storage
- Fuel and energy security projects

Deep experience in project delivery safely, on budget and on time

Strong return on investment given repurposing of existing assets



#2

Synergistic consolidation along Channel's current supply chain to Auckland Airport

Channel already owns a premium suite of assets in the New Zealand fuels supply chain, handling 80% share of Jet volume and 40% of all transport fuels

#3

Measured growth step-outs focused on adding to the quality of Channel's assets

Acquisitions in New Zealand or Australia where there is opportunity to add value:

- Through world-class capability and proven operation of high-hazard facilities
- By supporting our customers' strategies as they evolve and their capital is reprioritised
- Targeting liquid fuels growth markets (e.g. jet) and opportunities supporting the energy transition

All 2025 measures of delivery on track

STRATEGIC PILLAR		MEASURE	2025 TARGET	1H25 PROGRESS	STATUS
Infrastructure partner of choice	Safely home, every day	Lost Time Injuries	Zero	Zero	On track
	Diverse and engaged team	Lift in employee engagement score	Maintain	Increased	On track
	Reliable infrastructure	Pipeline availability	>98%	>98%	On track
Grow through supporting the energy transition	Net zero Scope 1 & 2 emissions	Reduce Scope 1 & 2 emissions	70% lower[1]	In-progress	On track
	Supply resilience	Contracted new revenues including through contracted storage and potential lease revenues	+10%[2]	In-progress	Achieved
More sustainable future	Protect our environment	Tier 1 or 2 process safety incidents	Zero	Zero	On track
	Financial discipline	Deliver plan and meet EBITDA guidance	$89-94m	$48.5m	On track
	Meaningful relationships	Customer assessment of Channel performance based on customer survey against key performance criteria	+5%	In-progress	On track

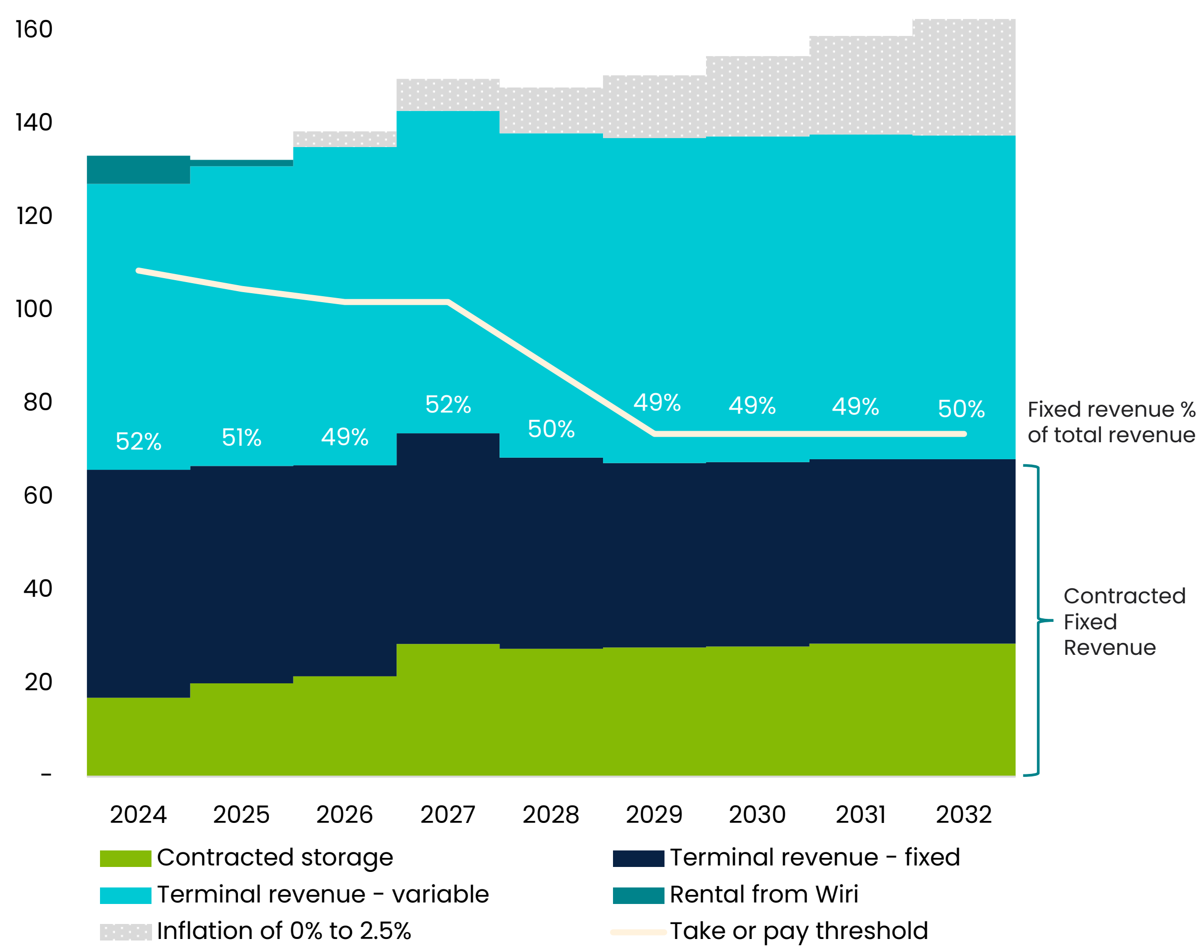
1. *Lower than the 2023 baseline of 4,036 tCO_2e*
2. *On FY24*

KEY
- On track
- Achieved

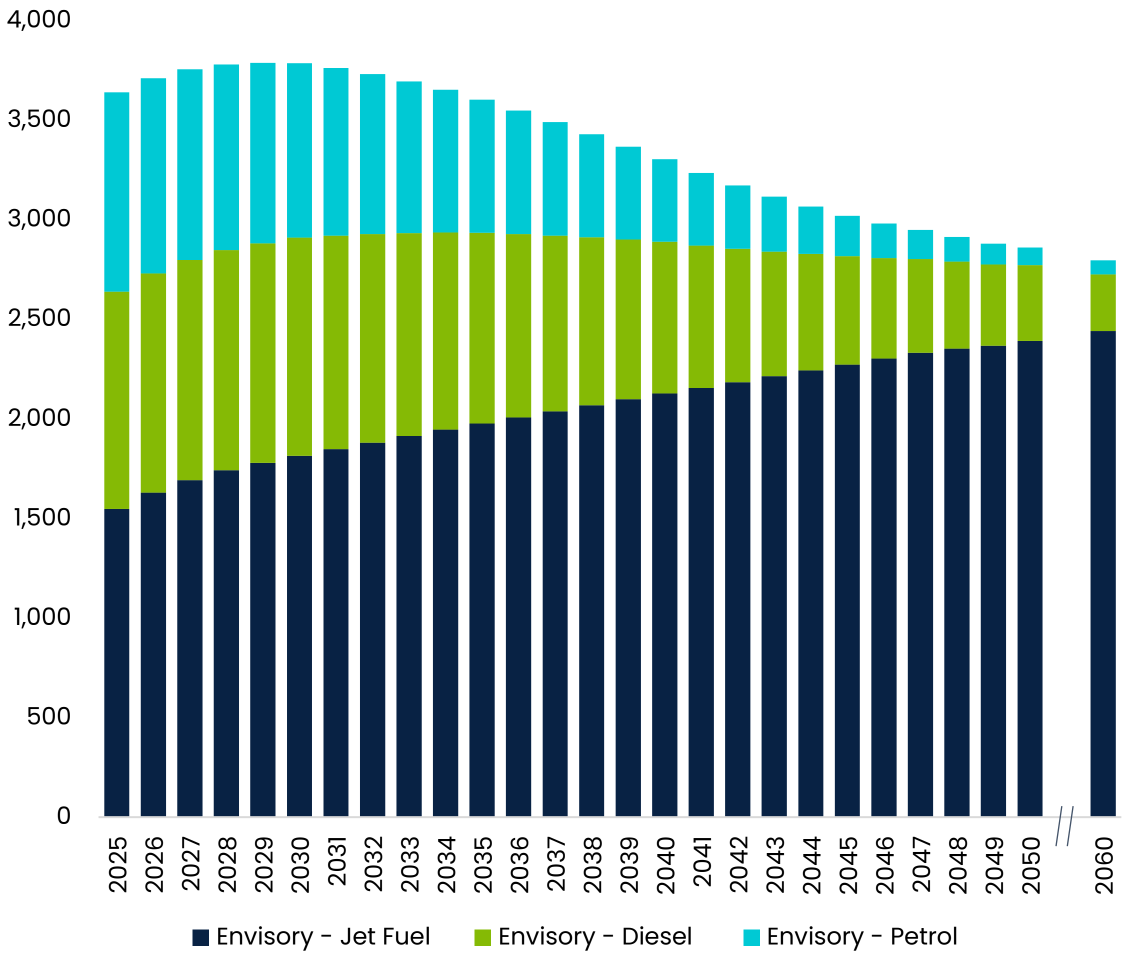
Appendix

Contracted revenue and throughput

Contracted Revenue Outlook ($M)[1]



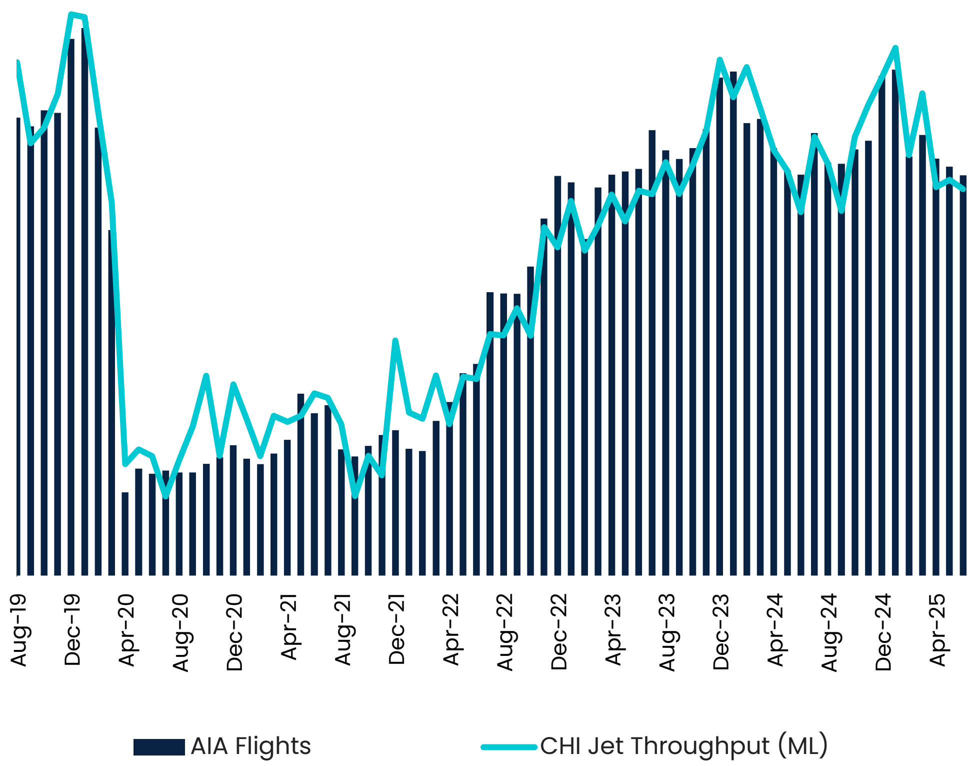
Marsden Point Throughput (Million Litres) Outlook[2]



1. *Outlook uses Envisory base case (released October 2024) assumptions and is subject to change based on actual fuel throughput volume. Contracted Revenue from 2025 onwards incudes 4.18% inflation for FY25*
2. *Envisory outlook released October 2024*

Throughput drivers

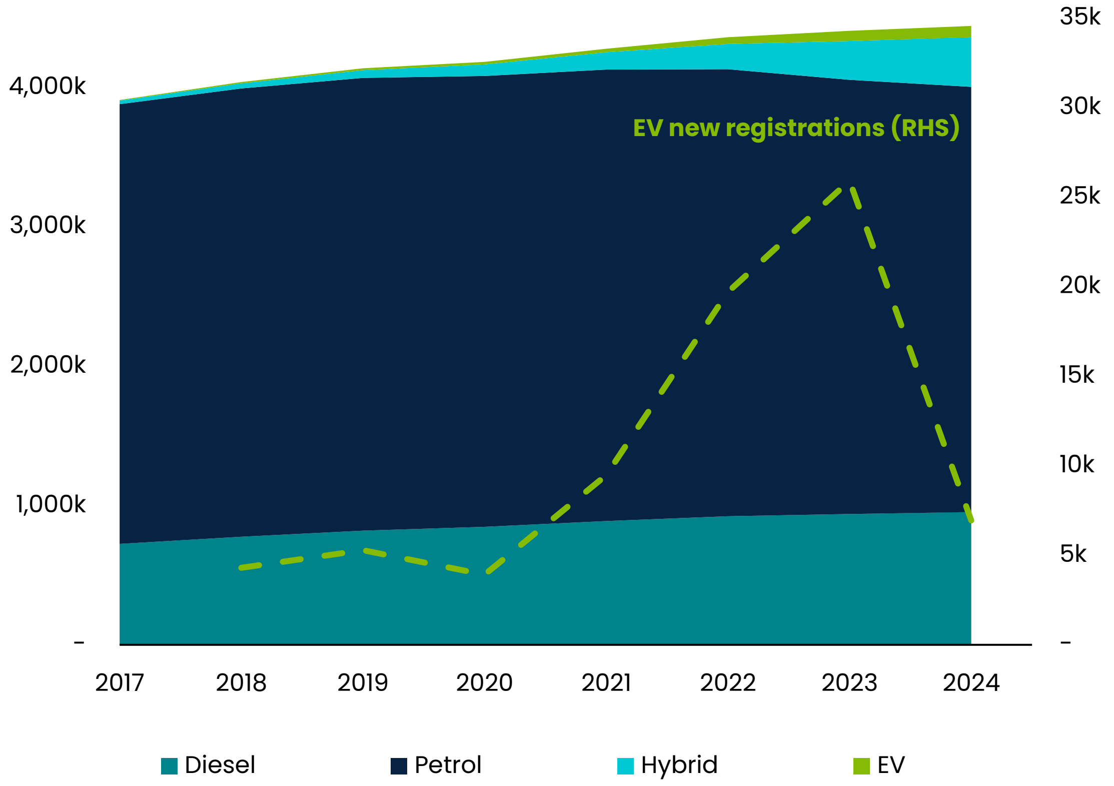
Auckland Airport International Flight Movements



Jet Throughput

Channel's throughput is directly correlated with flight activity at Auckland Airport, with 100% of Auckland Airport's jet fuel provided through Channel's infrastructure

New Zealand Light Vehicle Fleet



Diesel and Petrol Throughput

New Zealand's petrol and diesel vehicle fleet has remained relatively stable over time and EV uptake has slowed following the removal of the Clean Car discount and the introduction of road user charges for EVs

Contracted storage agreements since Import Terminal Conversion

CAPITAL PROJECT	ANNOUNCED	PROGRESS	FINANCIAL IMPACT		
			CAPEX	REVENUE	TERM
100 million litres private storage	29 Nov 2021	• Storage **in service** in FY23 safely, on schedule and within budget • Bunds delivered in Q1 2025, project complete	Spent to June: $50 million Budget: $50 million	~$9m per annum (prior to PPI)	10 years commencing, in tranches, from Q2 2022 2x 5-year rights of renewal
Additional storage	17 Nov 2022	• **Completed** safely, on-schedule and within budget	$7 million	~$25 million over contract term from 2023	5 years commencing 2023
Additional storage	19 Oct 2023	• **Completed** safely, on-schedule and within budget	Minimal	~$9 million over 10 years (2023 real terms)	10 years from 2024
Transmix storage contract	1 May 2024	• Infrastructure upgrades **completed** in December safely, on-schedule and within budget	$12 - 15 million	~$3 million per annum (prior to PPI)	7 years from December 2024 2x 5-year rights of renewal
Z Energy Storage Contract	23 Aug 2024	• Over 50% complete and projected to complete H2 2026	$26 – 30 million across FY24 to FY26	~$55 million over contract term (prior to PPI)	10 years from H2 2026
Bitumen import terminal contract	25 Nov 2024	• Construction contract awarded May 2025, remains on schedule to be delivered H2 2026	$17 – 21 million across FY25 and FY26	$45 million over contract term (prior to PPI) Opex of $0.2 million p.a.	15 years from H2 2026 2x 5-year rights of renewal
Additional storage extension	26 August 2025	• Announced **today**, extension of contract (first announced in November 2022)	$20-26 million across FY26 to FY30	~$50 million over contract term from 2028	9 years commencing 2028

Glossary

Normalised Free Cash-flow: Cash flow from continuing operations less financing costs and maintenance capex. Excludes growth capex and conversion costs.

Pipeline availability: Pipeline available hours divided by the total hours in the period.

Pipeline utilisation: Pipeline required pumping time (for planned product volume) divided by total hours in the period.

Tank availability: Calculated on total tank basis as available hours divided by total hours in the period (excludes planned outages).

Throughput: Imported fuel volumes, normally in million litres (ML), transferred to either the truck loading facility (TLF) at Marsden Point or through the 170km pipeline to Auckland.

Transmix: A mix of petrol/jet/diesel product that results from the operation of terminals and multi-product pipelines.

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