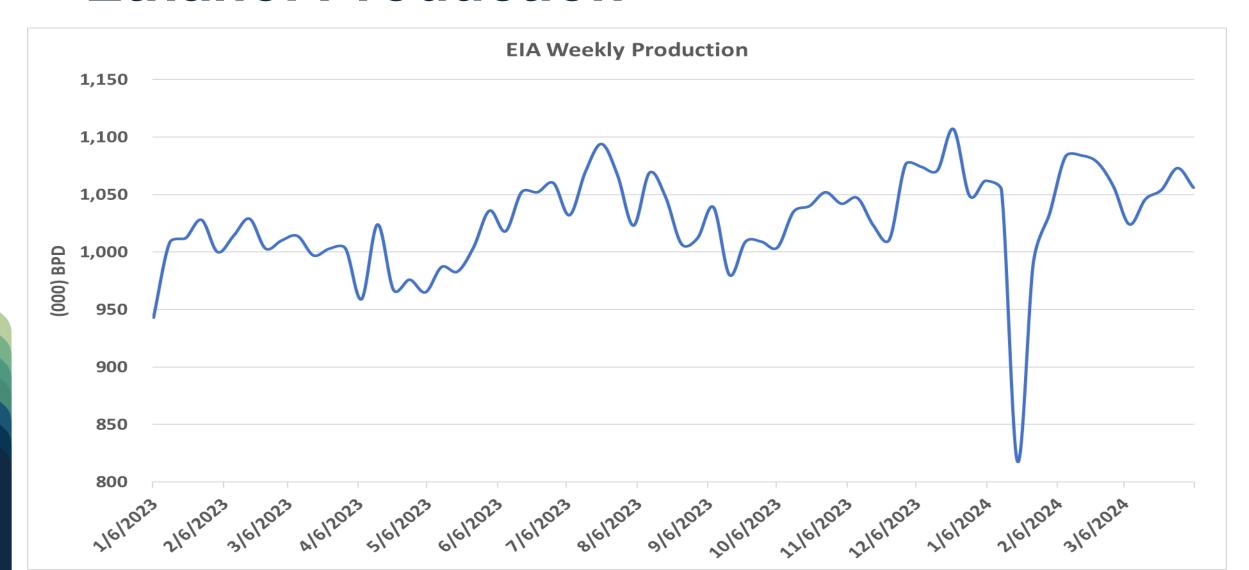


RETAC – April 17, 2024

Sean Brewer
Monica Freeman
Mark Huston
Dave Slade
Ben Sweat

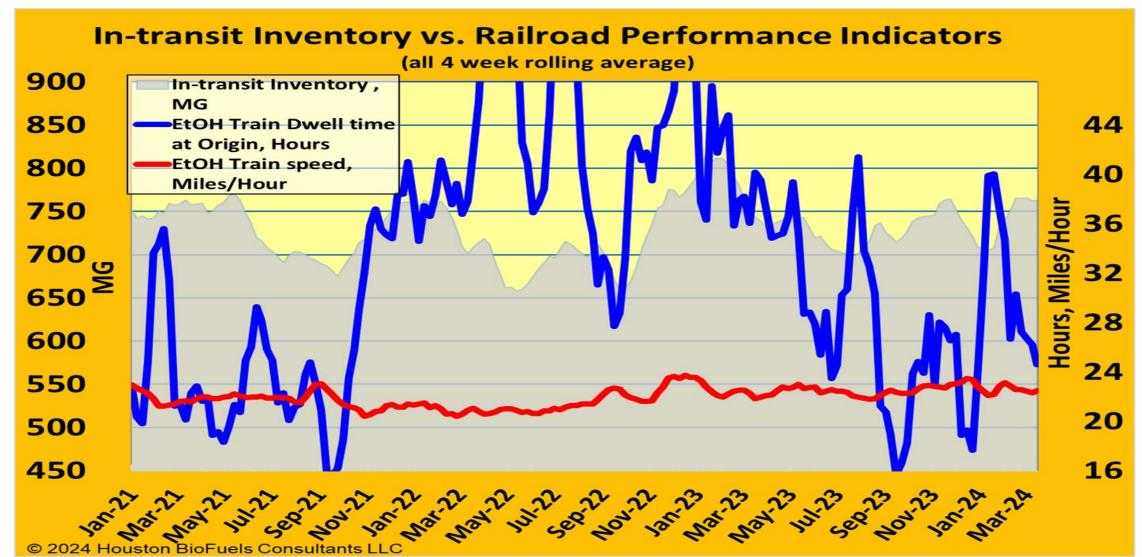


Ethanol Production



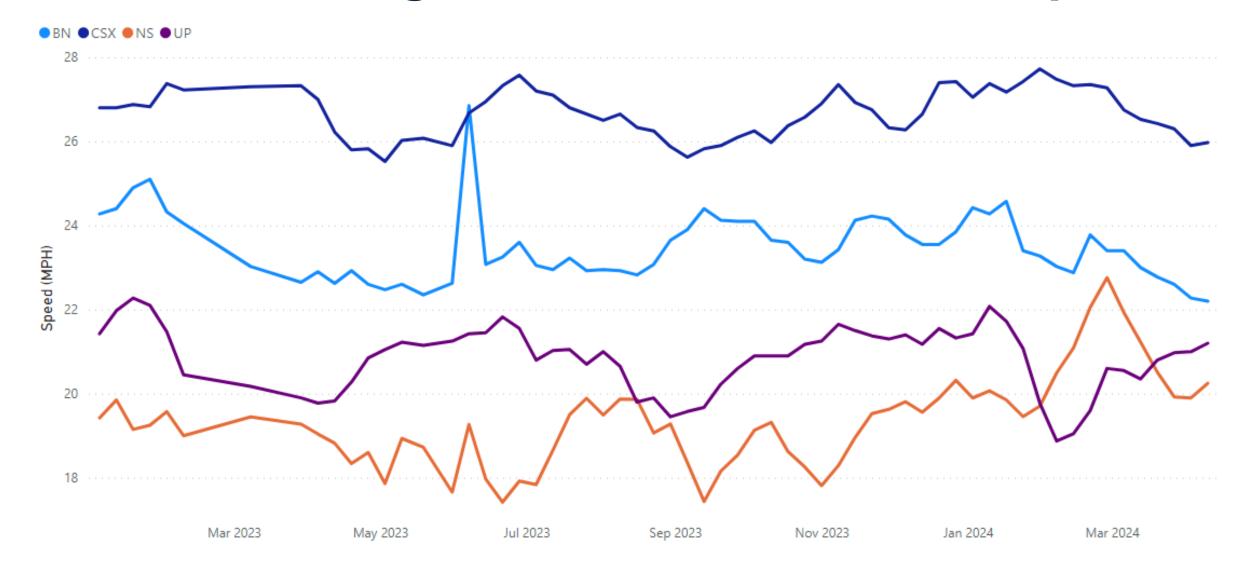


In Transit Inventory – Houston Biofuels





4-Week Average of Ethanol Unit Train Speed



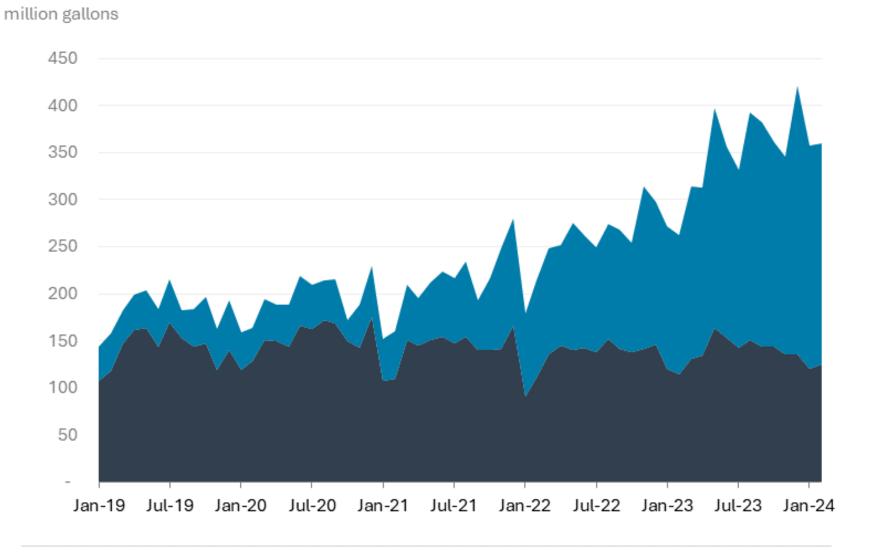


Biodiesel and Renewable Diesel Production (2019-2024)

Renewable Diesel

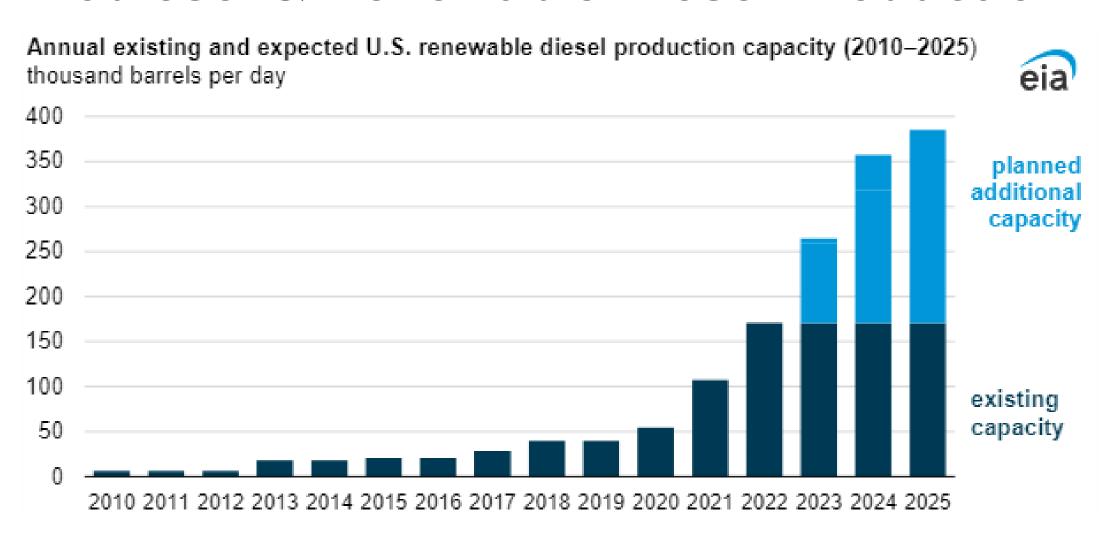
Biodiesel &

Production

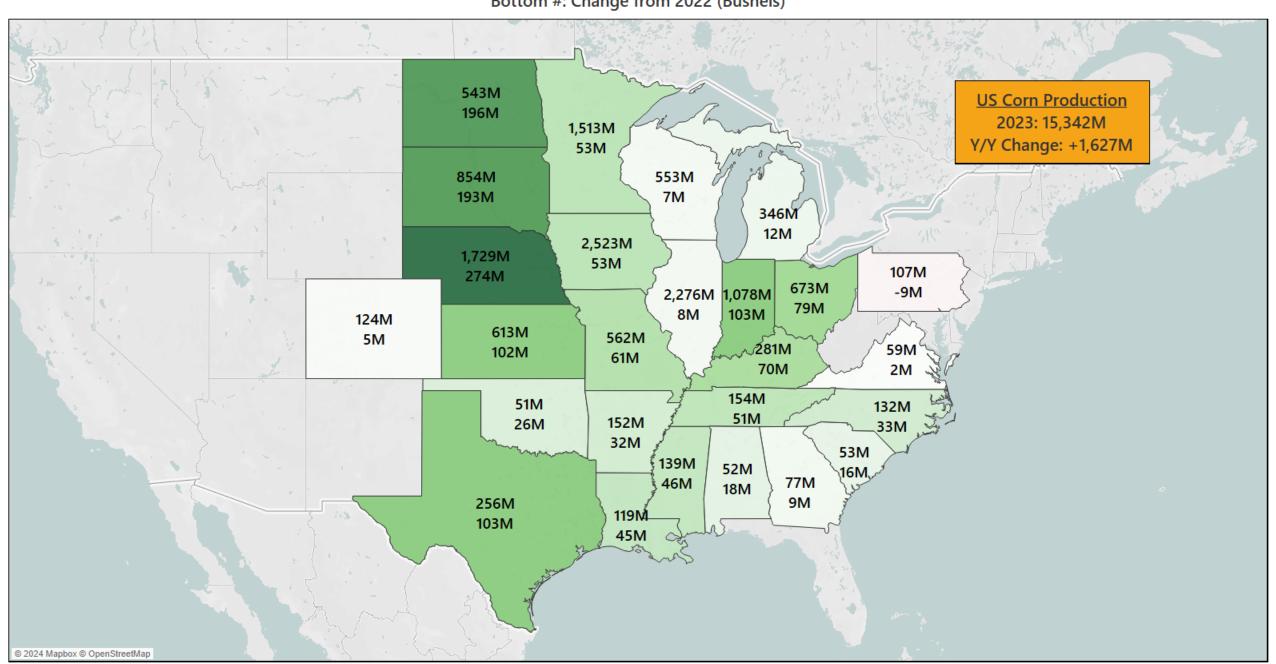




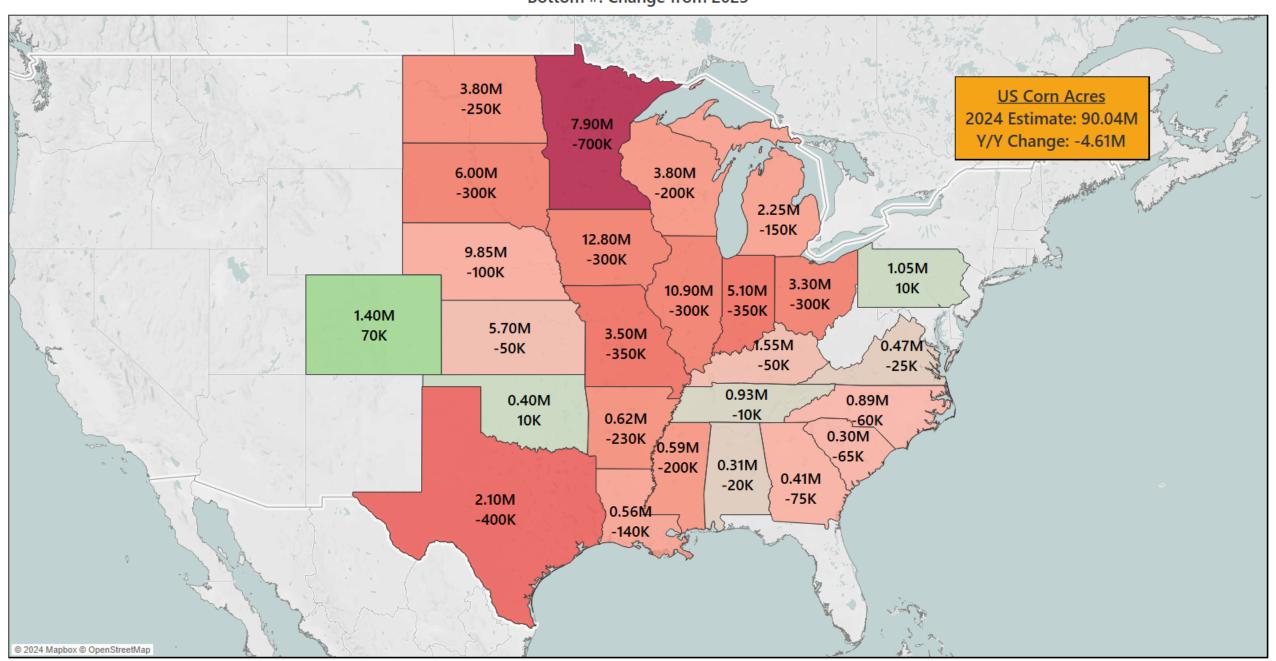
Biodiesel & Renewable Diesel Production



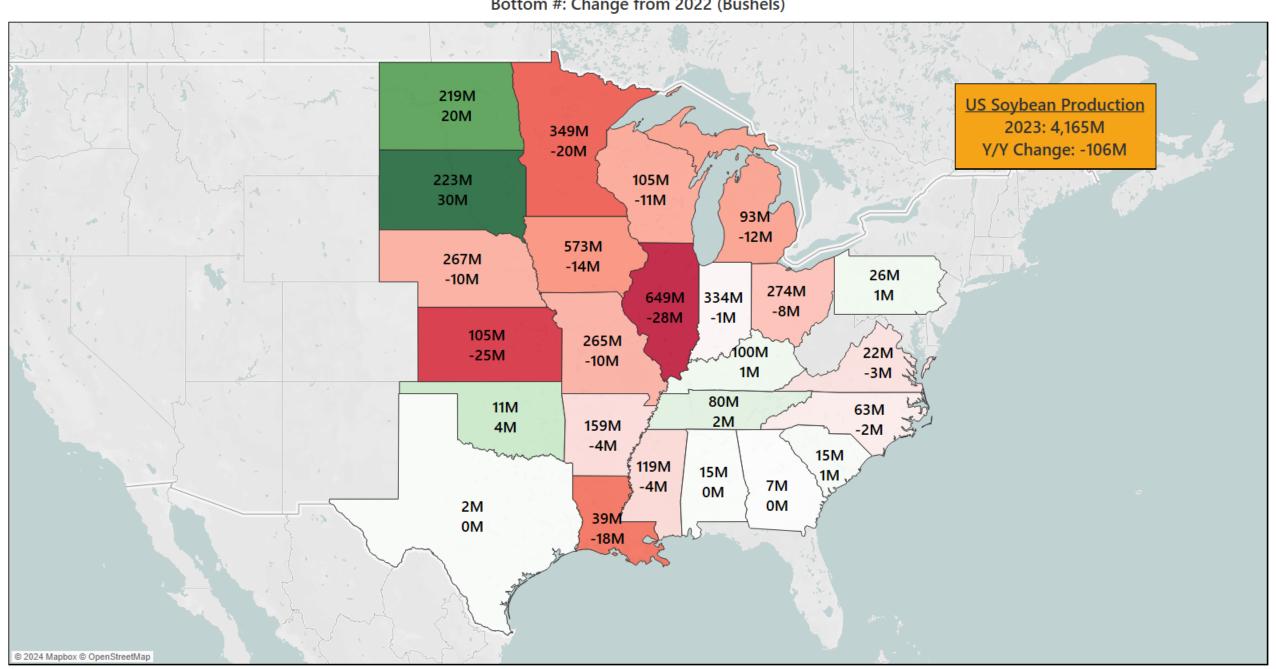
Top #: 2023 Corn Production (Bushels) Bottom #: Change from 2022 (Bushels)



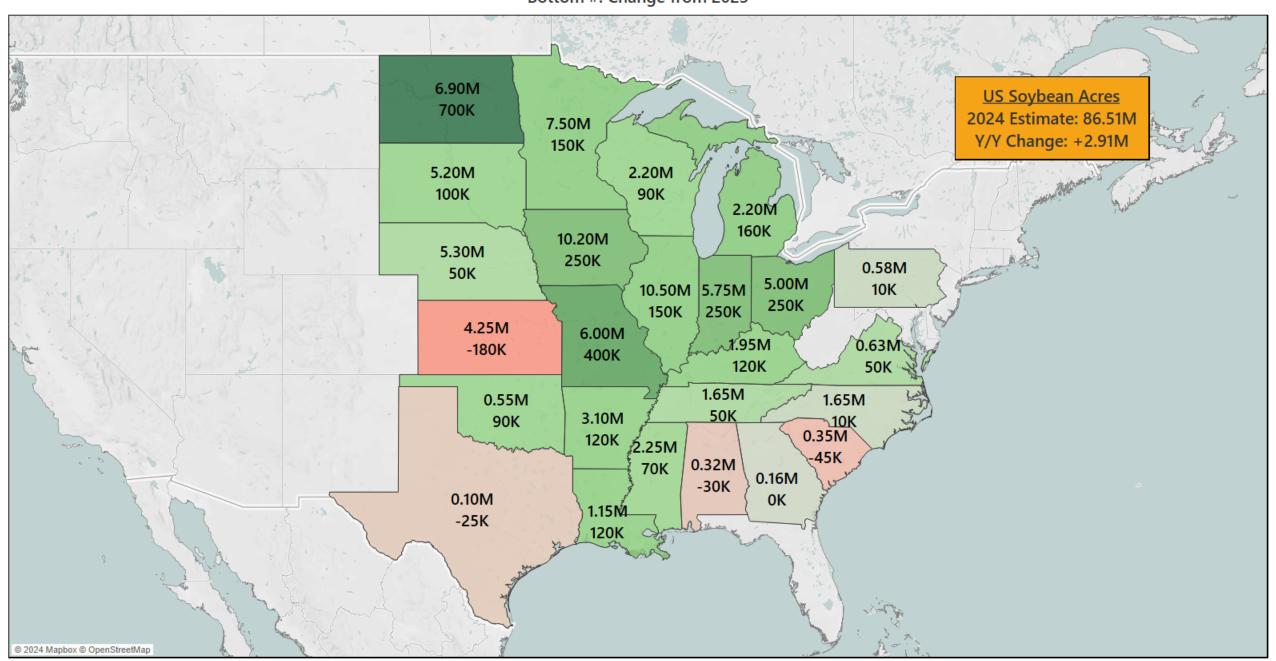
Top #: 2024 Corn Acres - March Projection Bottom #: Change from 2023



Top #: 2023 Soybean Production (Bushels) Bottom #: Change from 2022 (Bushels)



Top #: 2024 Soybean Acres - March Projection Bottom #: Change from 2023





RETAC Bullet Points

- Service improved through the end of 2023, but experiencing increased issues in 2024.
 - Increased issues with cars misplaced or left behind.
 - Increased running gear and locomotive issues causing delays.
 - Incomplete car repair after railroad damage.
 - Unit train launch and empty return delays due to power.
 - Missing switches due to lack of crew and power.
- Car repair delays due to part supply, etc.



RETAC Bullet Points

- Requalification for DOT 117J and DOT 117R tank cars will ramp up starting in 2025. Shop space, tank car availability and railroad performance will remain critical.
- New DOT 117J tank cars remain limited in supply with elevated lease rates.
- Transportation demand and Internal Combustion Engine (ICE) bans create some future fuel concerns, however the sustainability of Bio-Fuels should provide additional energy opportunities. SAF and other chemicals can benefit from renewable sources and feedstocks.

