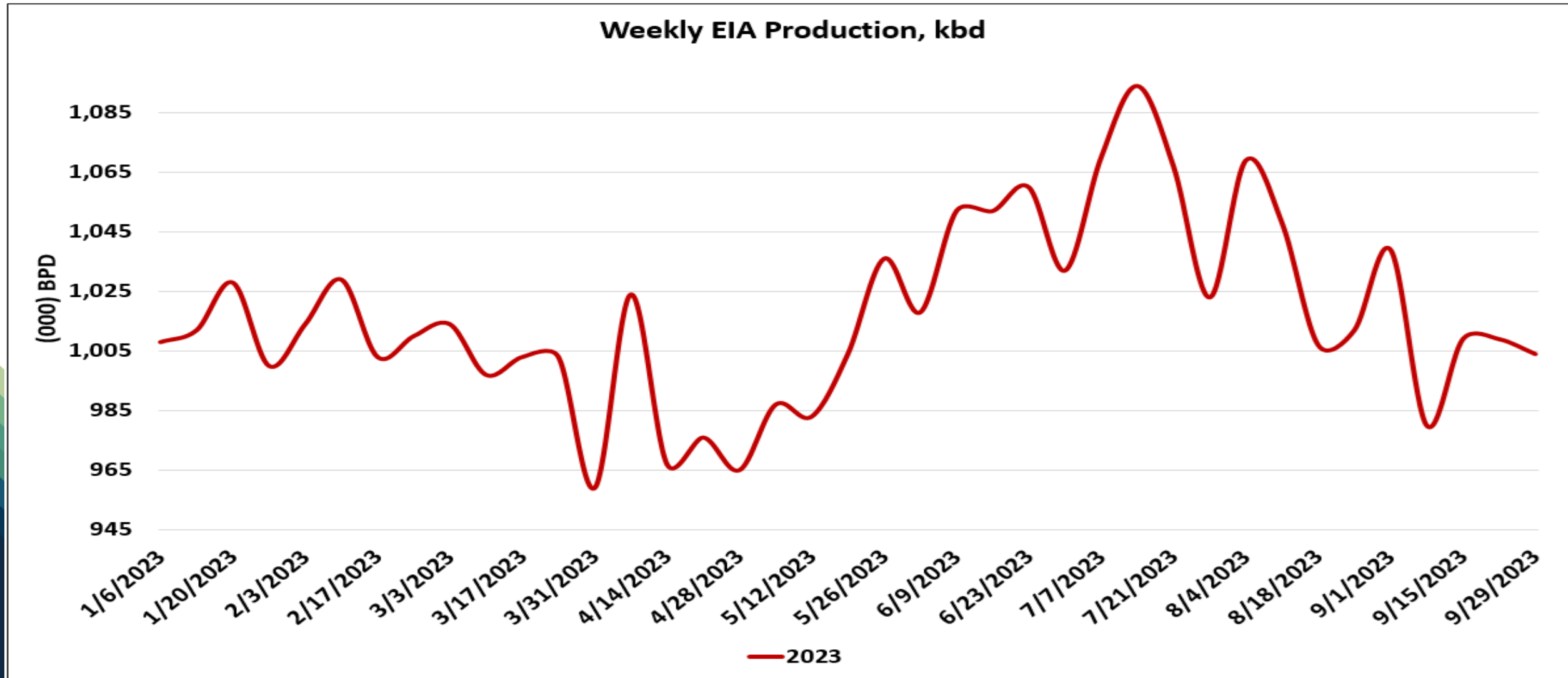


RETAC – October 18, 2023

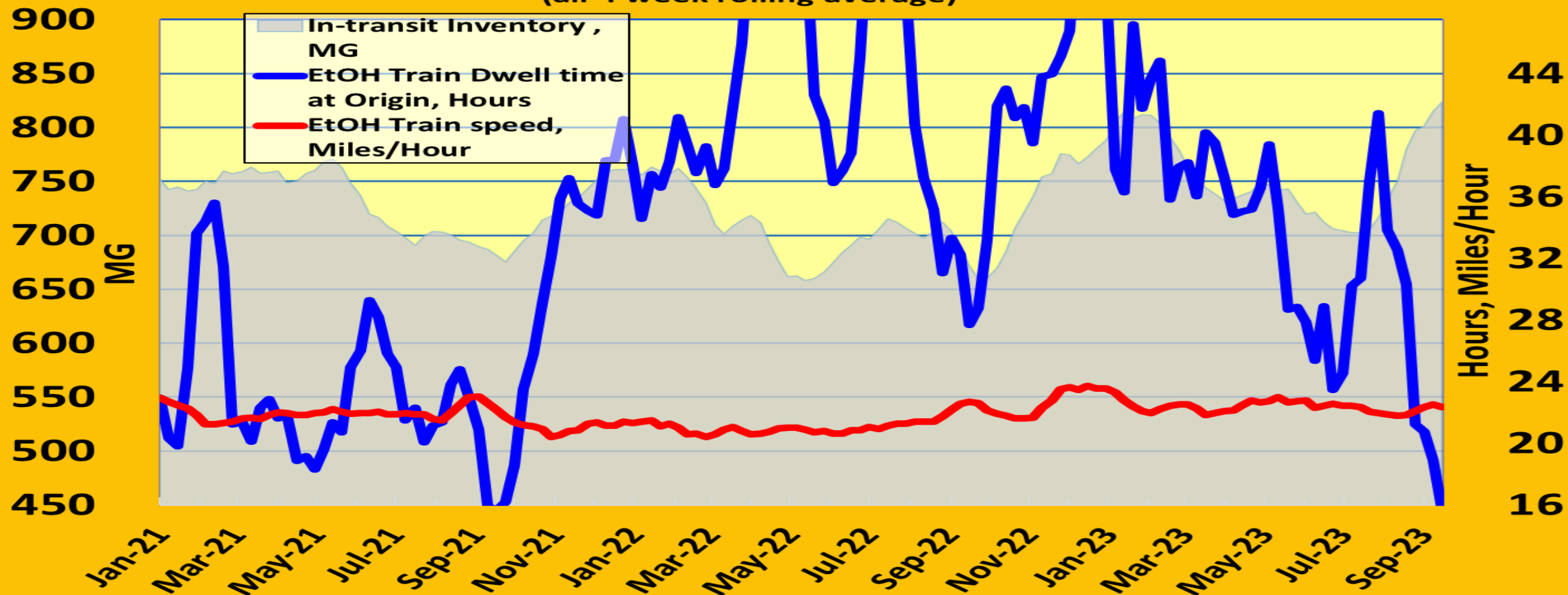
Sean Brewer
Monica Freeman
Mark Huston
Ben Sweat

Ethanol Production

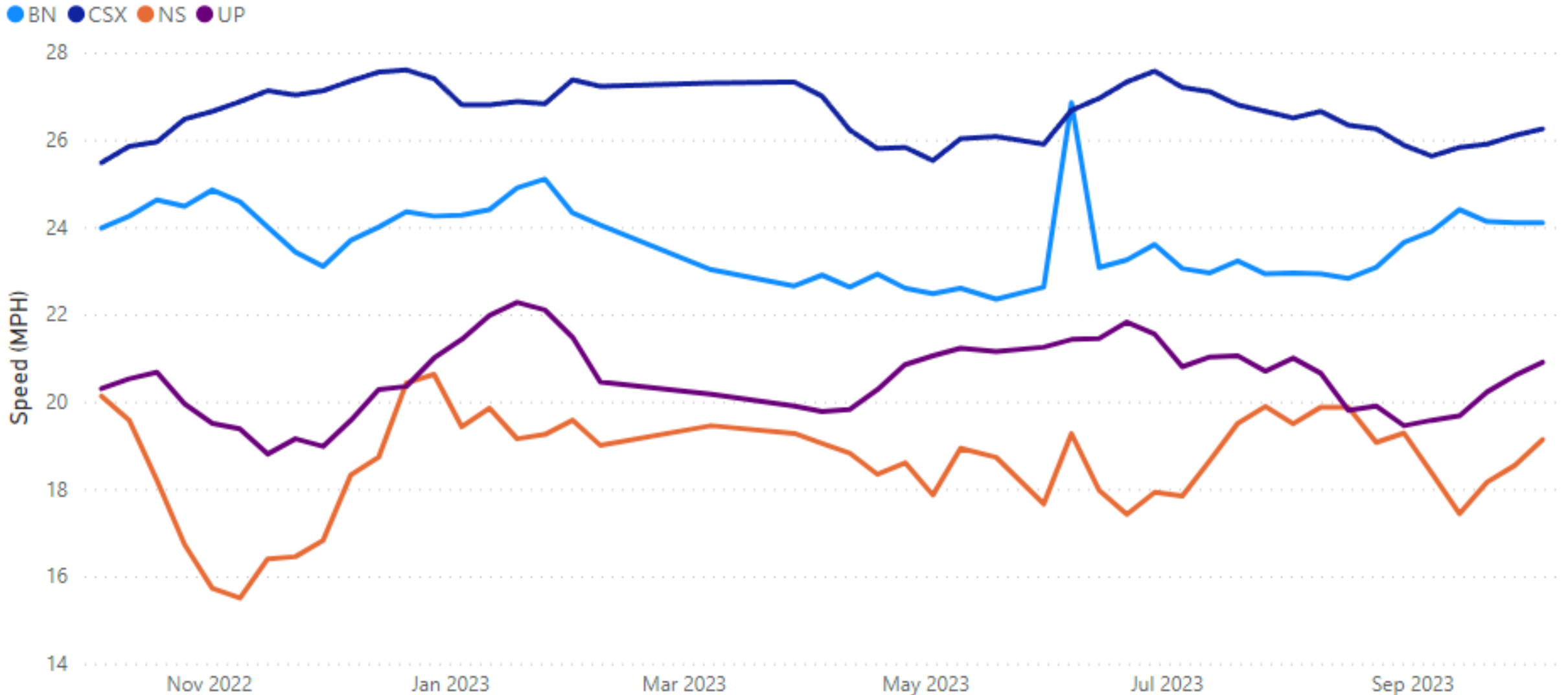


In Transit Inventory – Houston Biofuels

In-transit Inventory vs. Railroad Performance Indicators
(all 4 week rolling average)

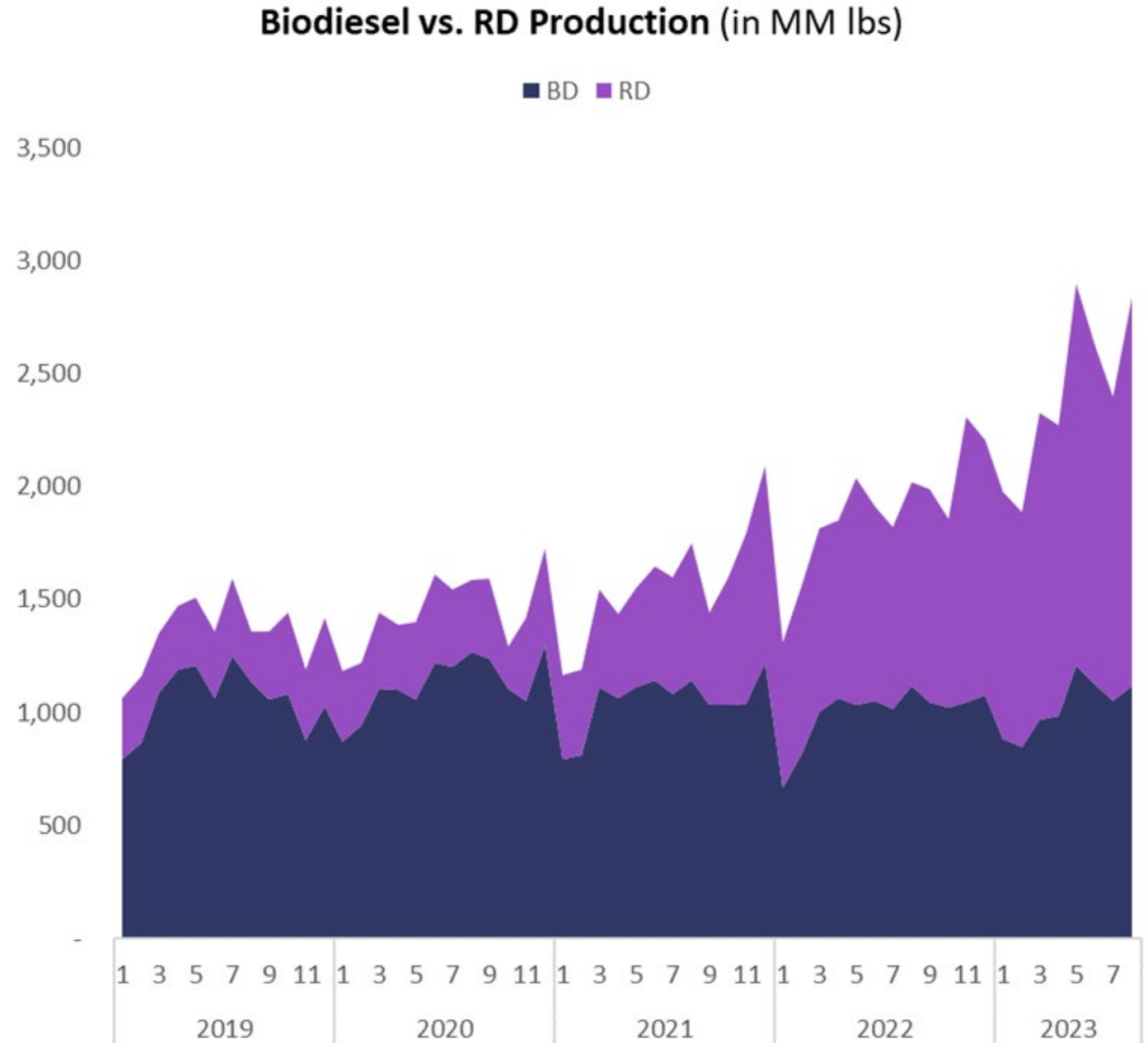


4-Week Average of Ethanol Unit Train Speed



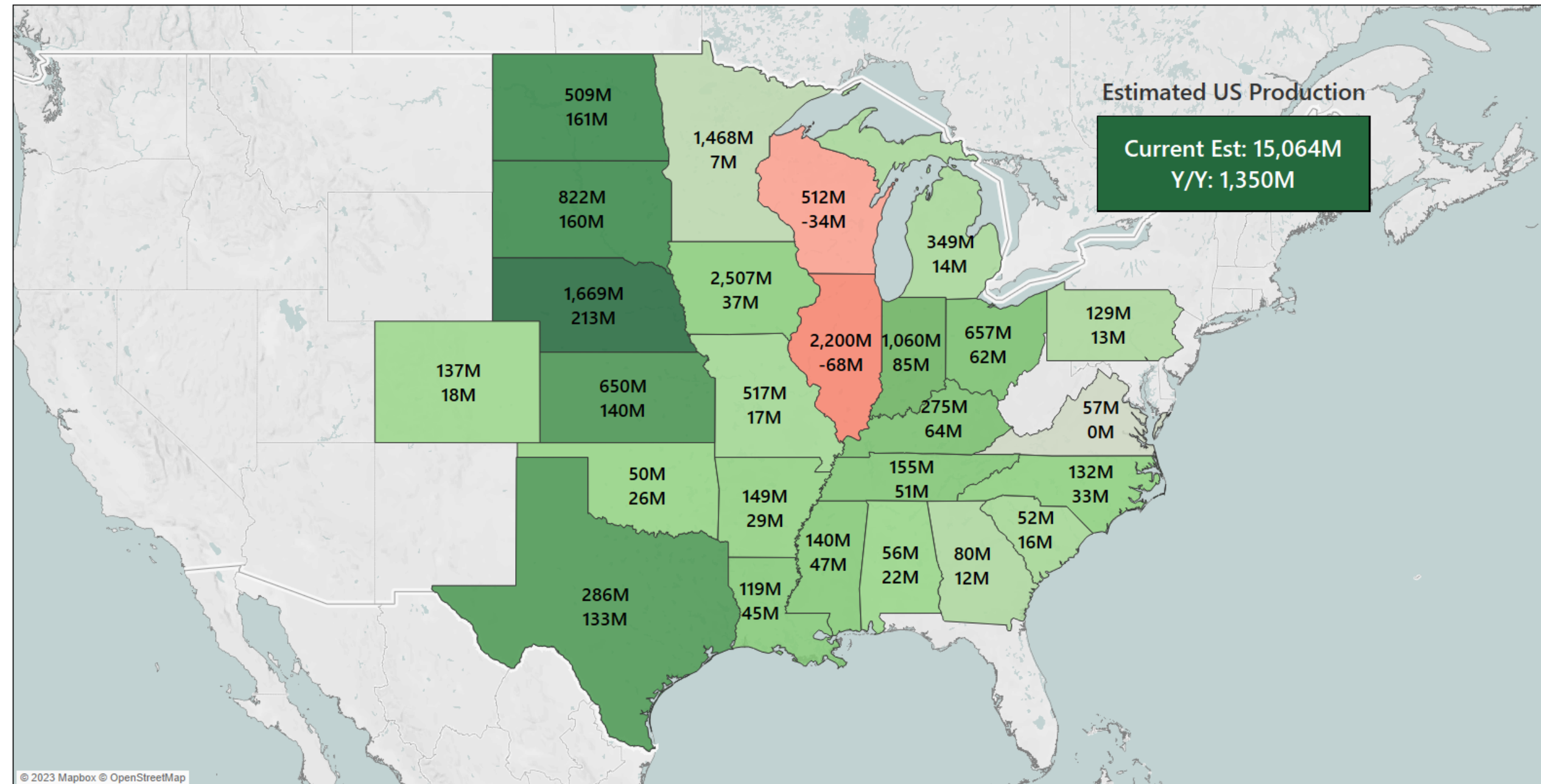
Biodiesel & Renewable Diesel Production

- 5,000 MM lbs projected by 2025



Top #: 2023 Corn Production (bushels) - October Estimate

Bottom #: Change from Last Year (bushels)



Top #: Percent of Corn Acres Harvested

Bottom #: Last Year Percent Harvested

US Total Harvest

Current: 34%

Last Year: 29%

14%
11%

26%
26%

32%
33%

21%
17%

64%
59%

56%
50%

46%
50%

83%
84%

31%
13%

9%
6%

30%
21%

42%
25%

13%
15%

21%
25%

9%
14%

59%
66%

71%
79%

100%
98%

91%
95%

100%
100%

95%
97%

12%
8%

82%
83%

92%
87%

100%
100%

Top #: 2023 Soybean Production (bushels) - October Estimate

Bottom #: Change from Last Year (bushels)

Estimated US Production

Current Est: 4,104M

Y/Y: -166M

203M
5M

217M
24M

281M
4M

114M
-15M

8M
2M

4M
2M

349M
-20M

572M
-14M

250M
-25M

156M
-7M

41M
-16M

91M
-25M

628M
-49M

123M
-1M

14M
0M

6M
0M

14M
0M

6M
0M

14M
0M

6M
0M

334M
-1M

97M
-2M

79M
1M

14M
0M

6M
0M

14M
0M

6M
0M

14M
0M

92M
-13M

270M
-12M

97M
-2M

79M
1M

14M
0M

6M
0M

14M
0M

6M
0M

14M
0M

25M
0M

21M
-4M

64M
-1M

14M
-1M

6M
0M

14M
0M

6M
0M

14M
0M

Top #: Percent of Soybean Acres Harvested

Bottom #: Last Year Percent Harvested

US Total Harvest

Current: 43%

Last Year: 41%

41%
49%

57%
58%

48%
52%

27%
33%

17%
29%

52%
50%

52%
51%

44%
28%

33%
33%

24%
28%

13%
3%

39%
28%

27%
20%

27%
30%

8%
14%

13%
13%

60%
45%

37%
30%

12%
22%

52%
53%

93%
86%

82%
70%

35%
29%

24%
24%

12%
8%

RETAC Bullet Points

- Still seeing pockets of service and locomotive issues, but overall service is improved. Some concerns with inexperienced crews. Western Unit Trains performing better on both pull and transit. Eastern system still having some challenges.
- US Exports into Canada are projected to significantly increase in 2023 versus 2021. Canadian rail infrastructure is currently constrained to meet the obligations, however several projects are under development.
- The length and frequency of the lock closures over the past few years, and the extremely low Mississippi water levels have created a potential strain on the rail system. However, competitive solutions have been identified and should not put major strain on the renewable energy fleet.

RETAC Bullet Points

- Continued high interest rates and steel prices have kept a ceiling on tank car production orders and keeping tank car lease rates elevated. New cars can be ordered for delivery 9-12 months out. The loss of the DOT 111 fleet limits additional tank car supply on a short notice basis. Consistent rail service remains critical.
- 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.
- Railroad and Union negotiated quality of life initiatives create potential manpower issues around holidays and other desirable vacation times. We typically see issues through the fall/winter holiday season with call-outs or lack of crews.
- Working with the railroads to understand their preparation for potential extreme weather.

