

Introduction

*You can't manage
what you can't measure*

This quotation from EEAs publication 'Are we moving in the right direction' (EEA 2000) reflects the idea behind the construction of the TERM indicators. Further, it is said:

An efficient, effective and flexible transport system is essential for economic activity and quality of life. People demand and expect convenient and affordable mobility for work, education and leisure. But the transport system that has evolved in the EU to meet these needs poses significant and growing threats to the environment and human health, and even defeats its own objective.

The key to finding a balance between these seemingly opposing concerns is to develop policies that integrate environmental and other sustainability concerns into transport decision-making and other related policies. Sustainability, of transport and other sectors, is now a goal for the EU under the Amsterdam Treaty - a progress is required.

Seven questions were set up, which policy-makers in the EU regard as the key to understanding whether current policy measures and instruments are influencing transport/environment interactions in a sustainable direction. Each of these questions have resulted in a group of indicators:

Key questions	Indicator groups
1. Is the environmental performance of the transport sector improving	1. Environmental consequences of transport
2. Are we getting better at managing transport growth and improving the modal split	2. Transport demand and intensity
3. Are spatial planning and transport planning becoming better co-ordinated so as to match transport demand to the need for access	3. Spatial planning and accessibility
4. Are we improving the use of transport infrastructure capacity and moving towards a better balanced intermodal transport system	4. Transport supply
5. Are we moving to a fairer and more efficient pricing system, which ensures that external costs are internalised	5. Price signals
6. How rapidly are improved technologies being implemented and how efficiently are vehicles being used	6. Technology and utilisation efficiency
7. How effectively are environmental management and monitoring tools being used to support policy- and decision-making	7. Management integration

*Policy driven -
not data driven*

As a result of the creation process, today's work with the TERM indicators is to be considered as policy driven rather than data driven. This fact is recognised by the international organisations working in this field and is also clearly demonstrated in available publications.

The challenge has been and still is to find relevant statistics or scientific analyses that can throw light on the single indicators.

A number of the indicators are rooted in traditional statistics as e.g. transport, environment or energy statistics. The concepts in question here are as a rule well defi-

ned in different regulations, directives and other material developed during recent years.

For some other indicators, the statistical basis is less developed. For these indicators data often are not available and the relevant concepts not well defined. The basic questions

- What data shall be compiled
- How shall these data be compiled

have no clear answer for these indicators. The indicators have been developed during the last couple of years but much conceptual work still remains to be done. It has been our ambition with the current manual to try to contribute to this and to give an answer to the above questions.

Pragmatic approach In the manual we have tried to take a pragmatic approach. This means that we have as far as possible based the concepts, definitions and data collection methods on the already existing tradition. As a result, EU legal acts and international recommendations for data collection, available material in relevant publications and on the Internet have been used where possible. One ambition with the TERM indicators has been to create a set of internationally comparable indicators. This is best ensured if the indicators are based on an internationally recognised tradition. As a consequence the project team has been in contact with both EEA and Eurostat during the preparation period of the manual.

Framework Of the seven indicator groups, the groups 1-6 are quantitative (indicators 1-26) whereas group 7 (indicators 27-31) is of a more qualitative nature. Only the quantitative indicators will be considered in this manual.

The manual is organised indicator by indicator. A general framework has been used in the description of the single indicators. This includes paragraphs on

- Objectives
- Definitions
- Sub-indicators
- Concepts
- Methodology
- Problems
- Relevant literature

The first three of these have been extracted from EEA and Eurostat publications.

Regarding literature, the relevant references are shown for each indicator. In a final appendix, the more general literature is listed.