



NZX and ASX RELEASE

27 October 2026

Channel releases updated Envisory fuel demand outlook to 2060

Channel Infrastructure NZ Limited (NZX:CHI, ASX:CHI) has today released Envisory's long-term outlook for fuel throughput at Marsden Point, which forecasts an additional 1.3 billion litres of throughput to 2050 compared with its October 2024 forecast.

Envisory's updated outlook anticipates petrol and diesel demand remaining higher for longer as weaker economic conditions have slowed vehicle replacement, and the pace of electric vehicle sales will take time to change the wider fleet. Diesel demand is expected to grow as the economy recovers, with slower replacement of commercial vehicles also extending demand.

Envisory's base case includes an additional ~300 million litres of petrol and diesel throughput in 2050 compared to their October 2024 forecast. Envisory also expects Channel's share of national petrol and diesel demand to grow, supported by Auckland's faster population growth and the efficiency of Channel's infrastructure for fuel delivery at scale.

Consistent with Channel's expectations, Envisory has lowered its near-term jet fuel outlook reflecting revised passenger forecasts and the impact of high fuel prices in 2026. The majority of the Auckland Airport passenger forecast revision relates to domestic and short-haul travel, so it does not translate into an equivalent reduction in jet fuel demand, with long-haul flights consuming significantly more jet fuel. Envisory continues to expect long-haul travel growth to support demand over time, with its longer-term jet fuel outlook broadly unchanged.

Channel Chief Executive Rob Buchanan said: "Envisory's outlook for total fuel throughput to 2050 is 1.3 billion litres higher than its previous forecast, and of particular note is that diesel demand is predicted to remain higher over a longer timeframe. The changing geopolitical environment and diesel's vital role in New Zealand's economy, particularly in the primary and export sectors, highlight the importance of the Government's steps this year to establish a nine-day strategic diesel reserve, with tanks available until the storage contract ends in December 2027. Channel estimates the cost of this economic insurance, including the estimated cost of holding the diesel, is equivalent to around 1 cent per litre¹ for the full nine days of reserve cover secured for New Zealand."

Mr Buchanan added: "The outlook for fuel demand and its importance to economic growth for exporting nations, such as New Zealand, underscores the development of national fuel security plans as are being undertaken by many countries, including here in New Zealand and in Australia, following the impact of events overseas."

New Zealand's minimum stockholding obligation for diesel is currently set at 21 days and is due to increase to 28 days in July 2028 with the country's jet fuel minimum stockholding obligation set at 24 days. The Australian Government has announced plans to lift Australia's in-country stocks to 50 days for both diesel

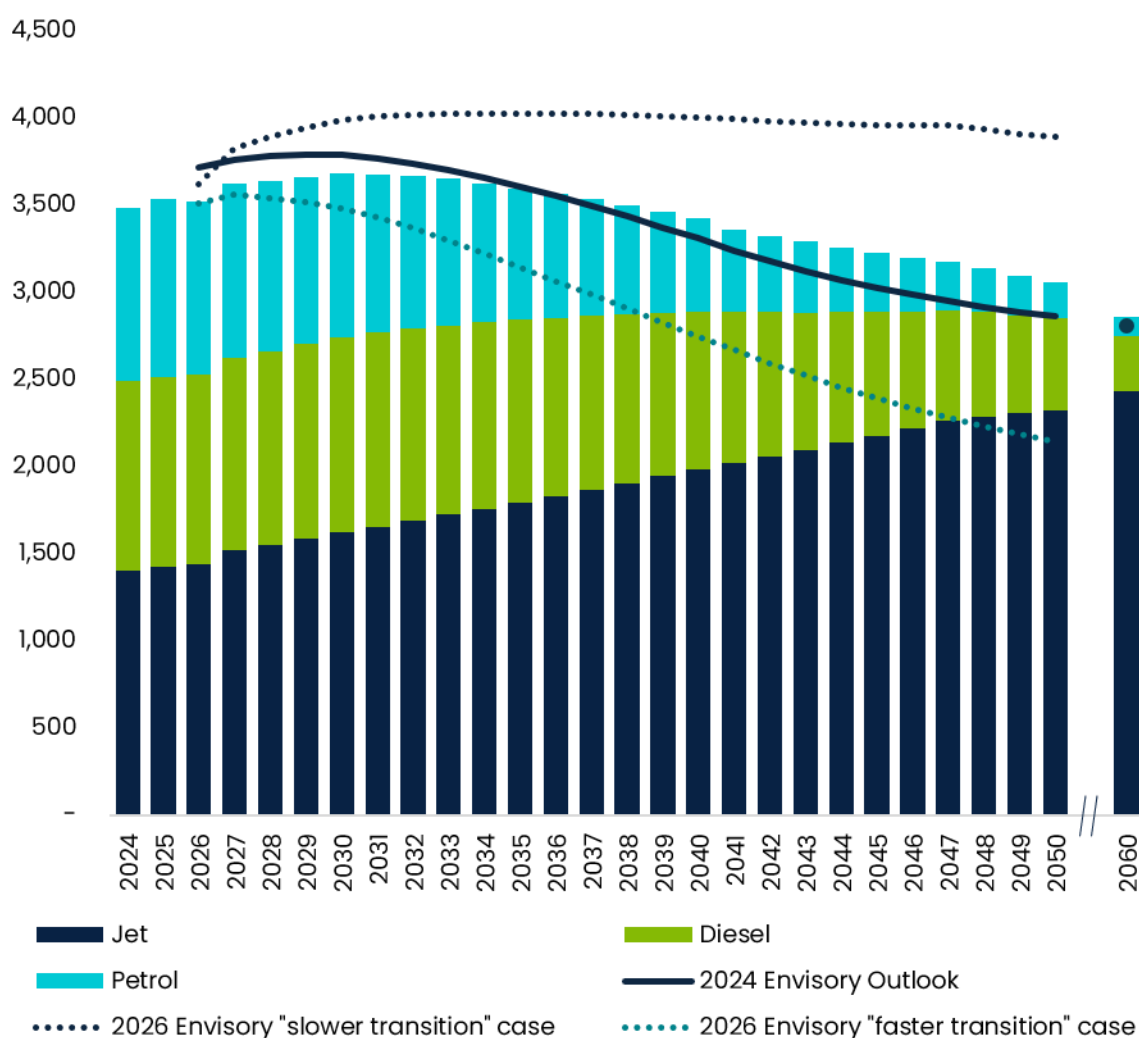
¹ Based on aggregate of storage costs (\$1.2 million/month) and Channel's estimate of nominal inventory holding costs of 93 million litres of diesel spread across around 4 billion litres/year of diesel consumption (2022-2025 annual average MBIE Oil Tables).

and jet fuel, through a mix of minimum stockholding obligations and long-term Government strategic reserves.

Channel combines Envisory's long-term fuel scenarios with its own views of demand and operating conditions when developing its business plans and market guidance. Channel's FY26 guidance is unchanged with the assumed 2% jet fuel volume growth in 2026 broadly consistent with Envisory's updated near-term outlook.

Details of Envisory's updated fuel outlook can be found at www.channelnz.com/investor-centre/reports-presentations

Marsden Point Throughput Outlook (Million Litres)¹



1. Envisory base case released October 2026

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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