

## List of Figures

Figure 1.1	Basic Principles of Circular Economy – A Cycle of Resource Efficiency Improvements	2
Figure 1.2	Broader View of Circular Economy as a Restorative and Regenerative Industrial System	3
Figure 1.3	Rebound Effects of Resource Prices Compared to Economic Output	5
Figure 1.4	A Corporate Excellence Model for Achieving Circular Economy Goals	7
Figure 1.5	A Public–Private Partnership Model based on Balridge Performance Criteria	10
Figure 2.1	Waste from Tokyo’s 23 Cities	18
Figure 2.2	National Legal Setting in Japan	19
Figure 2.3	Concept of Material Flow Under 3R	20
Figure 2.4	Tariff of Power Generation under FiT in Japan	22
Figure 2.5	Funding of Waste to Power – Case of Yokote City	23
Figure 2.6	Conceptual PPP Model for Waste-to-Power Scheme	24
Figure 2.7	CO <sub>2</sub> -Emission Reduction at Industrial Waste Treatment Plant	24
Figure 2.8	Modality of Incentives for Waste-to-Energy in Japan	25
Figure 2.9	Material Flow of Metals (Case of Neodymium Magnet)	26
Figure 2.10	Combination of Policy Setting and Finance	28
Figure 3.1	Bridgestone’s Environmental Mission Statement	32
Figure 3.2	Water Recycling System	34
Figure 3.3	Reduction of Volatile Organic Compounds	35
Figure 3.4	Recycling of Used Tyres in Japan (2012)	36
Figure 3.5	Tire Recycle Centre	37
Figure 3.6	Initiatives to Collect Discarded Tyres	38
Figure 3.7	Greenhouse Gas Emissions by Tyre Life Cycle Stage	40
Figure 3.8	CO <sub>2</sub> Emissions at Bridgestone Group Plants	41
Figure 4.1	CO <sub>2</sub> Emissions by the ANA Group	47
Figure 4.2	Fuel Consumption by Aircraft Type	49
Figure 4.3	Energy-Efficient Descent	50
Figure 4.4	Timeline to Reach Carbon Neutrality	51
Figure 4.5	Scheme of ANA Carbon Offset Programme	53
Figure 5.1	GDP per Unit of Energy Use	60
Figure 5.2	Decoupling Stages	60
Figure 5.3	Municipal Waste Recycling Rates in European Countries, 2004 and 2012	61
Figure 6.1	Three-Pillar Model of Sustainability	75
Figure 6.2	BMW’s Strategy Number ONE	77
Figure 6.3	BMW’s Sustainability Goals and Strategy	79



## List of Figures

Figure 6.4	Sustainability SWOT Analysis for BMW	89
Figure 7.1	Energy Intensity	96
Figure 7.2	CO <sub>2</sub> Emissions in China	96
Figure 7.3	Overall Circular Economy Structure in Guigang Eco-Industrial Park	99
Figure 7.4	Retreaded Tyre Quantity in China	106
Figure 7.5	Comprehensive Utilisation Production of Waste Tyres in China	106
Figure 7.6	Coal Consumption of Thermal Power–Generation Units	107
Figure 7.7	Water Consumption of Thermal Power–Generation Units	109
Figure 7.8	Dust and Sulphur Dioxide–Emission Performance of Thermal Power–Generation Units	109
Figure 8.1	The Proportion of Coal and Non-coal Industry in the Datong Coal Mine Group in 2002	115
Figure 8.2	Wasted Coal Gangue ‘Mountain’ and the Surface Crack Caused by Coal Mining	120
Figure 8.3	Three Steps to Achieve the Green Strategy of the Datong Coal Mine Group Co Ltd	121
Figure 8.4	Tashan’s 10 Projects to Achieve Closed-Loop Material Flow	122
Figure 8.5	Value Chain of the Coal Industry	123
Figure 8.6	Circular Model of Tashan Circular Economy Park	124
Figure 8.7	Resource Recycling Rate (%)	126
Figure 8.8	Oil Consumption (t/a)	126
Figure 8.9	Comprehensive Water Consumption (t/a)	126
Figure 9.1	Composition of Municipal Solid Wastes in India	151
Figure 11.1	Theoretical Model of Circular and Green Management	186
Figure 11.2	Threats and Opportunities	187
Figure 11.3	Four Areas of Circular and Green Management	188
Figure 11.4	CO <sub>2</sub> Reduction Plan of POSCO (2015–2020)	197
Figure 12.1	Delivery Structure for the Rolling Stock PPP	207
Figure 12.2	The Waratah Train Set	210
Figure 12.3	The Auburn Maintenance Centre	210