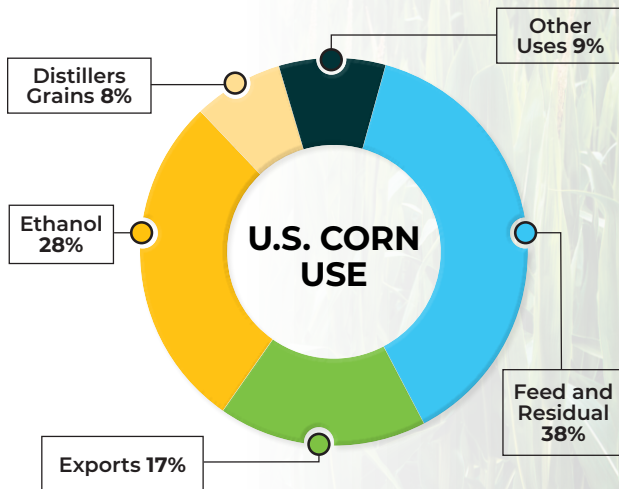


SEEKING THE TRUTH

From the earliest days of the ethanol industry, the many advantages of renewable fuels have been demonstrated repeatedly. Still, critics intent on slowing the shift toward renewable fuels continue to recycle outdated myths—and create new ones. Below is a fact-based look at some of the issues, aimed at dispelling the persistent misinformation spread by ethanol’s opponents.

MEETING BOTH FOOD AND FUEL NEEDS

Thanks to the remarkable increase in corn production per acre, American farmers are growing more than enough corn to meet all needs for food, fuel and other uses—so much so, in fact, that each year brings a surplus of corn carried over to the next marketing year. After a record corn crop in 2025, the surplus coming into 2026 is more than 2.2 billion bushels. Often, critics talk about the amount of corn being made into ethanol as a “problem,” while ignoring the other products that come out of the biorefining process. In fact, the various types of distillers grains produced at ethanol plants are returned to farms as livestock feed, eventually becoming high-protein food in the form of beef, pork, poultry and fish. For the current marketing year, with nearly 1.2 billion corn-equivalent bushels of distillers grains produced, net corn usage for ethanol is at 28 percent.

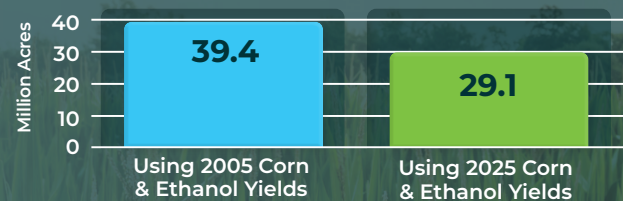


Source: National Corn Growers Association

USING LESS LAND FOR ETHANOL PRODUCTION

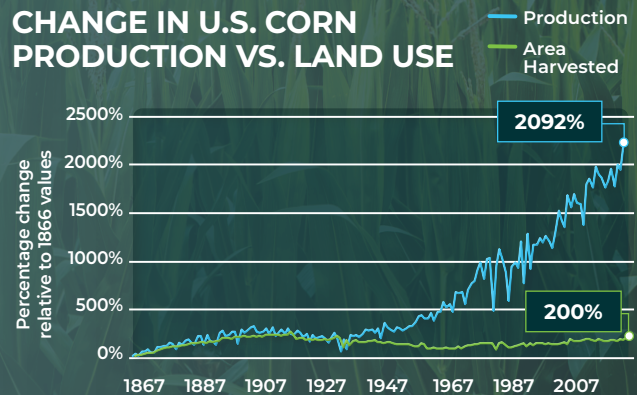
Because corn yields have increased dramatically over the past several decades, farmers are growing much more corn on the same relative acreage – a nearly sevenfold increase in production over the last century. When combined with increasing ethanol yields per bushel processed, this means that the amount of land needed for ethanol production has been steadily decreasing.

HOW MANY CORN ACRES WOULD BE NEEDED TO PRODUCE 16 BILLION GALLONS OF ETHANOL?



Source: RFA

CHANGE IN U.S. CORN PRODUCTION VS. LAND USE



Source: RFA, based on U.S. Dept. of Agriculture January 2026 data

BALANCING ENERGY AND FUEL ECONOMY

While some often confuse a fuel's energy content with its fuel economy, mileage is not solely determined by energy density. Other factors play an important role, such as the fuel's heat of vaporization, octane value, fuel injection calibrations, and more. While the E15 blend, for example, has a slightly lower energy density than E10, mileage is not noticeably affected.

Vehicle testing by the University of California, Riverside analyzed the fuel economy of 20 light-duty vehicles when operating on E10 vs. E15. Some vehicles experienced better fuel economy when operating on E15 versus E10 due to E15's higher-octane value and lower heat of vaporization. Other vehicles showed no statistical difference in fuel economy between E15 and E10. Importantly, the lower cost of ethanol blends makes up for any fuel economy difference and saves drivers money with each mile they drive.

	MPG*	\$/gallon**	\$/mile	\$/year/household***
E15	28.28	\$2.79	\$0.099	\$2,448
E10	28.65	\$2.99	\$0.104	\$2,572
Difference	-0.37	\$(0.20)	\$(0.005)	\$(124)
% Difference	-1.3%	-7.2%	-5.8%	-5.1%

*CARB/UCR vehicle testing

**E15 prices (national average)

***Federal Reserve Bank of St. Louis and Bureau of Transportation Statistics

SLASHING CORN ETHANOL'S CARBON INTENSITY

As much as discussions around carbon emissions and climate change have shifted over the past year, corn ethanol's carbon story is a good one. There remains great potential for ethanol's carbon intensity to reach net-zero or better, as long as the right policies are in place. Ethanol producers continue to make great progress on lowering carbon intensity by using renewable electricity and biogas; carbon capture, sequestration and utilization; and other innovations

