Siouxland Ethanol LLC

Fall 2021

A Silver Medal Year

Siouxland Ethanol completed its 14th fiscal year of full operations and is looking forward to the production of its 1 Billionth gallon in February of 2022 and its 15th birthday in May of 2022. The trust and vision of the original unit holders is remarkable and we hope all of you will join us at the annual meeting this winter to celebrate these milestones.

The plant ran very consistently this past quarter with minimal changes occurring in either recipe or equipment. Overlay that on a constructive margin environment and the financial productivity of the business was outstanding. The combined heat and power turbine generated 97% of the plant's electricity during the quarter, a great outcome even during the most humid and hot days of the year. The Company applied for a new pathway in California and received approval from CARB. The starch ethanol produced in Jackson, Nebraska now has a carbon intensity of 63.73 and the financial return from making the $20M investment has all components working with this latest regulatory approval.

The team at Siouxland Ethanol just safely completed the fall maintenance outage during the first full week in October. It is an impressive feat with 3,025 man-hours worked during a 72-hour period of time and a task list that was 170 items deep completed. The dedication and knowledge of the Siouxland Ethanol employees remains the differentiator that propels our success.

Corn harvest 2021 is just getting underway and early yield reports look to be favorable. The Company will again be running extended hours to service local farmers and provide a competitive outlet for corn directly out of the field.

A plan is in place to commence some dirt work in the spring of 2022 to relocate the storm water pond from its existing location between the administration building and the plant to a new location between US Highway 20 and the BNSF mainline. This project will free up the land between the office and the plant for future facility expansion opportunities.

I appreciate each of you that reached out with questions related to CO2 pipeline companies that contacted you and desire to secure easements across private land that you own. Siouxland Ethanol has not made any commitments as it relates to sequestering its carbon dioxide with a third-party pipeline company at this time. The Company does believe it will be important for ethanol producers to sequester CO2 in the future to remain competitive with all types of transportation fuel and continues to evaluate different options available for the plant.

Gasoline demand in 2021 is on a 136.4 BGY annualized pace providing a base demand for ethanol of 13.64 billion gallons. This rate is still 5-6% lower than the previous peak demand for gasoline in the United States. U.S. ethanol production has averaged 14.76 billion gallons so far in 2021 with net exports of 1.1 billion gallons being the difference.

Ethanol production margins are currently favorable and several factors will determine how much longer it will last. The seasonality of ethanol exports to Brazil is strongest in the November to March time period. Brazil has only purchased 53 million gallons of U.S. ethanol in total for the past 12 months and some expect they might start importing 30-40 million gallons per month for the next several months to recover from their short sugar cane crop. This would certainly be beneficial as U.S. gasoline demand softens into winter. On the other hand, the Brazilian government is considering lowering the ethanol blend rate from 27% to 18% as an alternative.

The pace at which the U.S. ethanol industry can produce may also be dampened by the strain on logistics. The railroad industry is already showing indications of lacking sufficient manpower to handle the surge in consumer demand for all goods. If you add in some winter weather, the situation is ripe for a repeat of 2014. Lastly, some regions that the 2021 drought impacted significantly face limited corn supplies, which might not allow some plants to operate economically at full capacity.

Siouxland Ethanol is pleased to report that its 2021 fiscal year yielded the second highest net income in company history taking a backseat only to 2014. The Board of Directors and employees are thankful for its silver medal year and can assure you of only one thing – the team is as energized and focused as ever to strive for the gold medal in 2022.

Nick Bowdish
President & CEO

Financial Highlights

Comparison Of Operations
Three Months Ended:

- Significantly higher revenues this quarter over the same period 2020, nearly doubling the prior year's $39.3MM to $78.1MM. Much of that increase due to ethanol netbacks 2x better quarter over quarter. Prices for coproducts were also higher with distillers grains up 86%, and corn oil prices up nearly 160%.
- Much of the increase in distillers grains prices is directly attributable to higher corn prices. The average cost paid for corn was 2x higher quarter over quarter.
- With the higher corn costs, which were partially offset with positive movement in our hedge positions, our overall cost of goods sold increased 61% quarter over quarter.

Comparison Of Operations
For The Fiscal Year Ended:

- The strong rebound in ethanol netbacks over our last two quarters of the fiscal year, were the main drivers for the substantial increase in total revenues fiscal year over year.
- Despite the higher corn costs (46% increase year over year), our year-to-date crush margins increased nearly 51% over last fiscal year, driving our $21MM increase in gross profits.

- Working capital is at a historic high of $56.1MM, up $33MM since the beginning of the fiscal year.
- Two units traded during the quarter ending September 30, 2021, at an average value of $22,992/unit.
- On October 25th, 2021, the Siouxland Ethanol Board of Directors declared a distribution of $10,000 per unit for all unit holders as of September 30th, 2021.

**** - Unaudited**

SUMMARY OF OPERATIONS	3 Months Ended 9/30/2021**	3 Months Ended 9/30/2020
Total Revenues	$78,057,657	$39,256,407
Gross Profit (Loss)	$21,955,081	$4,439,820
Net Income (Loss)	$21,335,829	$4,078,405
Net Income(Loss)/Unit	$6,041	$1,121
Distribution/Unit	-	-

SUMMARY OF OPERATIONS	Year Ended 9/30/2021**	Year Ended 9/30/2020
Total Revenues	$237,177,092	$144,869,582
Gross Profit (Loss)	$30,608,744	$9,580,696
Net Income (Loss)	$29,577,886	$8,119,579
Net Income(Loss)/Unit	$8,374	$2,232
Distribution/Unit	$1,000	$2,250

BALANCE SHEET	As Of 9/30/2021**	As Of 9/30/2020
Current Assets	$69,626,995	$30,954,954
Total Assets	$129,757,092	$100,627,593
Current Liabilities	$13,485,815	$7,868,887
Long-Term Liabilities	$1,359,336	$1,454,652
Members' Equity	$114,911,941	$91,304,054
Book Value/Unit	$32,535	$25,097

KEY METRICS	3 Months Ended 9/30/2021	3 Months Ended 9/30/2020
Ethanol Yield (Gal/bu)	3.05	3.04
Corn Oil (Lbs/bu)	1.1	0.94
Ethanol Production (Gal/day)	273,589	272,442
Ethanol Production MGY	96.6	96.2

03
22
22

SAVE THE DATE

ANNUAL MEETING

SOUTH SIOUX CITY MARRIOTT RIVERFRONT
MEETING BEGINS AT 7:00 PM

Ethanol's Low Carbon Future

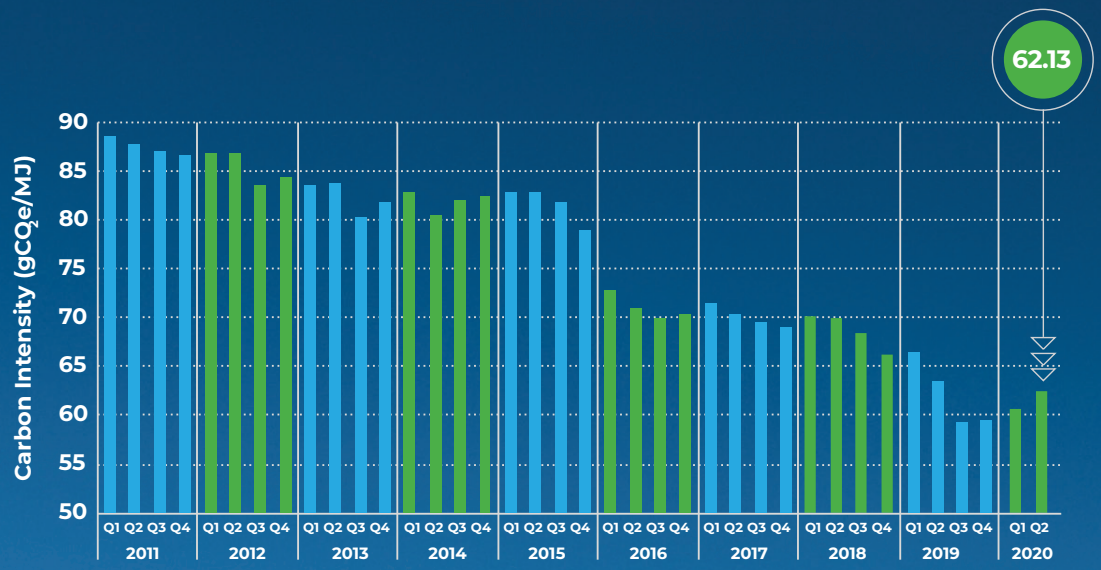
Elizabeth Nelson
Executive Assistant

In April, President Biden announced climate to be a top priority, his goal to lower greenhouse gas emissions by 50% by 2030. An available, accessible solution: biofuels.

Environmental Health & Engineering (EH&E) published a study that shows evaporative emissions from corn ethanol are 46% lower than gasoline. Their study confirmed the advances being made to agriculture technology, soil conservation practices, and the production of livestock feed as a co-product of ethanol production have had substantial impact on lowering carbon intensity. By 2022, USDA expects corn ethanol's carbon benefits could rise to nearly 70% due to the always evolving biofuels industry.

The improvements to the way farmers are producing their crops are proving to be an important step in lowering emissions. Farmers can benefit from state or national low carbon fuel standards, to produce lower-carbon crops, these practices result in production of lower carbon ethanol. California operates and monitors a statewide Low Carbon Fuel Standard (LCFS) program, tracking the carbon intensity (CI) of gasoline and ethanol purchased. LCFS and clean fuel initiatives have

CARBON INTENSITY OF STARCH-BASED ETHANOL IN CALIFORNIA GASOLINE



Source: RFA using California Air Resources Board data

become a policy tool in reducing greenhouse gas emissions within the transportation sector.

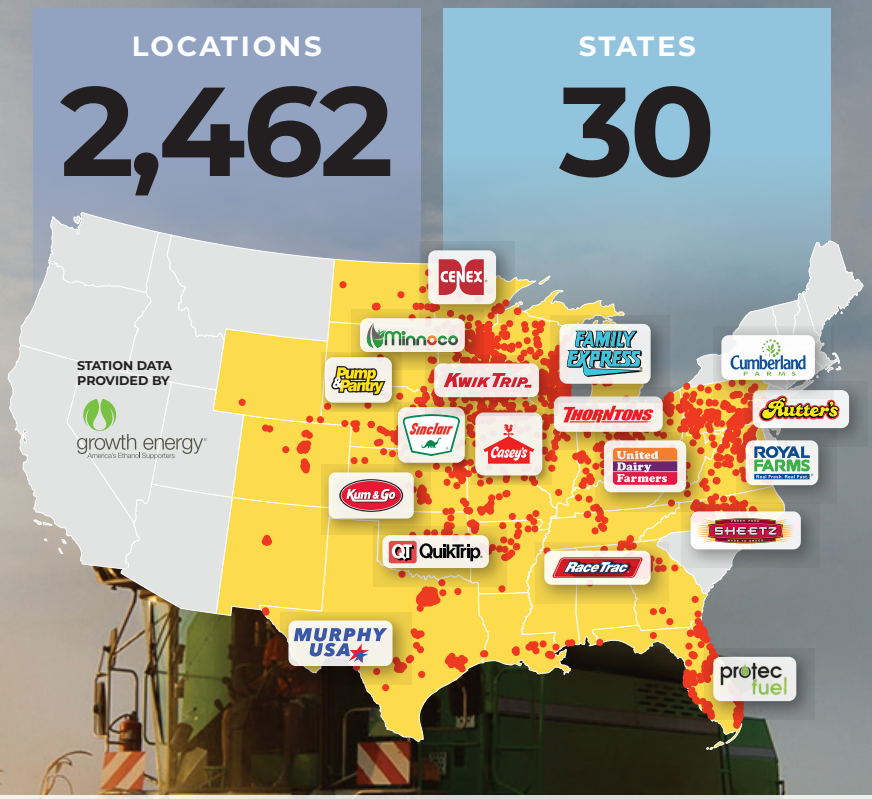
There are members of Congress that have expressed an interest in designing a national LCFS program for over a decade. In 2021, Illinois Representative Cheri Bustos (D) introduced the Next Generation Fuels Act, this new legislation would require a high-octane fuel, place limits on gasoline aromatics, consistent RVP requirements for all ethanol blends, and ensure future vehicles and fuel pumps are compatible with all ethanol blends. Biofuel advocates support the proposition of a nationwide LCFS, understanding that any standard would not change or interfere with the Renewable Fuel Standard (RFS) currently in place. For more than a decade, the RFS has been a successful clean fuels policy in the U.S., benefits including reducing harmful emissions and generating jobs in rural America. There is a definite need for a new policy to ensure the industry's ability to grow while providing clean, affordable, and accessible fuel to Americans. Regardless, incentivizing ethanol through a clean fuel standard paves the way for a cleaner energy future and accomplishing the Administration's goal of lowering greenhouse gas emissions.

The Twelve Year Journey of
Year Around E15

To prevent the rise of smog levels across the United States, the Clean Air Act restricts the purchase of gasoline with a higher volatility between June 1st and September 15th. In 1990, Congress altered the Clean Air Act to provide an amendment for fuel "containing gasoline and 10% ethanol." Congress had hoped to grow the popularity around bioethanol recognizing the accompanying environmental and economic benefits. Thirty years ago, E10 was the highest blend of ethanol sold and only available in limited quantities. Then the biofuels industry set sights higher, E15.

In 2009, U.S. ethanol producers and advocates submitted a request for a waiver that would allow for an increase in ethanol from E10 to E15 to the Environmental Protection Agency (EPA). The fuel waiver aimed to give American consumers options at the pump. In October 2010, EPA released a partial waiver allowing fuel producers to introduce E15 for use in vehicles 2007 and newer. Importantly, this partial waiver didn't grant the same volatility characteristics as E10 which had the effect of limiting E15's availability during the summer season.

Nine year later, President Trump lifted the restrictions on the sale of higher ethanol blends, fulfilling a campaign initiative made to farmers. EPA announced the 2019 rulemaking permitting the year-round sale of E15 at fuel stations nationwide. In addition to a long list of economic and environmental benefits, research showed vapor pressure and evaporative emissions of E15 measured lower than E10. EPA then announced E15 to be "substantially similar" to E10 and extended the Reid Vapor Pressure (RVP) volatility waiver to E15. RVP is how the volatility of gasoline is measured; the movement of evaporative emissions related to fuel. An increase in emissions results in higher levels of smog, especially during summer months when sunlight and heat increase the evaporation of fuel.



E15 APPROVAL STATUS FOR CONVENTIONAL LIGHT-DUTY VEHICLES

- E15 Approved by Automaker in ALL Models
- E15 Approved by Automaker in SOME Models
- E15 Approved by EPA only; NOT Approved by Automaker

MODEL YEAR :	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Market Share*
BMW Group **											
BMW											1.9%
Mini											0.2%
Daimler Group(Mercedes-Benz)											2.3%
FCA (Chrysler, Dodge, Fiat, Jeep, RAM)											12.8%
Ford Motor Co. (Ford, Lincoln)											14.5%
GM (Buick, Cadillac, Chevrolet, GMC)											17.3%
Honda Motor Co.(Honda, Acura)											9.5%
Hyundai Motor Co.(Hyundai, Kia)											8.3%
Mazda											1.9%
Mitsubishi Motors Corp.											0.7%
Nissan Motor Co.											
Infiniti											0.6%
Nissan †											6.1%
Subaru ‡											4.2%
Tata Motors (Jaguar, Land Rover)											0.7%
Toyota Motor Corp.											
Lexus											1.9%
Toyota											12.3%
Volkswagen Group											
Audi											1.3%
Porsche											0.4%
Volkswagen											2.2%
Volvo Car Group											0.7%
All Others											0.2%

* Internal combustion engine (ICE) models only

**** Approves the use of up to 25% ethanol blends**

† Approves the use of E15 in Rogue/Rogue Sport, Altima, Maxima, Versa & Titan. Approves the use of E10 in GT-R & NV Passenger/Cargo. Manuals not available to-date: Armada, Frontier, Murano, Pathfinder, Sentra & Z Coupe.

‡ Approves the use of E15 in Outback, Legacy, Impreza, Ascent & Crosstrek (2.0L engine). Approves the use of E10 in Forester & Crosstrek (2.5L engine). Manuals not available to-date: WRX/WRX STI & BRZ.

Sources: Auto manufacturer owner's manuals, GoodCarBadCar.net

In May 2020, the American Fuel and Petrochemical Manufactures filed a lawsuit challenging the legality of the EPA's actions, attempting to compromise the growth of the biofuels industry. Several biofuel advocates intervened in support of EPA in the case, arguing the volatility of fuel decreases as ethanol is added to gasoline. Ultimately, three judges on the U.S. Circuit Court of Appeals decided the 2019 rulemaking that allowed for the year-round sale of E15 was illegal, effectively handing the petroleum industry a win.

Growth Energy, National Corn Growers Association (NCGA), and Renewable Fuels Association (RFA) filed a petition August 16th, 2021, requesting a rehearing by all judges in the D.C. Circuit Court. The three biofuel advocacy groups said the D.C. Circuit Court's decision "conflicts" with Congress's goal to expand the access to ethanol. Last month, a federal court denied the request for a rehearing. Earlier this month, Growth Energy filed an appeal with the U.S. Supreme Court to consider rehearing the case, their decision is still pending. Unless the Supreme Court reverses this case, or Congress passes new legislation, U.S. consumers will continue to be denied access to E15 during summer months.

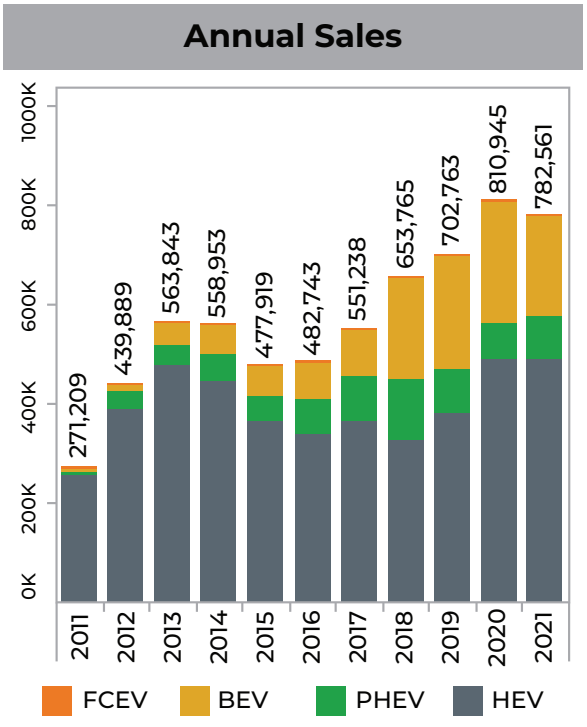
Buy An Electric Vehicle This Year?
Me Neither.

The Alliance for Automotive Innovation reports that 8,422,724 vehicles were sold in the United States during the first six months of 2021. While battery electric vehicle sales doubled as compared to the same time last year, they totaled just 207,199 or 2.5% of all sales. Putting this another way, 39 out of 40 vehicles sold so far in 2021 had an internal combustion engine and will be on the road for the next fifteen years or as long as Siouxland Ethanol has existed.

There are now 1.25M electric vehicles in the United States out of the 287M light duty passenger vehicles on the road or 0.5% of the fleet. Add in all the hybrid electric vehicles and the numbers become 6.3M vehicles or 2.2% of the fleet. In order to achieve President Joe Biden's and the major auto manufactuers' shared aspirational goal of selling 50% of all new vehicles as electric in 2030, the marketplace must achieve an annual growth rate of 39% each and every year. To keep that in perspective, the U.S. ethanol industry grew from 2 BGY of production to 14 BGY of production from 2001 to 2010, which was a 24% annual growth rate. Twenty years later, the electric vehicle industry must run the race 50% faster in the same time frame in order to achieve their goal.

Questions abound:

- Where will the electrons come from?
- How will they be transported from power generation to the consumer?
- What are the climate impacts of such major policy shifts?
- How will taxpayers respond to $160B of proposed charging infrastructure spending in the Democratic $3.5T spending plan?
- How will consumers respond to home heating and lighting bills skyrocketing?
- How will consumers respond to widespread blackouts?



Through June 2021

The electric vehicle policy push is in its infancy and already global coal prices are at all-time highs and natural gas prices have doubled in the United States and are at all-time highs in Europe. While some electricity is derived from wind and solar, the market is telling consumers where the incremental production is derived. Aspirations are meeting reality.

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MISSION STATEMENT

To be an efficient producer of ethanol and its co-products with a low carbon footprint, and to promote the “clean octane” value of ethanol which will ensure long-term profitability for the industry and the investors in Siouxland Ethanol.

Siouxland Ethanol Recent Events

Beautiful night for a baseball game, employees enjoyed a family night at Mercy Field!

We hosted gubernatorial candidate Jim Pillen for a tour and lunch. #GreatNECompanies

We had the opportunity to host local First Responders, familiarizing local departments with our facility layout and safety plan!

Elizabeth had the chance to educate youth in our area on the production of ethanol at the Growing Ag Youth Festival.

Several Farmers Open golf outings this summer, we always enjoy the chance to catch up with growers in our community!