



NZX AND ASX RELEASE

31 August 2026

Channel presentation to Jarden NZ Companies Day

Channel Infrastructure NZ Limited (NZX:CHI, ASX:CHI) attaches a copy of the presentation that its Chief Executive, Rob Buchanan and Chief Financial Officer, Alexa Preston, are giving tomorrow at the 17th Annual Jarden NZ Companies Day and as part of Channel's HY26 results investor roadshow. There is no new material information contained in this presentation.

- ENDS -

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About Channel Infrastructure

Channel Infrastructure is New Zealand's largest fuel import terminal business, storing and distributing 40% of New Zealand's transport fuel, including 80% of New Zealand's jet fuel. We receive, store, test and distribute petrol, diesel, and jet fuel that our customers import and supply to Auckland and Northland.

Fuel is imported via our deep-water harbour and jetty infrastructure at Marsden Point and stored in more than 410 million litres of contracted storage tanks on site. The fuel is then distributed via our 170-kilometre pipeline to Auckland, or by our customers (bp, Mobil, and Z Energy) via truck into Northland. We underpin the resilience of New Zealand's fuel supply chain with our tank capacity, which enables increased storage of fuel in New Zealand, and through efficient, low emission distribution of the fuel into the Auckland market. Given our proximity to Auckland, and critical role in the jet fuel supply chain, Channel is well positioned to support the renewable fuel transition. Channel also has more than 350 million litres of tank capacity available for repurposing to finished product storage to support fuel security projects and a further 45 hectares of consented, freehold land available for greenfields fuel storage projects.

Our plan for growth includes supporting fuel resilience for New Zealand through additional fuel storage on our site, unlocking the strategic value of the Marsden Point Energy Precinct Concept which reflects the significant role Channel could play in supporting New Zealand's energy transition – through potential opportunities including supporting the manufacture of lower-carbon future fuels, as well as a range of potential energy security opportunities, and exploring expansion beyond Marsden Point.

Channel Infrastructure also owns a 25% interest in the Somerton jet fuel pipeline to Melbourne Airport and its wholly-owned subsidiary, Independent Petroleum Laboratory Limited, provides fuel quality testing services throughout New Zealand.

For more information on Channel Infrastructure, please visit: www.channelnz.com

Jarden 17th NZ Annual Companies Day

31 August 2026





ROB BUCHANAN, CHIEF EXECUTIVE

Highlights and Operating Update





HY26 Highlights – delivering fuel resilience for New Zealand

- ✓ Strong and consistent safety performance with significant increase in contractor activity on site
- ✓ Strong financial result with FY26 EBITDA guidance upgraded today from \$97-\$105 million to \$103-\$108 million
- ✓ World-class operational performance across all measures notwithstanding the global fuel supply chain disruptions
- ✓ Throughput volumes remained stable and in line with the Envisory outlook and Channel's expectations despite high fuel price environment
- ✓ Additional 93 million litres of diesel storage for the New Zealand Government successfully brought into service in only nine weeks, securing an additional nine days of diesel supply for New Zealand
- ✓ Z Energy jet storage project completed July 2026, six months ahead of the original schedule and within budget, with revenue now in H2 2026
- ✓ Higgins bitumen import terminal project on track for completion in late Q4, with expansion of scope and capabilities
- ✓ US\$5.95 million to be received for the sale and removal of fully decommissioned CCR Platformer unit as part of critical enabling works for Marsden Point Biorefinery. Given the global environment the biorefinery consortium's equity raise process is taking longer than anticipated
- ✓ The Board has declared an interim dividend of 7.25 cents per share (up 16% from HY25)
- ✓ Announced 28 August 2026 a new 15 year contract with bp for significant additional jet and diesel storage generating ~\$130 million of additional revenue over the contract term (pre-PPI indexation), commencing in Q3 2028. Growth capital expenditure investment of \$65-70 million across 2026 to 2028 and will be funded through existing debt facilities

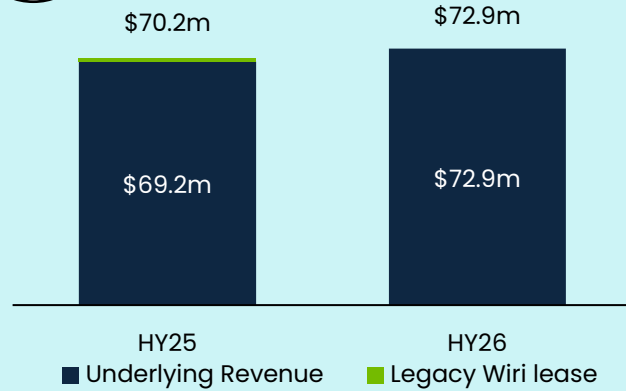


HY26 Financial Highlights¹



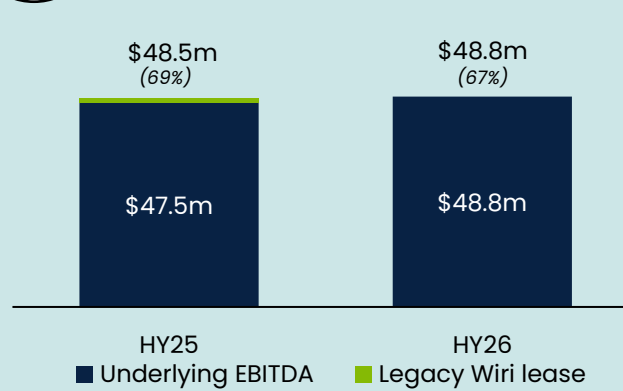
Revenue

+5% growth in Revenue (excluding Wiri lease)



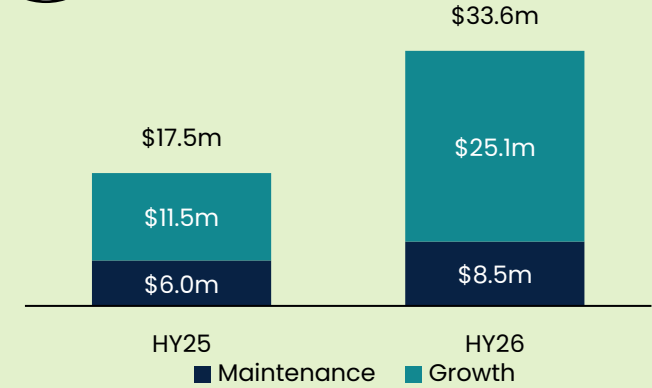
EBITDA (Margin %)

+3% growth in EBITDA (excluding Wiri lease)

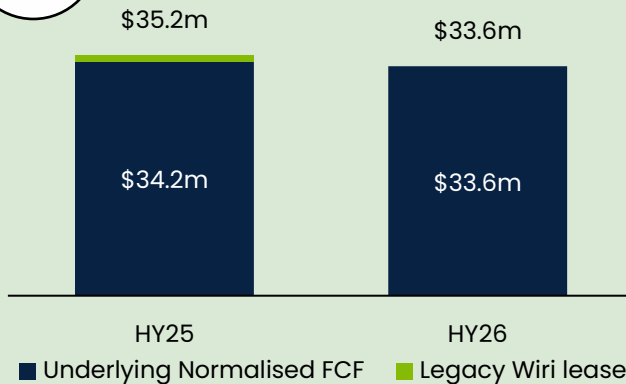


Capex

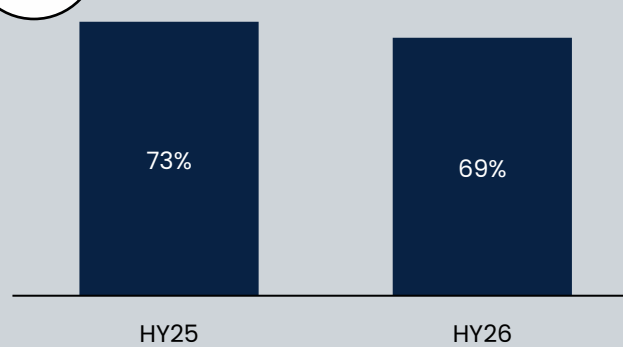
Includes New Zealand Government diesel storage project



Normalised Free Cash Flow

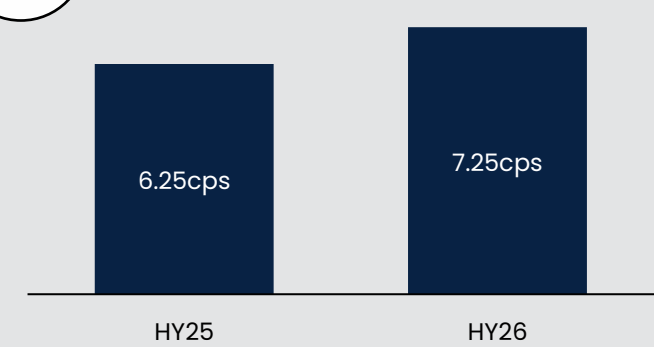


Free Cash Flow Conversion



Dividends

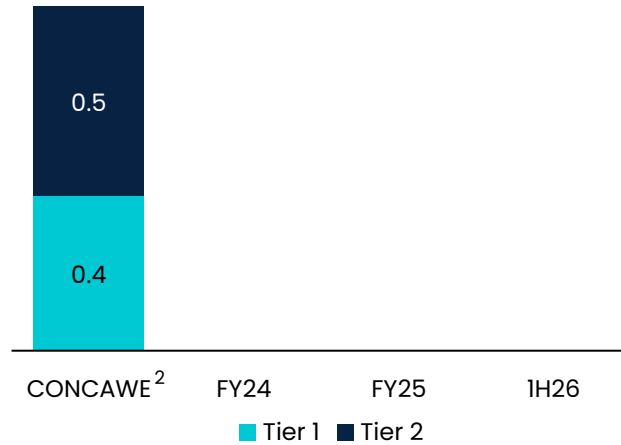
+16% on HY25



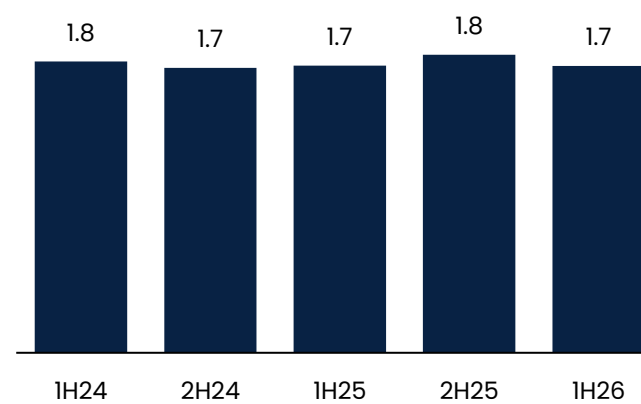


Strong safety and operational performance

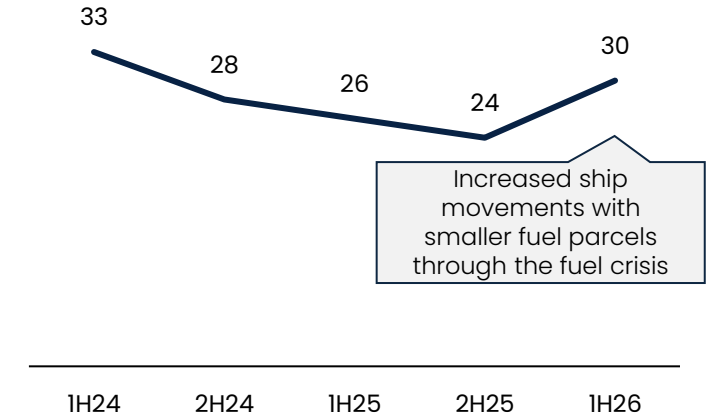
Process safety incidents ¹



Marsden Point throughput (billion litres)



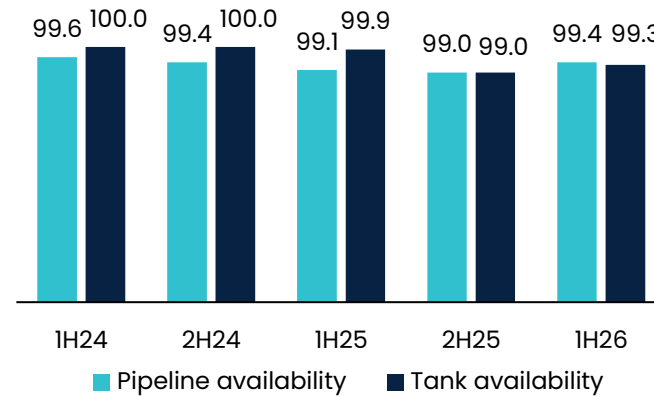
Number of ships



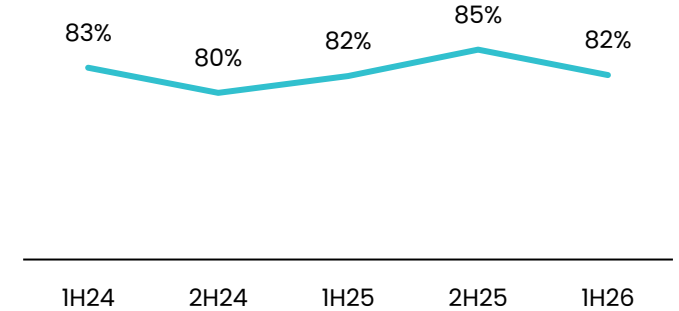
Total Recordable Cases ³



Asset availability (%)



Pipeline utilisation



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 2024 benchmark Marketing category (terminals, logistics and retail sites)

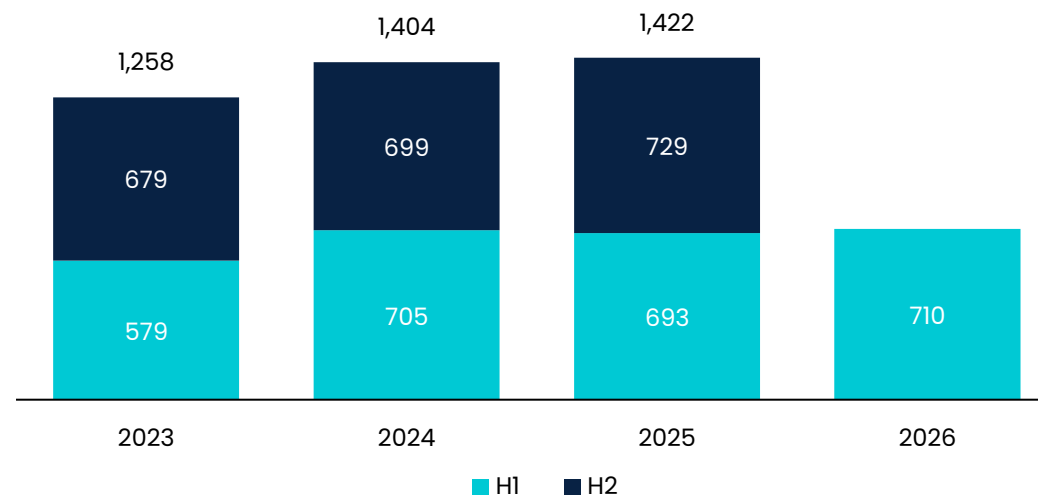
3. Total Recordable Case: includes Lost Time Injury, Medical Treatment Injury, Restricted Work Injury and Fatality



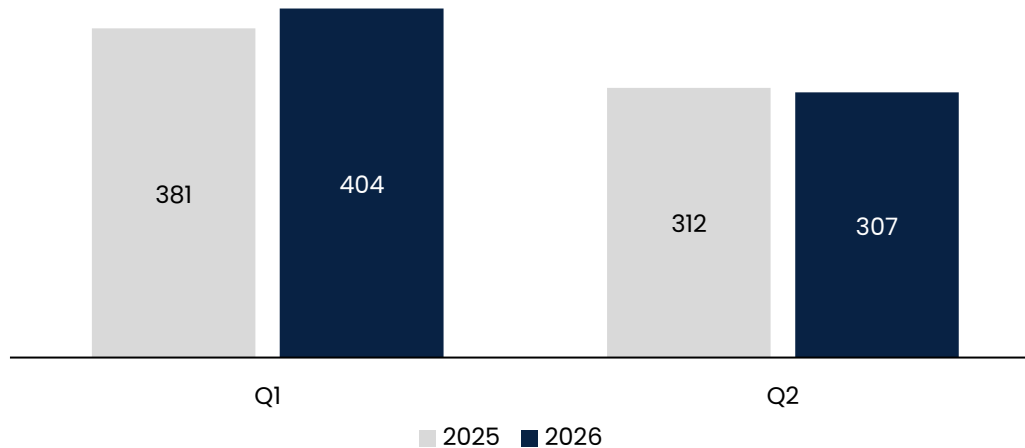
Growth in Jet demand during H1

- HY26 jet volumes grew by 2.5%, broadly in line with Channel's expectations
- Strong first quarter 2026 jet throughput reflected continued growth of international services at Auckland Airport before the conflict in the Middle East
- Q2 2026 jet throughput was impacted by higher jet prices and Middle Eastern carriers operating a reduced schedule with flights beginning to be restored towards the end of the quarter
- The earlier than expected return of Air New Zealand's full widebody fleet in June 2026 marks the end of their engine shortage groundings, supporting international capacity and continued growth in jet fuel demand
- Somerton throughput broadly in line with expectations, albeit Melbourne Airport impacted to a greater extent than Auckland by schedule disruptions to Middle Eastern carriers in Q2

Marsden Point Jet Throughput
Million Litres



Quarterly Marsden Point Jet Throughput
Million Litres



Petrol & diesel stable despite high prices

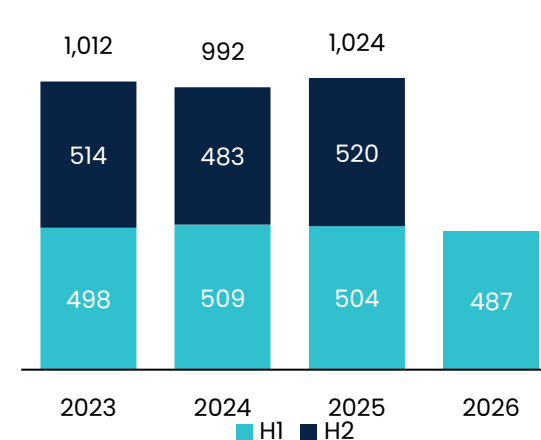
Petrol

- Petrol throughput remained stable, in line with the Envisory outlook
- Elevated fuel prices throughout HY26 impacted demand
- Permanent 18 million litre petrol tank outage at Wiri in Q1 2026 resulted in a one-off drop in throughput for that period. The tank is being converted to jet fuel storage and is expected to be back in service H1 2027
- The combined diesel and petrol light vehicle fleet has been stable since 2017

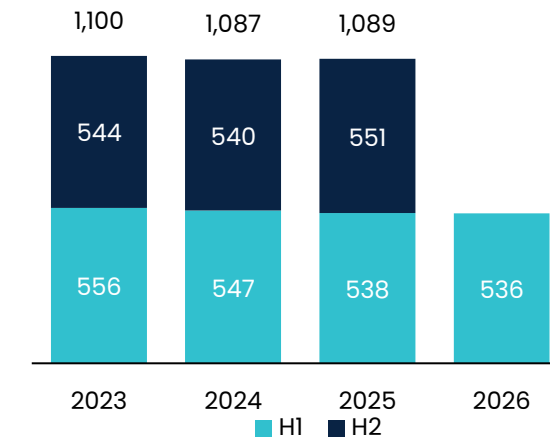
Diesel

- Diesel throughput remained stable, in line with the Envisory outlook

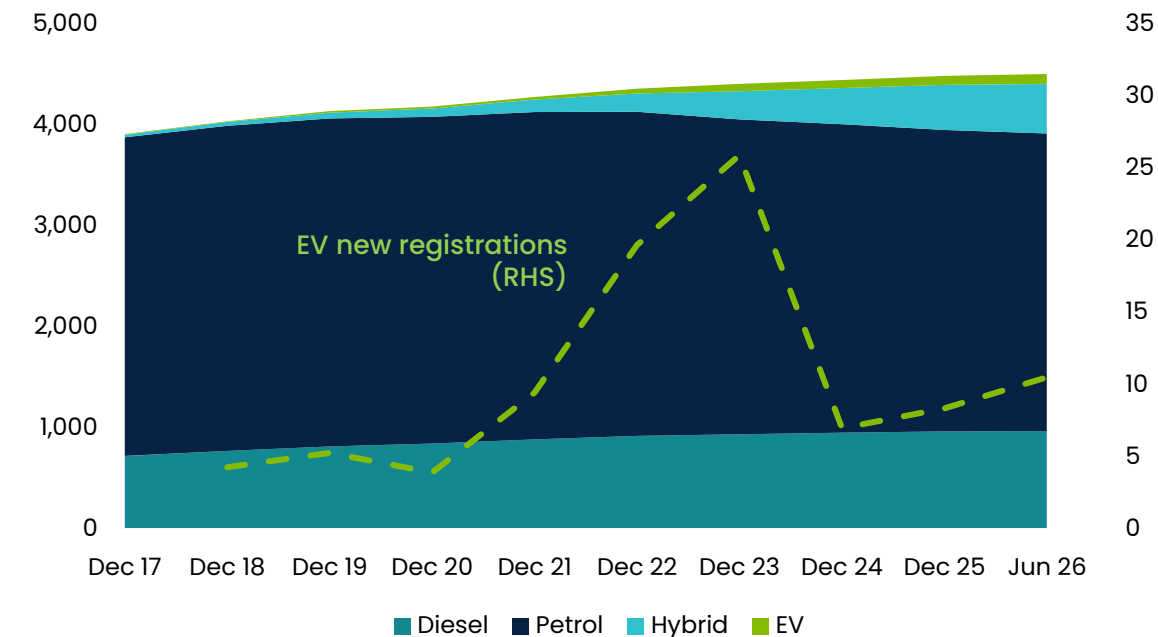
Petrol Throughput
Million Litres



Diesel Throughput
Million Litres



New Zealand Light Vehicle Fleet (000s)



Source: Ministry for Cities, Environment, Regions & Transport



ALEXA PRESTON, CHIEF FINANCIAL OFFICER

Financial Update





Continued strong and stable financial result in line with upgraded guidance

Reported Profit and Loss Result ¹	HY26 (\$M)	HY25 (\$M)	% change
Revenue	72.9	69.2	5%
Revenue – legacy Wiri lease	-	1.0	n/a
Reported Revenue	72.9	70.2	4%
Operating costs	(24.1)	(21.8)	11%
EBITDA	48.8	48.5	1%
EBITDA margin	67%	69%	
Depreciation	(22.4)	(21.0)	7%
Depreciation – legacy Wiri lease	-	(1.0)	n/a
Net financing costs	(0.2)	(8.1)	(98%)
Net profit before tax	26.3	18.4	43%
Income tax	(7.0)	(5.3)	32%
Net profit after tax	19.3	13.1	47%

- EBITDA up 1% reflecting contracted storage revenue uplift and PPI indexation, partly offset by loss of the legacy Wiri lease and the contracted step down of fixed terminal fees that occurred on 1 April 2025. Underlying EBITDA up 3% excluding the legacy Wiri lease
- Stable EBITDA margin of 67% (HY25: 69%)
- Finance costs include \$7.2 million non-cash credit from jetty restoration provision reassessment

Revenue ¹	HY26 (\$M)	HY25 (\$M)	% change
Terminal fees – fixed	23.3	24.0	(3%)
Terminal fees – variable	33.0	31.5	5%
Contracted storage	11.7	10.2	15%
Other operating revenue ³	2.5	1.8	39%
Laboratory testing	2.5	2.7	(7%)
Total Revenue	72.9	70.2	4%

Revenue up 5% excluding legacy Wiri lease

- Fixed fees impacted by a contracted step down in fixed terminal fee from 1 April 2025, offset by PPI indexation
- Variable terminal fees higher reflecting PPI indexation of 3.25% and higher wharfage fees from 30 import vessels received, including one shipment utilised to partially fill the 93 million litres of Government diesel storage
- Contracted storage revenue higher due to PPI indexation and a partial month of Government diesel storage²
- Other operating revenue³ includes Somerton pipeline revenue and other one-off recharges, partially offset by the loss of legacy Wiri lease revenue (HY25 \$1 million)
- Laboratory revenues decreased due to lower testing volumes

1. Continuing Operations

2. Government diesel storage is not subject to PPI indexation

3. Previously Lease and other



Operating Costs

Operating Costs ¹	HY26 (\$M)	HY25 (\$M)	% change
Energy and utility costs	4.4	4.1	7%
Materials and contractor payments	5.7	4.5	27%
Salaries, wages and benefits	8.2	7.3	12%
Administration and other costs	5.8	5.8	-
Total Operating Costs	24.1	21.8	11%
One-off expenses related to growth	0.4	0.6	(33%)

Underlying costs up 6% excluding the impact of Somerton

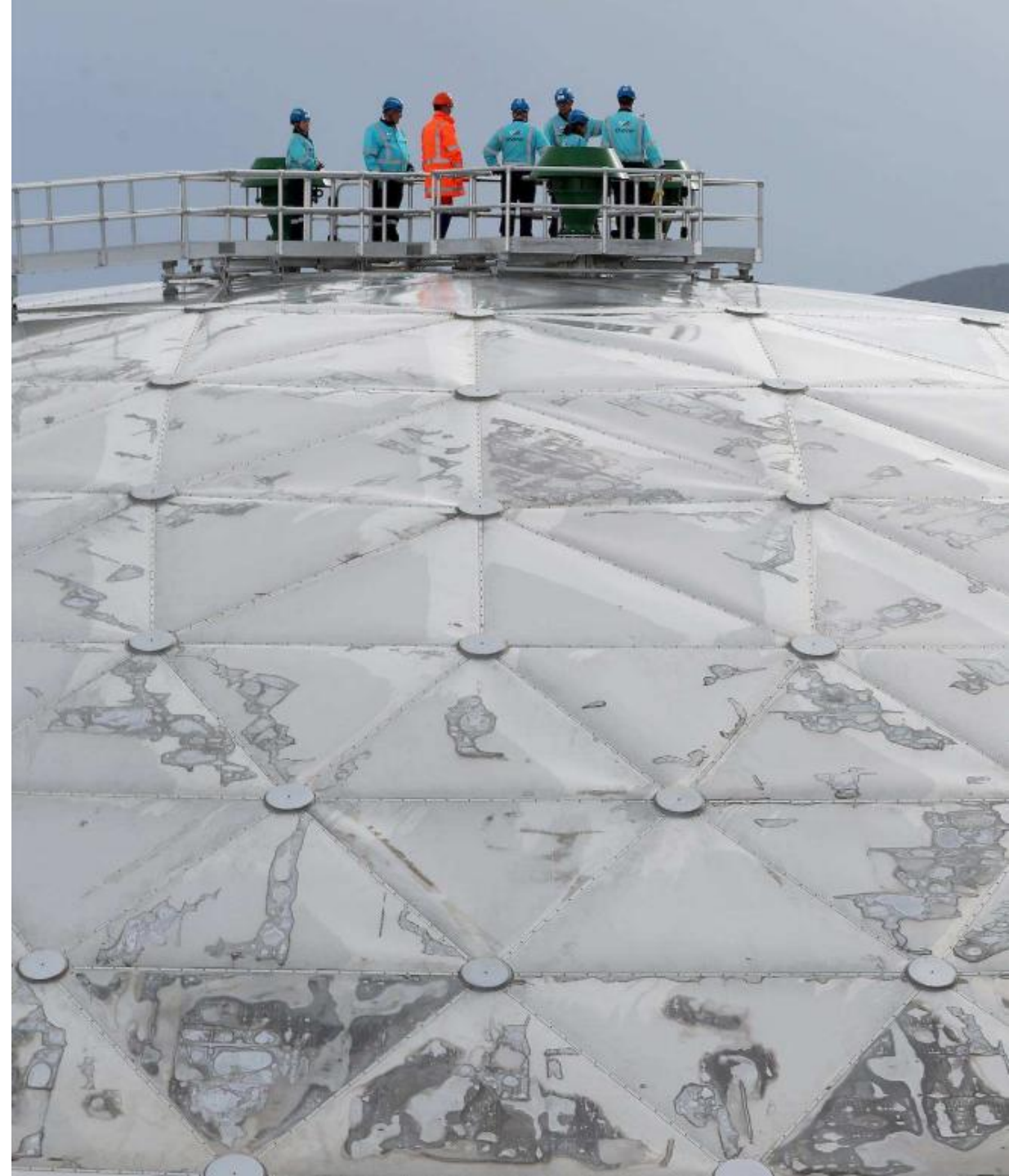
- Disciplined cost management of controllable costs
- Energy and utility cost higher than prior period due to inflationary adjustments in transmission charges and a one-off transmission credit in HY25
- Materials and contractor payments for HY26 include Somerton pipeline operating costs. Excluding Somerton these costs increased 4%
- Salaries, wages and benefits up reflecting labour cost inflation, filling of vacancies and new positions required to deliver world-class resilient operations
- Administration and other costs were delivered in line with prior year, despite inflationary environment

Investment for resilience and growth

	HY26 (\$M)	HY25 (\$M)
Import Terminal System	5.1	1.8
Tank maintenance	3.4	4.2
Total maintenance capex	8.5	6.0
% of revenue	11.7%	8.5%
Growth capital expenditure	25.1	11.5
Conversion capex	2.2	1.7
Site redevelopment capex	5.7	-
Total capital expenditure ¹	41.5	19.1

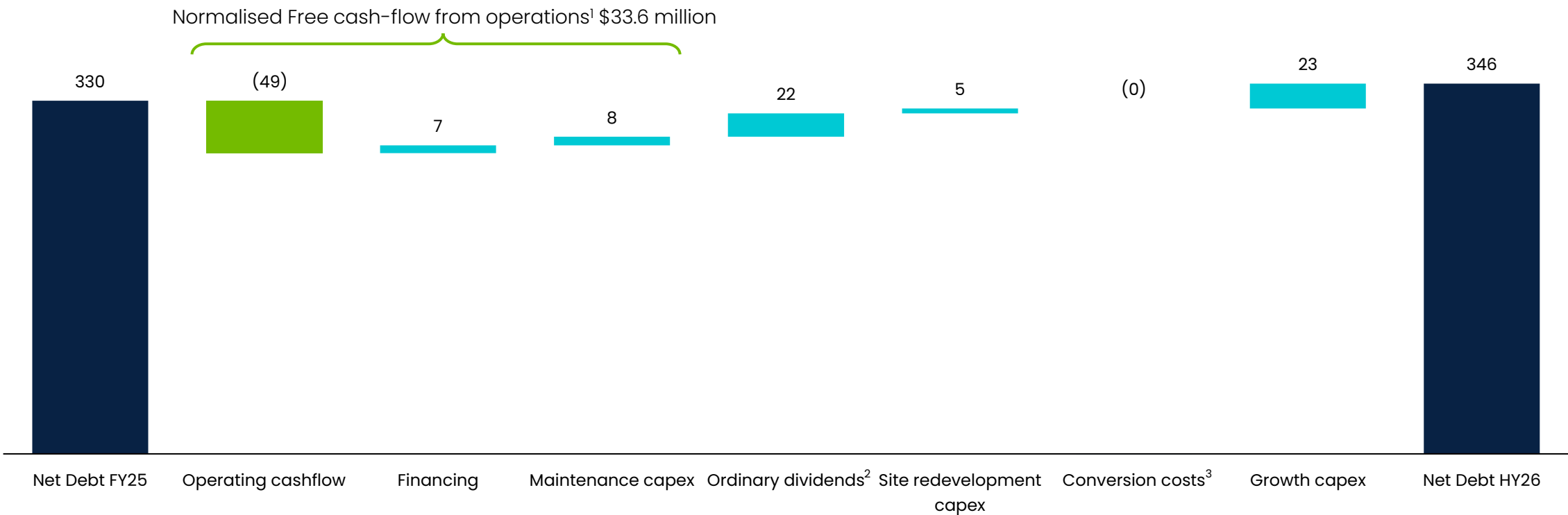
- Maintenance capex spend reflects upgrading terminal control systems, scheduled jetty and pipeline upgrades and tank statutory inspection upgrades
- On track for FY26 Maintenance capex of 8-10% of revenue, with HY26 result reflecting phasing of maintenance activity
- Growth capex includes the Z Energy jet tank conversion, New Zealand Government diesel storage tank conversion and Higgins bitumen import terminal
- Bunding work continues with conversion project remaining on track to be delivered by the end of 2027

1. Capex in this table is presented on an accrual basis





Continued headroom in operating cashflow for future dividend growth



- HY26 Normalised Free Cash Flow from operations¹ of \$33.6 million, representing an EBITDA to Free Cash Flow conversion of 69%, slightly lower than HY25 due to increased payables and higher maintenance capex during the half
- The Board has declared an unimputed ordinary interim dividend of 7.25 cents per share, a 16% increase in ordinary interim dividend. The Dividend Reinvestment Plan will be offered at a 1% discount for the interim dividend

1. Net cash generated from continuing operations less financing, maintenance capex, excluding conversion costs, site redevelopment costs and growth capex (including acquisitions)
2. Ordinary dividends reflect the final FY25 dividend paid in March 2026
3. Conversion costs include discontinued operations and conversion cash inflows and outflows. HY26 includes capex associated with the bund conversion program offset by the return of a Court deposit in relation to the final legacy litigation case which is now concluded.



Strong balance sheet

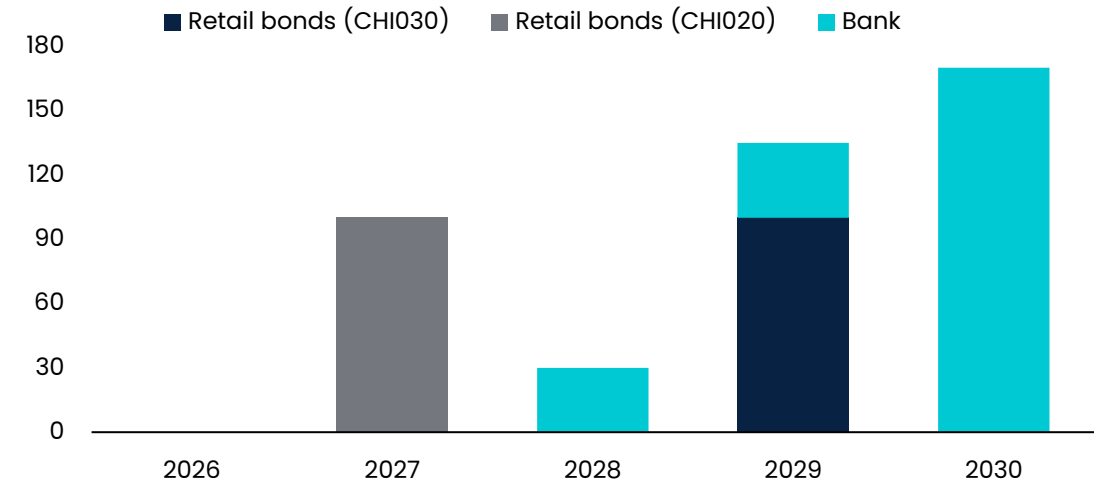
	Covenant	HY26	FY25
Net debt ¹		\$346m	\$330m
Liquidity headroom		\$93m	\$108m
Leverage (Net debt/Rolling 12 month EBITDA)		3.8x	3.6x
Gearing (Net debt/(Net debt + Equity))	<55%	31%	30%
Interest cover ratio (Rolling 12 month EBITDA/Net interest expense)	>2.5x	5.7	5.6
Weighted average debt maturity		3.1 years	3.6 years

- Channel's target credit metrics remain well within a shadow BBB/BBB+ credit rating (a leverage ratio of between 3x and 4.5x Net Debt/EBITDA) and required bank and bond covenant levels
- Reviewing options for the refinancing of the CHI020 retail bond which matures in May 2027

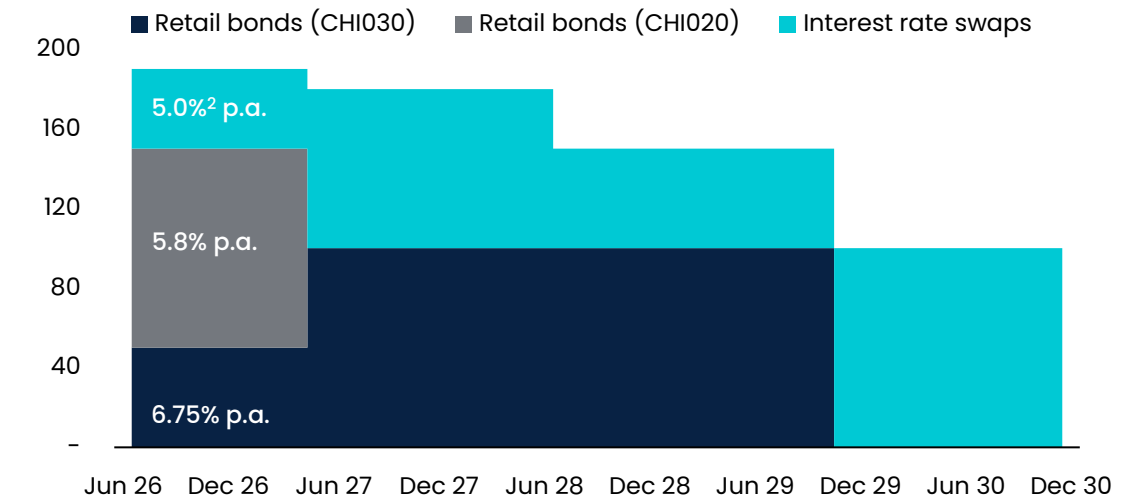
1. Calculated as total borrowings (bank, fixed rate bonds) less cash and cash equivalents. Excludes the fair value movement of retail bond CHI030

2. Interest rate swaps calculated for bank debt facilities maturing in Nov 2030

Debt Maturity Profile (\$m)



Fixed Debt Profile (\$m)





FY26 Guidance and Outlook

2026 guidance further upgraded

- FY26 EBITDA guidance further upgraded reflecting:
 - greater certainty around fuel throughputs with eight months' visibility
 - New Zealand Government diesel storage contract delivered to plan in June 2026
 - Z Energy jet storage delivered in early July, six months ahead of schedule

2027 outlook

- Full year EBITDA contribution from the Z Energy jet storage and Higgins bitumen contracts (~\$9 million)
- Full year EBITDA contribution from New Zealand Government diesel storage contract (~\$14 million)
- The PPI applicable to FY27 is expected to be published in November 2026
- Reflecting the 40% increase in in-service contracted storage over the last three months, the new bp contract, and expected future growth, Channel will invest an additional \$700k to \$900k per annum in operating expenditure to support resilient import terminal operations and the growth pipeline

	February 2026 Guidance	May 2026 Guidance	August 2026 Guidance
FY26 EBITDA Guidance 	\$95–100 million (FY25: \$93.4 million)	\$97–\$105 million	\$103 – \$108 million
FY26 Maintenance capex 	8–10% revenue (FY25: 8.8%)	Unchanged	Unchanged
Normalised Free Cash Flow Conversion 	Broadly in line with FY25 (FY25: 72%)	Unchanged	Unchanged
Dividend Policy 	70–90% of Normalised Free Cash Flow (FY25: 13.0 cps)	Unchanged	Unchanged



ROB BUCHANAN, CHIEF EXECUTIVE

Growth Update





Selective and disciplined approach to growth

#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

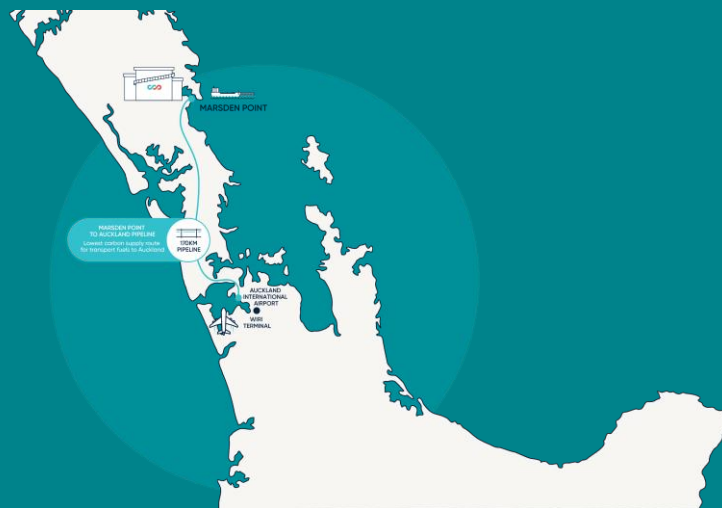


Marsden Point Energy Precinct
Transformational for Channel and New Zealand

#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



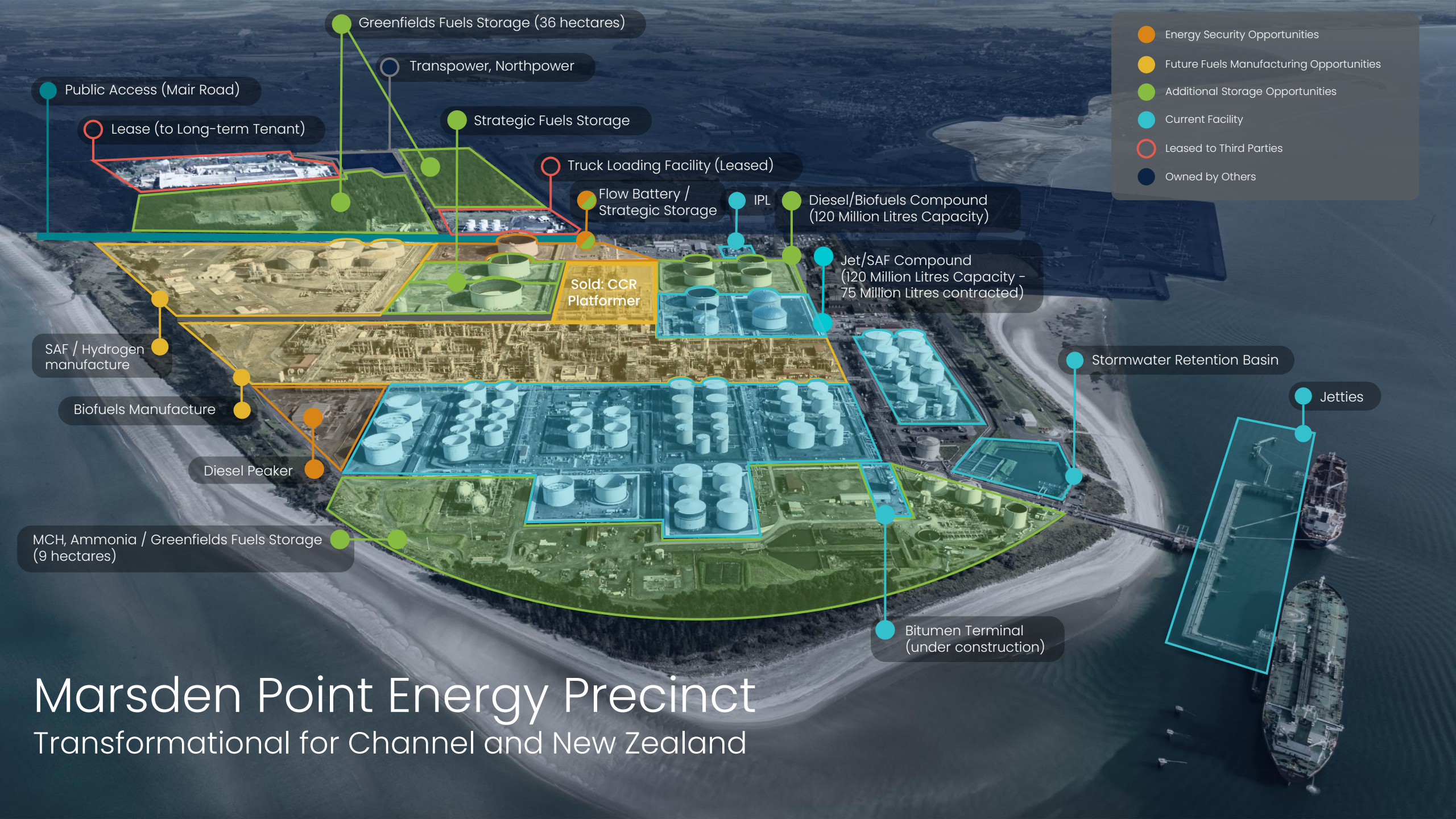
#3

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

Embedded growth opportunities from acquisitions



- Energy Security Opportunities
- Future Fuels Manufacturing Opportunities
- Additional Storage Opportunities
- Current Facility
- Leased to Third Parties
- Owned by Others

Greenfields Fuels Storage (36 hectares)

Transpower, Northpower

Public Access (Mair Road)

Lease (to Long-term Tenant)

Strategic Fuels Storage

Truck Loading Facility (Leased)

Flow Battery / Strategic Storage

IPL

Diesel/Biofuels Compound (120 Million Litres Capacity)

Jet/SAF Compound (120 Million Litres Capacity - 75 Million Litres contracted)

Sold: CCR Platformer

SAF / Hydrogen manufacture

Biofuels Manufacture

Diesel Peaker

MCH, Ammonia / Greenfields Fuels Storage (9 hectares)

Stormwater Retention Basin

Jetties

Bitumen Terminal (under construction)

Marsden Point Energy Precinct

Transformational for Channel and New Zealand



Marsden Point Energy Precinct – Six months of further delivery

Z Energy Jet Storage (announced 23 August 2024)

Boosting resilience in NZ's jet fuel supply chain

Significant jet storage contract delivering ~\$55 million (pre-PPI) over 10 years

Delivered in early July 2026, six months ahead of the original schedule and within budget



NZ Government Storage (announced 20 April 2026)

Supporting New Zealand's energy security

93 million litres diesel storage contract to the Government until 31 December 2027 providing ~9 additional days of New Zealand diesel demand storage

Delivered in June 2026. A unique, accelerated solution identified in 3 weeks and delivered 9 weeks later

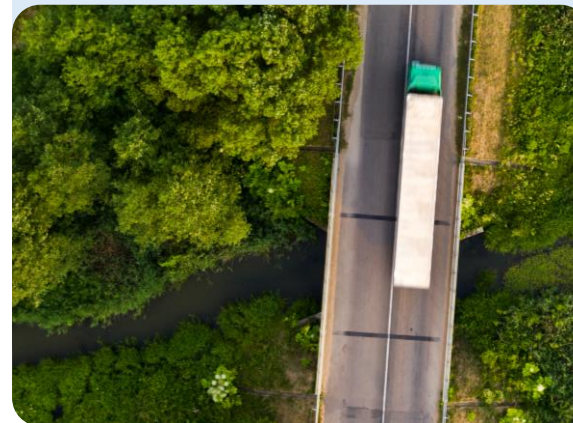


Bitumen Import Terminal (announced 25 November 2024)

Enhancing New Zealand's bitumen supply chain

Higgins has expanded the scope and capabilities of bitumen facility increasing total revenue from the contract to \$57 million (pre-PPI) over 15 years (from \$45 million)

Delivery on track for late Q4 2026



bp Jet and Diesel Storage (announced 28 August 2026)

Boosting resilience in New Zealand's jet and diesel fuel supply chain

Significant additional jet and diesel storage contract delivering ~\$130 million (pre-PPI) over 15 years, commencing Q3 2028

Work to commence September 2026



Proven execution of growth with projects delivered safely, on budget, and on time

New projects

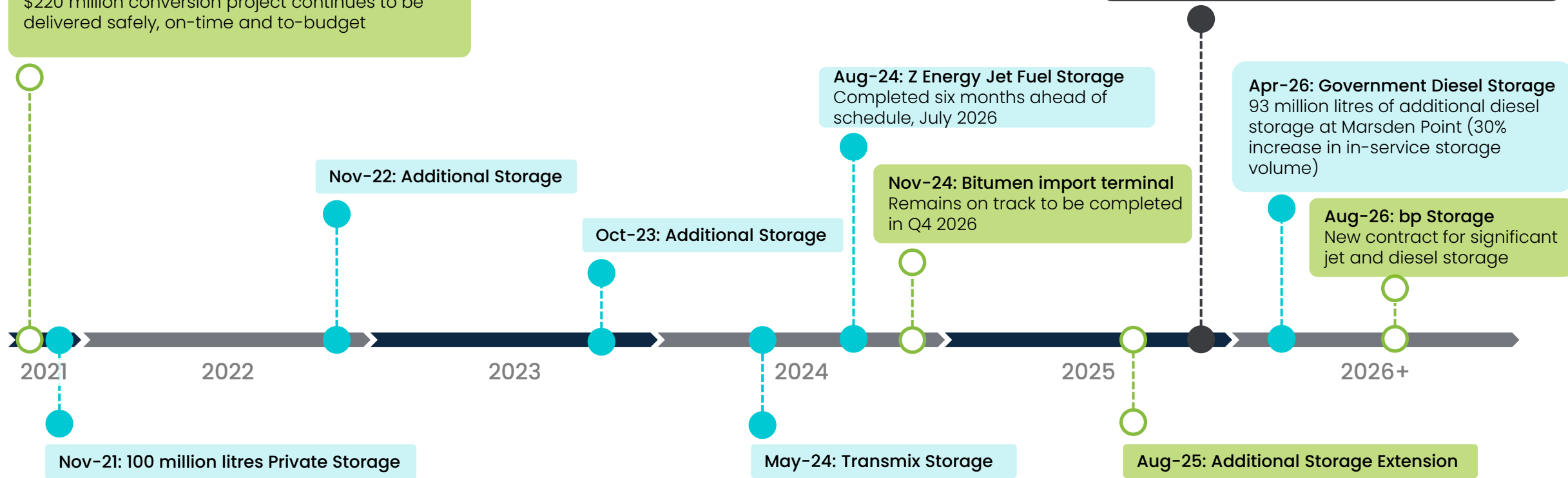
Five growth projects signed over the past three years delivering an additional ~\$205 million (before PPI indexation) in incremental revenue over 15 years

Conversion Project

\$220 million conversion project continues to be delivered safely, on-time and to-budget

Measured growth step-out

First measured growth step-out with strategic acquisition of 25% of Somerton pipeline to Melbourne Airport in November 2025



-  Completed
-  In-Progress
-  Acquisition

Brownfields Storage

350+ million litres of storage capacity available for repurposing

Scoping study completed into the feasibility of conversion of existing tanks and construction of new tanks, reflecting increasing opportunity for strategic storage



Greenfields storage

45 hectares available for new tank construction

Utilising existing resource consents, jetties and pipeline infrastructure to facilitate condensed delivery timelines. 500-700 million litres of additional greenfields storage capacity could be accommodated on Channel's site



SAF/Biofuels

Several additional parties evaluating Marsden Point for SAF and biofuels manufacture

In addition to the Marsden Point Biorefinery Project, Channel has entered into an MoU with LanzaJet who are in the early stages of exploring the development of an alcohol-to-jet facility



Electricity Peaking Project

Up to 72MW of fast start peaking capacity which benefits from fuel reserves on site

Industry determining the impact of the New Zealand Government LNG project and winter energy reliability obligations





Marsden Point Biorefinery project scope expanded

- The proposed biorefinery is now expected to produce biodiesel, Sustainable Aviation Fuel (SAF), urea and other fertilisers with Ballance Agri-Nutrients as principal offtaker, supporting a regional solution to supplement existing New Zealand fertiliser manufacturing
- While offtake agreements to underwrite the project see the majority of fuel exported, with up to 400 million litres per annum of production that could be made available for the domestic market, the project could have significant fuel security benefits for New Zealand in times of constrained supply or crisis
- Channel has agreed the US\$5.95 million sale and removal of fully decommissioned CCR Platformer unit as part of critical enabling works, with this unit expected to be removed by end of 2027
- Given the global environment, the consortium's equity raise process is taking longer than originally anticipated and is complex and ongoing, but at this stage highly credible potential equity providers remain actively engaged and their due diligence is well progressed. The proposed Marsden Point Biorefinery remains the highest and best use of the decommissioned hydrocracker assets at this point
- Channel's current assessment is that with the consortium's equity raise process being a key condition precedent to a final investment decision (FID), the completion of this process will likely delay the timing of FID into 2027
- Channel anticipates any asset sale proceeds from the hydrocracker will be received upon financial close, following conclusion of the debt raising process, with lease revenue expected to begin with the consortium's acquisition of the hydrocracking assets

MARSDEN POINT BIOREFINERY CONSORTIUM ARRANGED BY SEADRA ENERGY:



Project Highlights



Over \$1 billion investment by the consortium, utilising decommissioned hydrocracker and 18-20 hectares of land which could reserve up to 400 million litres for the domestic market



Will produce biodiesel, Sustainable Aviation Fuel (SAF), and urea and other fertilisers



Utilises existing Marsden Point infrastructure, jetty, storage tanks and pipeline networks



Strengthens New Zealand's resilience to global supply chain disruptions



Supports New Zealand's emission reduction goals



Creates skilled jobs, regional investment and long-term value



Channel to act as landlord and provide ancillary infrastructure services



2026 measures of delivery

STRATEGIC PILLAR		MEASURE	2026 TARGET	HY26 PROGRESS	STATUS
Infrastructure partner of choice	Safely home, every day	Lost Time Injuries	Zero	Two	●
	Diverse and engaged team	Lift in employee engagement score	Maintain	On track	●
	Reliable infrastructure	Pipeline availability	>98%	>99%	●
Grow through supporting the energy transition	Net zero Scope 1 & 2 emissions	Reduce Scope 1 & 2 emissions	Maintain	On-track	●
	Grow new revenues	Progress towards the realisation of the Marsden Point Energy Precinct Concept or inorganic growth opportunities	New revenues contracted or acquired	\$150 million of incremental revenue added from two new contracts	●
More sustainable future	Protect our environment	Tier 1 or 2 process safety incidents	Zero	Zero	●
	Financial discipline	Deliver plan and meet EBITDA guidance	\$95-100 million	Upgraded to \$97-\$105 million (May) Upgraded to \$103-\$108 million (today)	●
	Meaningful relationships	Customer assessment of Channel performance based on customer survey against key performance criteria	+2.5%	+1.3%, on-track	●

Positioned for continued growth with energy security creating further opportunity

-  Strong HY26 operational and financial performance, alongside continued exceptional overall project development and delivery
 -  Further contracted revenue uplift in H2 FY26 and FY27 from completed jet and diesel storage, while monitoring impact of continued high fuel prices on fuel demand
 -  Geopolitical uncertainty has created opportunities for Channel to leverage its world-class operating capability and readily available assets to support fuel resilience through storage infrastructure
 -  Renewable fuel projects, including the Marsden Point Biorefinery, increasingly viewed as security of supply projects rather than solely sustainability initiatives
 -  Strong pipeline of storage opportunities while continuing to evaluate acquisition opportunities in New Zealand and Australia
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Appendix





Our Strategy

OUR VISION

World-class energy infrastructure company

OUR PURPOSE

Delivering resilient infrastructure solutions to meet changing fuel and energy needs

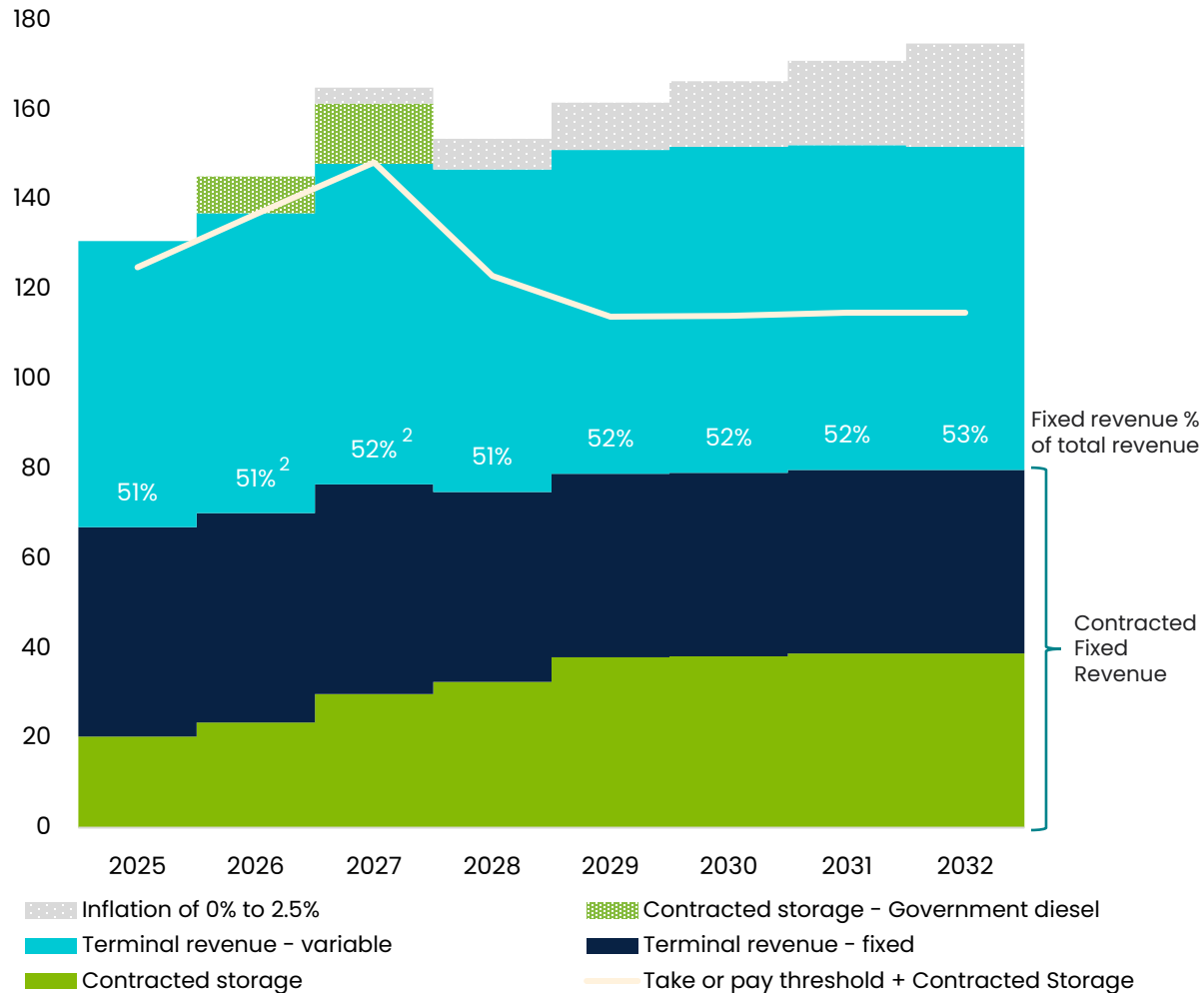
OUR STRATEGIC PRIORITIES



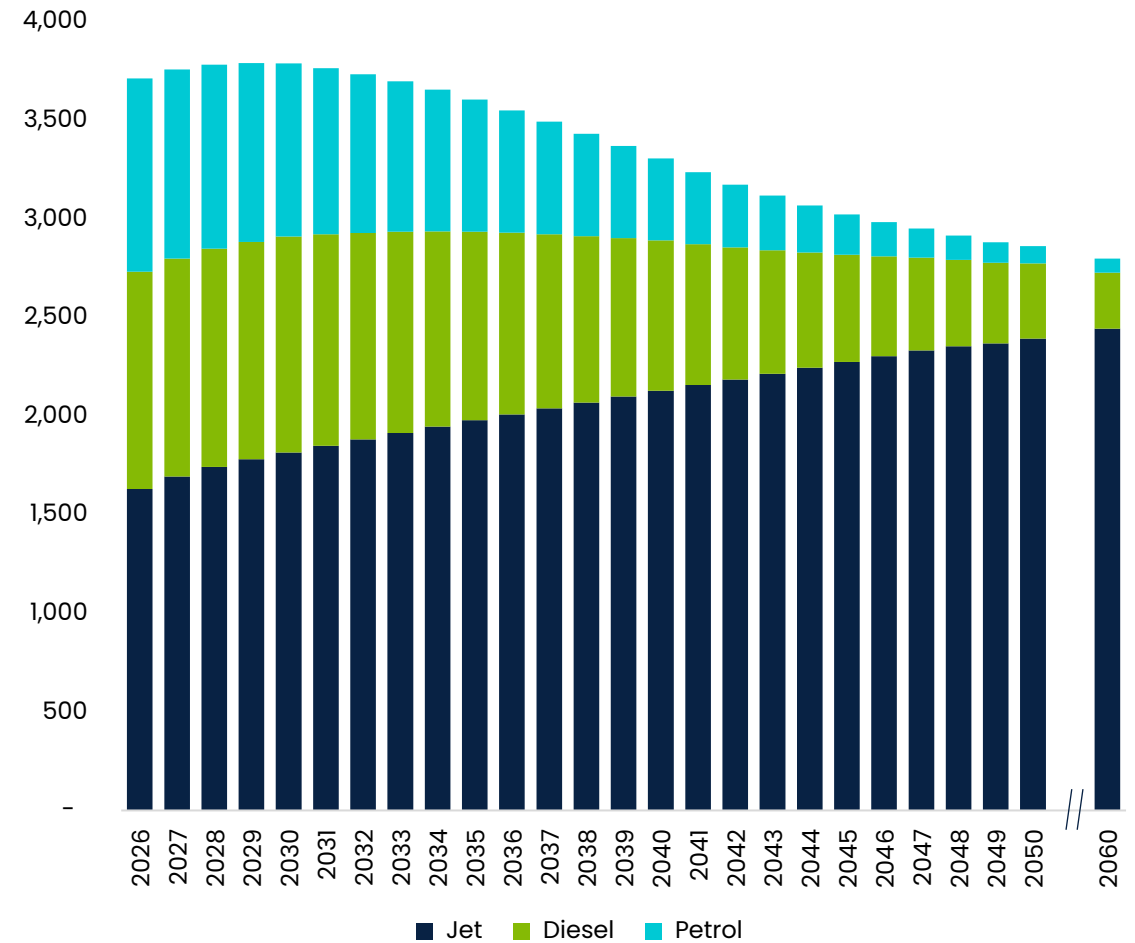


Contracted Revenue and Marsden Point throughput outlook

Contracted Revenue Outlook (\$M)¹



Marsden Point Throughput Outlook (Million Litres)³



1. Outlook uses Envisory base case (released October 2024) assumptions and is subject to change based on actual fuel throughput volume. Contracted Revenue from 2026 onwards includes 3.25% inflation for FY26

2. Excluding revenue from Government diesel storage contract announced 20 April 2026

3. Source: Envisory (October 2024) – independent consultant commissioned to produce fuel throughput outlook for Channel's Marsden Point facility in New Zealand



Contracted Revenue Agreements

CONTRACT	DATE ANNOUNCED	PROGRESS	FINANCIAL IMPACT		
			COST	REVENUE	TERM
Terminal Services Agreement	22 Nov 2021	Commenced April 2022	\$220 million conversion budget (~\$27 million remaining to be spent across H2 2026 and 2027)	Fixed fee of \$40 million per annum (prior to PPI), reducing to \$35 million (prior to PPI) per annum from April 2028 Variable fees per litre of throughput on the wharf, pipeline, and truck loading facility	10 years 2x 5 year rights of renewal
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	\$50 million	~\$9 million 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 (prior to PPI)	10 years from 2024
Transmix Storage Contract	1 May 2024	Infrastructure upgrades completed in December 2024 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	Completed July 2026 safely, ahead of schedule and within budget	\$26 – 30 million across FY24 to FY26	~\$55 million over contract term (prior to PPI)	10 years from July 2026
Bitumen Import Terminal Contract	25 Nov 2024	On schedule to be delivered late Q4 2026	\$25 – 27 million across FY25 and FY26	~\$57 million over contract term (prior to PPI) Opex of \$0.2 million per annum	15 years from Q4 2026 2x 5 year rights of renewal



Contracted Revenue Agreements continued

CONTRACT	DATE ANNOUNCED	PROGRESS	FINANCIAL IMPACT		
			COST	REVENUE	TERM
Additional Storage extension	26 Aug 2025	Project is in progress and scheduled to be delivered in Q1 2028	\$20-26 million across FY26 to FY30	~\$50 million over contract term from 2028	9 years commencing Q1 2028
93 million litres Government diesel	2 April 2026	Completed June 2026	Included in growth capex	\$1.2 million per month with the final month of the contract at no charge in the event tanks are de-heeled	19 months commencing June 2026
bp Storage Contract	28 August 2026	Project is in progress and scheduled to be delivered in Q3 2028	\$65-70 million across FY26 to FY28	~\$130 million over contract term (prior to PPI)	15 years from Q3 2028



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