Figures

2.1 Framework of environmental tax policy in China 20
3.1 Revenues from environmentally related taxes as a percentage of total taxation, Belgium and China 37
3.2 Revenues from environmentally related taxes as a percentage of GDP, Belgium and China 38
3.3 Implicit tax rate on energy for the EU-27 countries in 2008 (in year 2000 €/tons of oil equivalent) 39
3.4 Composition of the tax revenues in China and Belgium 43
3.5 Evolution of the gasoline and diesel tax rates in China and Belgium (1971–2009, in 1983 €) 45
3.6 Fuel tax rates for gasoline and diesel in eight countries (EUR, 2010) 47
3.7 China’s hierarchy layers of government administration 48
3.8 Composition of the maximum price for gasoline 95 and diesel in Belgium (%), Dec. 7, 2010 50
3.9 Responsiveness of the Belgian and Chinese fuel price mechanisms to the international oil price 51
4.1 Standard framework ($Y^*$) versus sustainable framework ($Y^{**}$) versus actual income ($Y_A$) 59
4.2 Magnitude of extra taxes ($\Delta \tau$) 59
4.3A Standard framework ($Y^*$) versus sustainable framework ($Y^{**}$) with 2% extra taxes reinvested in KN 60
4.3B Standard framework ($Y^*$) versus sustainable framework ($Y^{**}$) with 5% extra taxes reinvested in KN 61
4.4A Standard framework ($Y^*$) versus sustainable framework ($Y^{**}$) with 2% extra taxes but no reinvestment versus actual income ($Y_A$) 62
4.4B Standard framework ($Y^*$) versus sustainable framework ($Y^{**}$) with 5% extra taxes but no reinvestment versus actual income ($Y_A$) 62
5.1 Revenue collected from the water pollution discharge fee (2004–09) 68
6.1 The McKinsey global GHG abatement cost curve beyond business-as-usual – 2030 92
8.1 Number of bags given out by hour 123
8.2 Estimation of total number of bags given out per year 125
8.3 Life cycle analysis of plastic bags 126
13.1 Mineral tax and royalties as a share of mineral profits 205