

საქართველოს სტანდარტი

ენერგოაუდიტი-ნაწილი 4: ტრანსპორტი

საქართველოს სტანდარტებისა და მეტროლოგიის
ეროვნული სააგენტო
თბილისი

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English version

Energy audits - Part 4: Transport

Audits énergétiques - Partie 4: Transport

Energieaudits - Teil 4: Transport

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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of an identical text or by endorsement, at the latest by November 2014 and conflicting national standards shall be withdrawn at the latest by November 2014.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.

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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.