

## Energy audits - Part 4: Transport

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English version

## Energy audits - Part 4: Transport

Audits énergétiques - Partie 4: Transport

Energieaudits - Teil 4: Transport

This European Standard was approved by CEN on 27 May 2014.

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## Foreword

This document (EN 16247-4:2014) has been prepared by Technical Committee CEN/CLC/JWG 1 “Energy audits”, the secretariat of which is held by BSI.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by November 2014 and conflicting national standards shall be withdrawn at the latest by November 2014.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This Part provides additional material to Part 1 for the Transport sector and should be used in conjunction with Part 1.

This European Standard is part of the series EN 16247 “*Energy audits*” which comprises the following:

- Part 1 General requirements;
- Part 2 Buildings;
- Part 3 Processes;
- Part 4 Transport;
- Part 5 Competence of energy auditors.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## 0 Introduction

An energy audit can help an organization to identify opportunities to improve energy efficiency. It can be part of a site wide energy management system.

This European Standard is intended for the energy auditing of mobile assets e.g. vehicles, railways, marine vessels, aircraft, as well as mobile plant.

Due to the mobility of the assets in transport, energy auditing in this area is especially challenging. For example, the meetings are harder to organize, the activities involved are harder to inspect.

The first part of this standard harmonizes the procedures for energy auditing in transport systems. On the other hand, there are certain aspects which are particular to every transport mode. For example, whereas the mobile assets in road transport are numerous, similar and replaced frequently, the assets for marine and air transport are large and long-lived.

In order to state the energy auditing features of every transport mode, there is a specific section for each of them at the end of this document.

Finally, the possibility of planning and selecting the mode of transport (and, sometimes, using different modes for a unique transport service) is also a specific aspect of the transport activity. Therefore, this standard will place special attention to this topic.

NOTE An energy audit is not a fiscal method, the term and the nature of an energy audit are defined in EN 16247-1 Energy Audits.

## 1 Scope

This European Standard shall be used in conjunction with and is supplementary to EN 16247-1, Energy audits — Part 1: General requirements. It provides additional requirements to EN 16247-1 and shall be applied simultaneously.

The procedures described here apply to the different modes of transport (road, rail, marine and aviation), as well as the different ranges (local to long distance) and what is transported (basically, goods and people).

This European Standard specifies the requirements, methodology and deliverables specific to energy audits in the transport sector, every situation in which a displacement is made, no matter who the operator is (a public or private company or whether the operator is exclusively dedicated to transport or not), is also addressed in this document.

This European Standard advises on both the optimization of energy within each mode of transport, as well as selecting the best mode of transport in each situation; the conclusions drawn by the energy audit can influence decisions on infrastructure and investment e.g. in teleconferencing or web meetings.

Energy audits of buildings and processes associated with transport can be conducted respectively with the EN 16247-2 Buildings and EN 16247-3 Processes e.g. pipelines, depots and escalators/travelators. This part of the standard does not include the infrastructure which supplies energy e.g. the electricity generation of energy for railways.

## 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 16247-1, *Energy audits - Part 1: General requirements*

UIC/UNIFE TecRec 100 001 — *Specification and verification of energy consumption for railway rolling stock, 2010*

## 3 Terms and definitions

For the purposes of this document the terms and definitions given in EN 16247-1 and the following apply.

### 3.1

#### **transport**

activity that implies the movement of people or goods from one place to another