

Jacqueline McGlade

Executive Director, European Environment Agency

Details

Key Note speaker for *“Internalisation of external costs”*: *Is the EU approach right, at this point in time?*

Professor McGlade became Executive Director of the European Environment Agency on June 1 2003. Prior to this she was Natural Environment Research Council Professorial Fellow in Environmental Informatics in the Mathematics Department of University College London where her main areas of research included spatial data analysis and informatics, expert systems, environmental technologies and the international politics of the environment and natural resources. Previous appointments have included Director of the UK's Centre for Coastal & Marine Sciences; Director of Theoretical Ecology at the Forschungszentrum Jülich, Germany, Associate Professor at the Honda funded International Ecotechnology Research Centre, Senior Scientist in the Federal Government of Canada and in the USA, Adrian Fellow at Darwin College, Cambridge and Professorships at Warwick University and Aachen. Professor McGlade has won various prizes including the Minerva Prize, the Swedish Jubileum Award and the Brno University Gold Medal. She also has honorary degrees from Wales (Bangor) Kent and is a Fellow of the Linnean Society and the Royal Society for the Encouragement of Arts, Manufacture & Commerce.



Professor McGlade has worked extensively in North America, south-east Asia and West Africa; she has published more than 100 research papers, written popular articles, presented and appeared in many radio and television programmes, including her own BBC series *The Ocean Planet* and *Learning from Nature* and more recently *Our Arctic Challenge*, a film about sport and tourism in Greenland. She has given public lectures worldwide on climate change, energy and sustainable development, environmental information, conflicts over environmental impacts of industrial and natural activities, environmental technologies and the use of multimedia and modern forms of web communication.

Professor McGlade was Chairman of The Earth Centre and a Board Member of the Environment Agency. She is currently a Trustee of the Natural History Museum and a member of the Environment Advisory Committee of the European Bank for Reconstruction and Development, UK-China Forum and UK-Japan 21st Century Group. She is also Director of the software company, View the World Ltd.

Recent books: *Advanced Ecological Theory* (Blackwell 1999); *The Gulf of Guinea Large Marine Ecosystem* (Elsevier 2002).

PowerPoint

Professor McGlade Presentation Available on the front page of the CLECAT website

At the Conference

Prof McGlade said that the Internalisation of External Costs involves the idea of paying for all the impacts of what we pollute and is right, but what the Commission has produced is not perfect by a long way. It is however a very difficult job for the Commission in trying to provide impact assessments for a variety of policy instruments where there is no single common denominator, it is impossible to arrive at a carbon price across the whole of society.

Therefore the way this issue is steered will often be down to who does the steering? In other words whether it is based around health or on resources for example, so there is a need to be more specific about what we base our analysis on. As such it is our consumption patterns which are really driving freight not necessarily logistics or mobility.

It is in this regard that it is important we look at the relationship between GDP and transport volumes and ask the question whether we can 'de-couple' the absolute demand for a service with its impact, and the growth of society with its output. Freight transport demand is driven by economic considerations in the private sector but overall the environmental trends are unsustainable, including air, noise (in particular) and fragmentation of landscape. The small amount of decoupling is only really happening in passenger transport, and, as regards freight transport, there is no shift away from road to other modes and this is a fundamental problem. Efficiency has been based on time and not resources, and this is the major flaw with the Commission's Eurovignette plan.

Professor McGlade said that she is in favour of looking at economies of scale using, for example, fewer and larger vehicles; tying the issue to Climate Change policies in general; being more intelligent about freight management and urban-logistics; as well as looking at consumption models which view models of development from the perspective of quality of life and the more efficient use of resources. There needs to be a move towards a 'Life-cycle' approach to cost-benefit analysis in order to find out where the real burden lies, where the real regulation will work and what the overall cost to society is rather than burdening one sector with all the costs and giving the benefits to the others

On the question of earmarking Prof McGlade said that "if there is to be a sector charged then the money raised needs to be earmarked for that sector" but we should also distribute the benefit/burden sharing across all of society because freight is simply an expression of consumption; everyone has been impacted by freight movement. The cost needs to be borne by the whole of society and should be lifted out of national sovereignty and to the bubble of Europe. Regulation should traverse the whole life cycle and not just a point to point basis; this would target the environmental rather than the economic sector.

Prof McGlade laid down a challenge to CLECAT that if the Freight Forwarder is indeed the master of the logistics chain and that CLECAT do not privilege one mode over the other (as put forward on CLECAT's website) then "I put you at your word to mobilise your fellows."