

Yashil

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- 08.00.02 Makroiqtisodiyot
- 08.00.03 Sanoat iqtisodiyoti
- 08.00.04 Qishloq xo'jaligi iqtisodiyoti
- 08.00.05 Xizmat ko'rsatish tarmoqlari iqtisodiyoti
- 08.00.06 Ekonometrika va statistika
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- 08.00.14 Iqtisodiyotda axborot tizimlari va texnologiyalari
- 08.00.15 Tadbirkorlik va kichik biznes iqtisodiyoti
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SOUTHEAST ASIA'S GREEN ECONOMY AND ENVIRONMENTAL TAXATION

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Abstract: The purpose of this research is to replicate tax models throughout Southeast Asia by using variable models like environmental and fuel levies. Based on a regression model generated from Southeast Asia's energy consumption and CO₂ emissions modified by a 10% extra tax (as a dummy variable), this study aims to establish the notion that Southeast Asia levies an environmental levy. Southeast Asia might adopt the environmental levies suggested by the European Union, which served as the impetus for this study. In this study, the log-t approaches are employed to enable the clustering of nations into new clubs or convergence groups, as well as the application of the test for converging within certain states of the panel while accounting for the panel data of the variable. In Southeast Asia, environmental fees are, in our opinion, a crucial instrument for public policy in lowering CO₂ emissions and its negative consequences on pollution. In addition to significantly increasing tax revenues, gas taxes or carbon pollution taxes on the energy and transportation sectors also have a significant impact on Southeast Asia's economic growth. A power tax might limit the use of natural gas or environmentally friendly power and help finance projects that use sustainable energy. The purpose of environmental taxes in the transportation sector is to both encourage ecologically friendly transportation and lower carbon dioxide emissions brought on by less eco-friendly public transportation.

Key words: CO₂ Emissions; Sustainable Development; Green economy; Taxation.

Annotatsiya: Ushbu tadqiqotning maqsadi atrof-muhit va yoqilg'i yig'imiqli kabi o'zgaruvchan modellardan foydalangan holda Janubi-Sharqi Osiyo bo'ylab soliq modellarini takrorlashdir. Janubi-Sharqi Osiyoning energiya iste'moli va CO₂ emissiyasidan 10% qo'shimcha soliq (qo'l bola o'zgaruvchi sifatida) bilan o'zgartirilgan regressiya modeliga asoslanib, ushbu tadqiqot Janubi-Sharqi Osiyoda ekologik yig'im olinadi degan tushunchani o'rnatishga qaratilgan. Janubi-Sharqi Osiyo Evropa Ittifoqi tomonidan taklif qilingan ekologik yig'ilmarni qabul qilishi mumkin, bu tadqiqot uchun turki bo'ldi. Ushbu tadqiqotda log-t yondashuvlari millatlarni yangi klublar yoki konvergentsiya guruhlariga klasterlash imkonini berish, shuningdek, o'zgaruvchining panel ma'lumotlarini hisobga olgan holda panelning ma'lum shtatlarida birlashish testini qo'llash uchun qo'llaniladi. Janubi-Sharqi Osiyoda ekologik to'lovlari, bizning fikrimizcha, CO₂ emissiyasi va uning ifloslanishdagi salbiy oqibatlarini kamaytirish bo'yicha davlat siyosatining hal qiluvchi vositasidir. Soliq tushumlarini sezilarli darajada oshirishdan tashqari, energetika va transport sohalariga gaz solig'i yoki uglerod ifloslanishi soliqlari ham Janubi-Sharqi Osiyoning iqtisodiy o'sishiga sezilarli ta'sir ko'rsatadi. Energiya solig'i tabiiy gaz yoki ekologik toza energiyadan foydalanishni cheklashi va barqaror energiyadan foydalanadigan loyihalarni moliyalashtirishga yordam berishi mumkin. Transport sohasidagi ekologik soliqlarning maqsadi ekologik toza transportni rag'batlantirish va kamroq ekologik toza jamoat transporti natijasida kelib chiqadigan karbonat angidrid chiqindilarini kamaytirishdir.

Kalit so'zlar: CO₂ emissiyasi; Barqaror rivojlanish; Yashil iqtisodiyot; Soliq solish.

Аннотация: Целью данного исследования является воспроизведение налоговых моделей по всей Юго-Восточной Азии с использованием переменных моделей, таких как экологические и топливные сборы. На основе регрессионной модели, созданной на основе потребления энергии и выбросов CO₂ в Юго-Восточной Азии, модифицированных дополнительным налогом в размере 10% (в качестве фиктивной переменной), данное исследование направлено на установление представления о том, что Юго-Восточная Азия взимает экологический сбор. Юго-Восточная Азия могла бы принять экологические сборы, предложенные Европейским Союзом, что послужило толчком для этого исследования. В этом исследовании подходы log-t используются для объединения стран в новые клубы или группы конвергенции, а также для применения теста на сходимость в определенных состояниях панели при учете панельных данных переменной. В Юго-Восточной Азии экологические сборы, по нашему мнению, являются важнейшим инструментом государственной политики по снижению выбросов CO₂ и их негативных последствий для загрязнения. Помимо значительного увеличения налоговых поступлений, налоги на газ или налоги на выбросы углекислого газа в энергетическом и транспортном секторах также оказывают значительное влияние на экономический рост Юго-Восточной Азии. Налог на электроэнергию может ограничить использование природного газа или экологически чистой энергии и помочь финансировать проекты, использующие устойчивую энергию. Целью экологических налогов в транспортном секторе является как стимулирование экологически чистого транспорта, так и снижение выбросов углекислого газа, вызванных менее экологичным общественным транспортом.

Ключевые слова: выбросы CO₂; Устойчивое развитие; Зеленая экономика; Налогообложение.



INTRODUCTION

People and the environment have a relationship that is seen as fundamental, in which both parties have an impact on one another and one's goodness or corruption is mirrored in the other [13]. In contrast, human damage to the environment is a violation of divine laws, which are the foundation of the universe and life itself [36]. Corruption and pollution of the environment also refer to the corruption of human life and its exposure to disease, epidemics, and misery [11]. How can one live in a toxic environment with polluted air and water, polluted soil, and a balanced relationship between different organisms? One of the international problems that nations confront as a result of rules and regulations that are uncontrollable by the environment and the law is environmental pollution [8]. To achieve the intended outcome, it is imperative that all stakeholders take responsibility for their actions and demonstrate a commitment to social values that foster positive behavior. This can only be accomplished through promoting a healthy education in families, schools, universities, and other relevant bodies and institutions, as well as organizations [40]. The link between the need for economic growth and the need to safeguard the environment is the reason for the high level of pollution and associated consequences [52].

As the primary source of state income and one of the financial policy tools the state uses to influence diverse economic activity to accomplish desired social, political, and economic goals, tax revenue is one of the most significant sources of state revenue [4]. One suitable means of balancing individual and societal expenses is through taxation [21]. The societal cost of pollution is greater than the polluter's personal costs [24].

Green taxes, often known as environmental taxes, have the potential to have a significant impact on the environment. These taxes include energy, transportation, pollution, and other levies [18]. Environmental taxes serve as a financial instrument for safeguarding the environment [22]. Pollutants that cause ecological harm through a variety of economic activities resulting from the destruction of goods or the use of environmentally hazardous industrial processes are subject to environmental taxes [41–53]. The amount and risk of environmentally damaging emissions are estimated to be the basis for these taxes.

The imposition of a tax on pollution-causing project waste or residue will compel communities to find less expensive ways to manage polluters, lessen the pollution they cause to desirable pets, and dispose of trash properly, thereby easing any potential financial burden that the project may cause [44]. The manufacturing facility would look for an ecologically friendly approach of tax reduction if the trash resulting from its operations did not reach the required level and taxes were raised [31].

The basis for imposing environmental taxes is the size, weight, or quantity of materials that pollute the environment, either manually or mechanically, as well as in terms of measuring the volume of pollutant discharged into the environment. This is in contrast to the traditional method of determining the basis of taxation [2]. This is done abruptly to determine the true extent of pollution-related harm [3].

Since the beginning of the twentieth century, there have been many dangerous diseases and dangers, particularly in the industrial field [46], despite the advantages that have been achieved for the sake of progress and its contact with the government, which confuses all those who are not interested in it and its future, so that it is in the interest safeguard also improve the environment and the preservation of original assets is threatened [16]. Environmental pollution has been one of the major issues facing humanity since the twentieth century [9]. argues that the world has been freed from misconceptions about Internet pollution in order to solve the problem of the transformation and destruction of these resources [29]. One strategy to combat environmental pollution, lessen its effects, and promote ecologically responsible business practices is to impose environmental taxes [42].

Environmental taxes are one of the best economic strategies for preventing or reducing pollution and unfavorable behavior toward environmental sustainability [38]. Since pollution costs are included in production prices, environmental taxes are an economic instrument that are crucial to trade, use, and services in order to alter usage patterns [49]. Taxes are imposed to deter or prohibit the consumption of drugs that are detrimental to the general public's health and productivity at work [28].

The goal of the environmental tax is to provide Next Generation funding advantages, provided that the Southeast Asian economy is successfully transformed into a digital, green, inclusive, and innovative economy [27]. In order to do this, the Recovery Plan takes into account a number of investments and changes [45]. One of the primary changes of the plan is the modernization and advancement of the tax system. It also recognizes the need to improve the efficiency and collection of taxes within the system. In a similar vein, current tax figures should be carefully scrutinized in order to make adjustments for the current economic environment and to make it easier to introduce new taxes that correspond with current patterns [53].

When applied to the automobile industry, this entails expediting the switch to zero-emission vehicles and organizing for the gradual phase-out of cars with combustion engines in accordance with a set schedule [23]. With taxes serving as the primary motivator, business cars, commercial fleets, and public transportation are the best candidates for electrification. Taxation is a suitable tool for requiring individuals who create negative externalities to bear the costs associated with them [5].



The European Federation of Transport & Environment (T&E) developed a proposal for fiscal measures for the development of electric mobility, which includes recommendations for vehicle taxes as well as other measures (such as redesigning the registration tax, reforming the circulation tax, providing tax support for electric vehicles in businesses, encouraging the installation of charging stations, putting the bonus-malus system into place, and reforming and renewing vehicle labels) [39]. A highly progressive CO₂ emission tax is particularly successful in tackling growing CO₂ emissions from the transportation sector and decreasing average emissions from automobile fleets, according to the stance of ecologists from the European Federation of Transport & Environmental (T&E) [5].

Even when compared to incentives for the purchase of an electric car, vehicle emissions taxes are a very efficient strategy to boost sales of these vehicles since they make it simpler for purchasers to select the cleanest model because the most polluting model is more punished [19]. Because of this, low emission passenger cars, such plug-in hybrids, should be separated from zero emission vehicles, which should get the greatest tax advantage at the time of vehicle registration (positive tax in road tax). Passenger cars with greater pollution levels must be penalized by the malus components, which must be appropriately assessed and updated on a regular basis as technology advances [30].

A diesel tax equalization with gasoline tax results in more revenue for the state. With this money, vulnerable populations who can be harmed throughout the transition process can be effectively and actively compensated, leading to fair and socially beneficial changes to the environment and health [26]. Southeast Asia might adopt the environmental levies suggested by the European Union, which served as the impetus for this study.

The purpose of this study is to simulate tax models in Southeast Asia by using several models, like those for the environment and gas prices. The purpose of this study is to determine whether environmental fees are levied in Southeast Asia. The regression model used in this study is based on the region's energy consumption and CO₂ emissions, with an additional 10% tax (as a dummy variable) applied.

RESEARCH METHOD

In this study, the data panel set to the y_{it} 's variable, $I = 1, \dots, N$, as well as $t = 1, \dots, T$, are evaluated. The log t-test, which Phillips and Sul (2009) used to measure agreement among a set of nations, allows for some classification. putting countries into confluence-related groups or clubs. N is the number of nations, and T is the sample size [32].

In line with the convergence model proposed by Phillips and Sul (2009), when all economies take the same transition route, the hits converge to unity for all of my t values between $t \rightarrow \infty$. They also show hit deviation in the cross-section, where

$$h_{it} = y_{it} / \left(N^{-1} \sum_{i=1}^N y_{it} \right)$$

'log t' c The converging approach was created by Phillips and Sul (2009) and calls for estimating the OLS regression like the strong matrix of correlation: Since $[rT]$ is the rT integer component, $\log(H_1/H_t) - 2 \log(\log(t)) = a + \gamma \log(t) + ut$ for $t = [rT], [rT] + 1, \dots, T$, as well as any fractions to $r > 0$. The estimate converges to the scaling velocity of integration variable 2 beneath the null of convergence. Therefore, the convergence null may be tested by $a \geq 0$ (with γ also serving as the HAC standard of the errors) and rejected when $t\gamma^* < -1.65$ (the relevance level of 5%). Not only is $\gamma = 2a$ noteworthy, but so is its magnitude because it shows the rate of convergence. With this technique, we can distinguish between different levels of convergence:

$0 \leq \gamma < 2$ ($0 \leq a < 1$) suggests that growth rate conditions must be met for convergence to occur.

The expression for absolute convergence in levels is $\gamma^* > 2$ ($a^* \geq 1$).

We make use of World Bank-sourced secondary time data. The World Bank has released data on global tax receipts, energy consumption, and CO₂ emissions, encompassing ten ASEAN members. Using dummy tax data generated by modeling the taxing of energy use and CO₂ emissions, we focus on environmental taxes overall as well as two primary areas: energy and transportation. We use World Bank sources since their data is openly accessible and accounted for. Our study's population consists of all Southeast Asian nations, with ten ASEAN members serving as a sample. We selected ten ASEAN nations as a sample with the understanding that, as these ten nations are all part of Southeast Asia's economic development, they make an excellent representation of the region's nations. In our study and simulations, we examine the ten ASEAN member nations for the period of 2000 to 2020.

RESULTS AND DISCUSSION

The descriptive data are in Table 1. In order to give a general picture of the conditions represented in the data during the research period, statistical descriptions are crucial.



Table 1 presents the evolution of the coefficient of variation series in ASEAN member nations in Southeast Asia between 2000 and 2020. In green economy research, two key metrics are energy consumption and carbon dioxide emissions. The transportation industry is one of the biggest emitters of CO₂, and energy use also plays a significant role in the airborne emissions of CO₂. The average overall tax revenue in Southeast Asia is 2.45% of GDP, the average potential tax from energy taxes is 1.69% of GDP, and the average potential tax from transportation-related CO₂ emissions is 0.69% of GDP. This demonstrates the enormous potential that Southeast Asian nations have when it comes to obtaining environmental fees.

Table 1: shows the descriptive data for the ASEAN countries from 2000 to 2020 regarding environmental taxation indicators.

	Total	Energy	Transport
Simulation of environmental tax (GDP revenue (%))			
Mean	2.45	1.69	0.69
St. Dev	0.81	0.57	0.63
Min	0.86	0.51	0.01
Max	4.21	3.11	2.31
Range	3.56	2.21	2.28
Environmental tax revenue simulation (Total tax revenue (%))			
Mean	7.17	4.96	2.01
St. Dev	2.31	1.82	2.22
Min	2.48	1.61	0.01
Max	11.31	8.01	8.67
Range	9.01	6.51	8.59

Source: the world bank and its elaboration

Table 2 displays the convergence, which was computed using the data from Table 1.

Table 2: Convergence Club Results (percentage of GDP).

Club	Countries	Average	t _y	y*(s.e)	a
Total					
Full		11.501	0.971	0.049	
Sample			(0.091)		
Club 1	Brunei Darussalam, Cambodia, Indonesia, Lao PDR	2.98	0.119	0.119 (0.100)	0.005
Club 2	Malaysia, Myanmar, Philippines, Singapore	2.21	0.601	0.423 (0.671)	0.016
Club 3	Thailand, Viet Nam	2.01	0.534	0.712 (1.412)	0.051
Energy					
Full		6.711	0.821	0.039	
Sample			(0.061)		
Club 1	Brunei Darussalam, Cambodia, Indonesia, Lao PDR	2.43	1.711	0.109 (0.080)	0.003
Club 2	Malaysia, Myanmar, Philippines, Singapore	2.31	1.699	0.373 (0.561)	0.005
Club 3	Thailand, Viet Nam	1.89	2.811	0.602 (1.302)	0.037
Transport					
Full		2.501	0.311	0.028	
Sample			(0.031)		
Club 1	Brunei Darussalam, Cambodia, Indonesia, Lao PDR	0.74	0.311	0.089 (0.021)	0.001
Club 2	Malaysia, Myanmar, Philippines, Singapore	0.23	0.459	0.169 (0.242)	0.055
Club 3	Thailand, Viet Nam	0.08	0.224	0.082 (0.022)	0.016



The results of the club convergence research are displayed in Table 2 (percentage of GDP). Club 1 nations have a total tax potential of 0.119% of GDP with an error rate of 0.005% based on the estimates in Table 2, whereas Club 2 countries have a total tax potential of 0.601% of GDP with an estimated error rate of 0.016%. and club 3 receives, next in Table 3 (% taxation), a total environmental tax potential of 0.534% of GDP with an error rate of 0.051%. With transportation accounting for a percentage of total taxes, the general zero convergence hypothesis of GDP and the tax method are accepted at a significance level of 5% for both. Thus, it follows that different ASEAN countries have different tax regimes, and collaboration in environmental taxation is necessary to preserve environmental sustainability as well as the expansion of the South East Asian economy.

In Southeast Asia, the causal link between energy and the environment has been examined and researched throughout the last ten years, as evidenced by studies conducted by Siala et al. (2021) [45], He et al. (2021) [12], and Nguyen et al. (2022) [27]. In Southeast Asia, environmental sustainability and energy cooperation are top priorities for cooperative economic development. For the rise in tax income from environmental taxes in the form of energy taxes with CO₂ emission fees in the transportation sector, the majority of them are significant in the tax simulation shown in Table 3 with an alpha below 5%. Furthermore, as seen in Table 2, environmental levies strongly promote economic expansion. Following the circumstances of each nation in the area, there is variation in the influence of environmental taxes on tax rises, revenue, and economic growth on the various clubs in the Southeast Asian region. Further research is necessary on environmental fees associated with public transportation, given that a large number of lower-middle-class individuals in Southeast Asia continue to use it.

CONCLUSION

In Southeast Asia, environmental taxes are a crucial instrument for public policy as they mitigate the consequences of pollutants and CO₂ emissions. The imposition of gas taxes or carbon pollution taxes on the energy and transportation sectors has a significant impact on increasing tax revenues and contributing to economic growth in Southeast Asia. A power tax might limit the use of natural gasless or environmentally friendly power and help finance projects that use sustainable energy. In the transportation sector, environmental taxes serve to both encourage environmentally good transportation and lower carbon dioxide emissions from less environmentally friendly public transit. If environmental taxes are implemented in Southeast Asia, the simulation outcome of this research has ramifications and can serve as a model for environmental tax policies in the region.

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