

Table 2. Total Estimated Capital Investment for Terminal Improvements and Retail Conversions for E10/E5.7 for 5.1 BGY Scenario (million 2000 dollars)

PADD	New Ethanol Volume (BGY)*	Cost of New Tanks	Cost of Tank Conversion	Cost of Blending Systems	Modifying for Rail Receipt	Contingency	Retail Conversions	Total	Amortized Cost (cents per gallon)
1	1.102	\$8.89	\$0.65	\$24.30	\$7.10	\$1.26	\$6.50	\$48.66	0.69
2	1.072	\$5.40	\$0.31	\$33.00	\$5.33	\$2.02	\$7.44	\$53.49	0.78
3	0.626	\$5.74	\$0.34	\$22.20	\$3.55	\$1.24	\$5.28	\$38.34	0.96
4	0.042	\$0.75	\$0.02	\$2.40	\$1.07	\$0.12	\$0.31	\$4.66	1.73
5	0.145	\$2.33	\$0.06	\$4.20	\$0.36	\$0.24	\$1.25	\$8.42	0.91
TOTAL	2.987	\$23.06	\$1.37	\$86.10	\$17.34	\$4.88	\$20.78	\$153.58	0.80

*Note: Totals may not add due to rounding of individual numbers.

Source: Technology and Management Services, Inc., *Information Regarding Ethanol Delivery Infrastructure*, prepared for DAI (Gaithersburg, MD, January 23, 2002). Data taken from Downstream Alternatives, Inc., *Infrastructure Requirements for an Expanded Ethanol Industry* (South Bend, IN, January 15, 2002).