Dear Stephen,
The graph I referred to in the inquiry is attached below.
Happy to discuss if you require any further clarification of the graph below.
Best Regards
Andrew Farlow

## A switch of clinker or cement production from Australia to other countries is likely to increase global carbon emissions

Imported Cement $\mathrm{CO}_{2}$ Emissions (2005)
t $\mathrm{CO}_{2} / \mathrm{t}$ cement


- Australia is an energy efficient producer of cement resulting in a below average CO2 emissions per tonne of cement

Any imported cement would also result in emissions from shipping. When shipping emissions are allocated to imported cement, Australian produced cement has a low relative carbon footprint
Shipping emissions are dependant on whether only emissions from the voyage to Australia or the entire voyage including return are considered. For dedicated selfunloaders typically used for cement short-haul shipping, the travel will be in ballast one way and the whole trip shoud be considered

Note: ${ }^{\text {L Low }}$ shipping emissions are emissions from a one-way voyage to Perh and high shipping ernissions are to Sydney and include both legs
Source: L. Price \& E Worrellili, Global Energy Use, CO2 Emissiors and the Fotential for Reduction in the Cement Industry, IEA, Paris 45 Sept 2006, CemBureau, Searates con, Japanese Cement Association
16 June 2008

