

# Energy Auditors

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SHORT SURVEY RESULTS OF TRAINED AUDITORS JAN'16

Survey reopened: <https://www.surveymonkey.com/r/transportenergyaudits>



# 15% response rate (10<sup>th</sup> Jan '16)

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To protect anonymity we are hiding exact country response numbers

- 45% respondents from Ireland
- 50% respondents from UK
- 5% from mainland Europe

Survey reopened to all as of 12<sup>th</sup> Jan to collect further responses

Q1. How many audits?

- Respondents have completed 342 audits

Q.2 How many included transport

- 238 (70%) included transport
- 83 (24%) reported transport savings opportunities



# Q4. Use of standards

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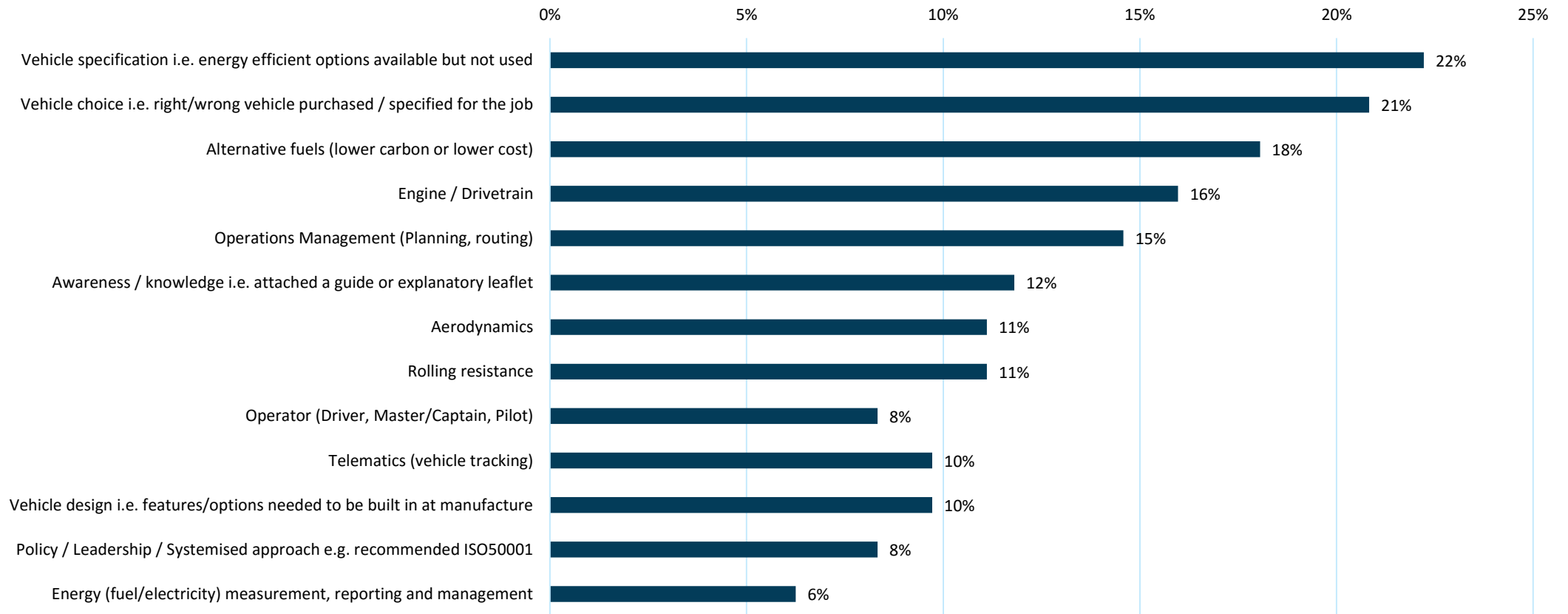
Q4. How often did you use EN 16247 and/or ISO50002 as a guide to conducting the audit?

Answer Choices	Responses
Once - then created my own template	40.00% 6
Sometimes - but did not follow in detail	26.67% 4
Always - tried to include all aspects cited in the standard	26.67% 4
We used a local template (as guide or mandatory)	6.67% 1
<b>Total</b>	<b>15</b>



# Q5. Opportunities identified

Q.5. How often did you identify each of these opportunities in the transport aspects of your audits?



# Q.6. Help us understand the choices in Q.5

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*"Details of transport fleets usually not held by facilities manager*

*Most supply chains outsource ""Transport"" - hence they are not responsible*

*Contractors should be ranked based on some ""Benchmark"" - then supply chains can select the most efficient ?!"*

*Transport is not always a very significant user in the audits carried out and therefore low hanging fruit were predominantly considered*

*Transport was only a very minor part of the overall energy usage and was generally only private car mileage related.*

*All elements were applicable and raised during audit and to be honest they are already in train other than the need for an improved awareness of driving habits across the fleet of engineering vehicles to reduce consumption. I used the audit to cement the current plans and secure funding for improvements.*

*The fleets that we undertook audits came from a wide variety of industry sectors with a high variability of vehicle types and operation. However, on examining them it was clear that the majority could save energy via the identified improvements.*

*Some of the fleets were company or grey fleet and the actions above were less relevant. Where 'heavy' fleet, all answers above addressed.*

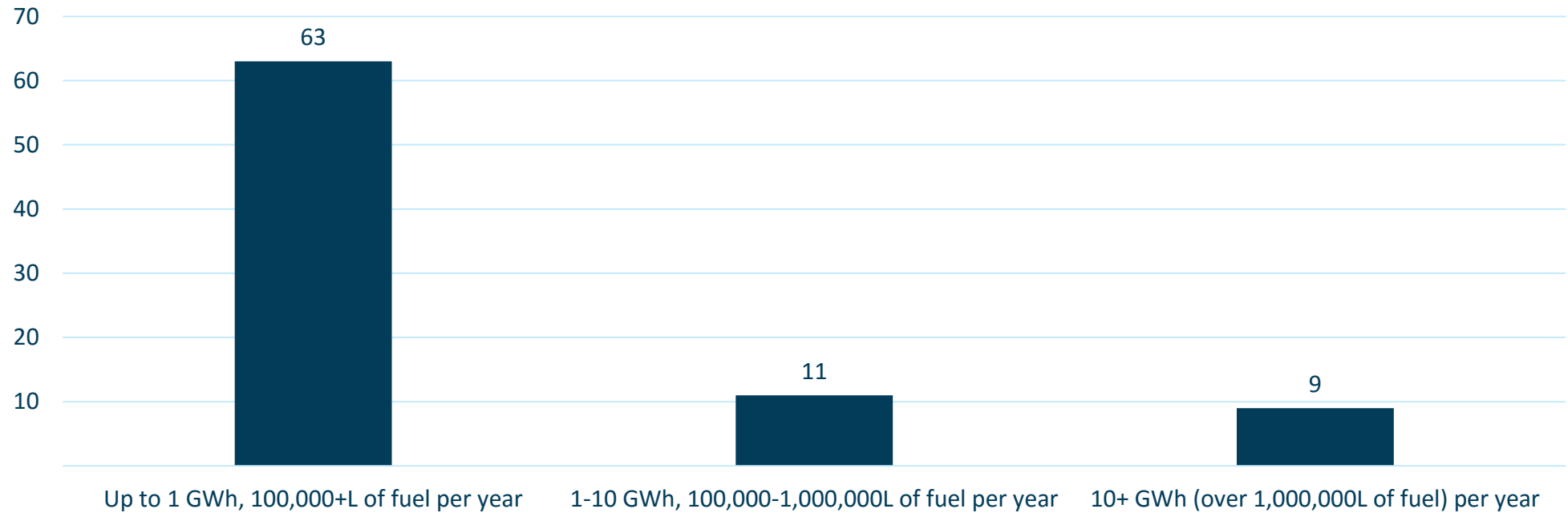
*Only undertook three pure transport audits of which two were based on company cars and the other was a HGV fleet. The remaining energy audits which included transport were agricultural or FLT's.*

*I audited only grey fleet and vans, not all data available. Most of my stuff was grey fleet, apart from a couple of airlines.*



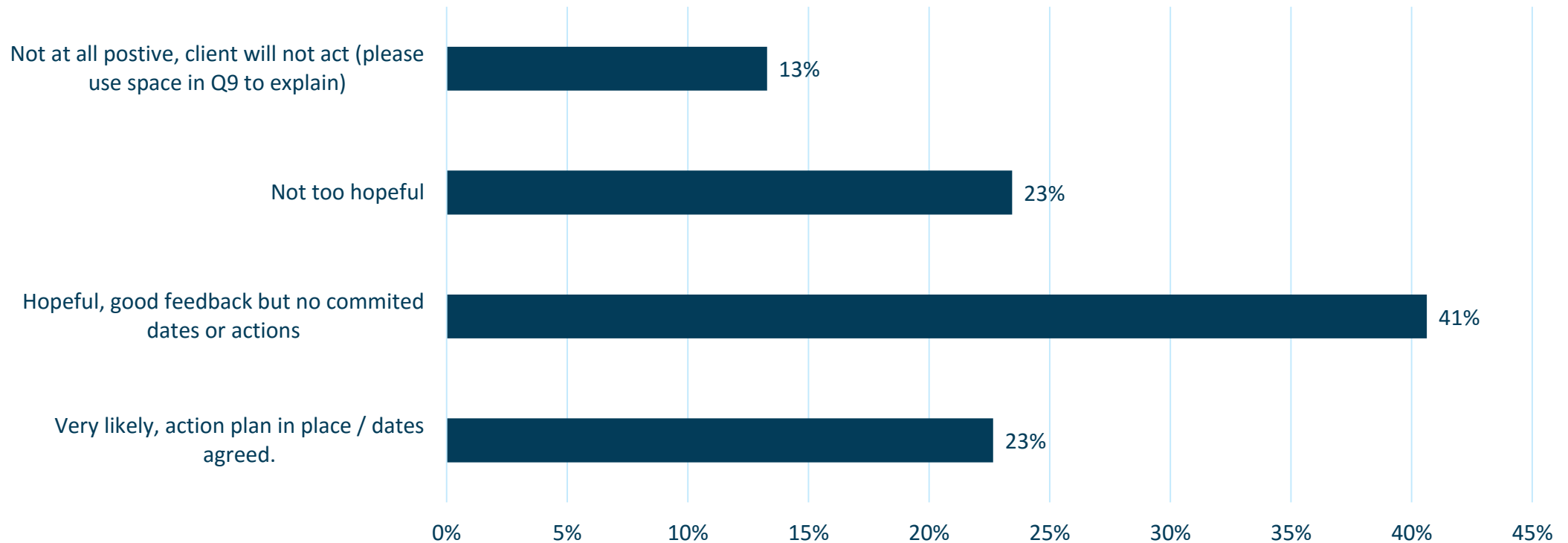
# Q7. Savings

How much energy savings opportunities (per 12 month period) did you identify for your clients in transport? Please enter the number of transport audits for each level of savings (total should equal number of audits in question 3).



# Q8. Effectiveness

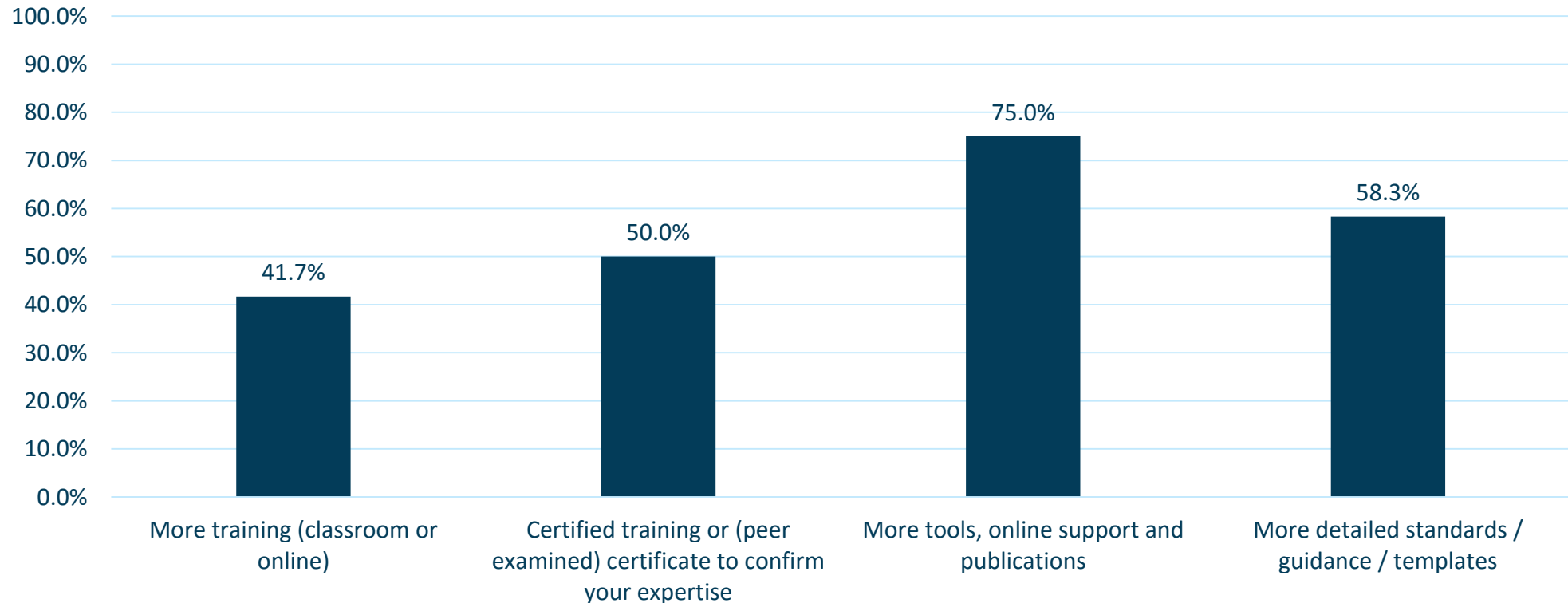
Please categorise the effectiveness of the transport energy audits i.e. how likely are you to be invited back to implement / or is the client themselves likely to implement the savings you identified. Enter a number of audits against each choice based on your expert opinion.



# Q9. Needs

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What skills sets, or supports, do you feel you will need 2016-18 to help you and your clients act on the opportunities identified in your audit?





# Transport EnMS - guides

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ISO50001 Energy Performance management

- **ISO50004 is the guide**

Road BS **EN 16247-Parts 1 & 4** (together) Energy Audit guide

Australian: AS NZS 3598.3-2014 Energy audits

Air IATA Environmental Assessment ([IEnvA](#))

Rail UNIFE [TecRec 100](#)

Maritime Ship Energy Efficiency Management Plan ([SEEMP](#))



# Feedback on our training [aems.ie/tea](http://aems.ie/tea)

*"Best training course I have ever been on"*

*"Presenters pace and style were excellent. Very engaging"*

*"Good, well paced, and clear presentation."*

*"The style was good and the ability of the presenter to expand was good."*

*"Yes, I liked the style, gave lots of examples"*

*"Conor is great to listen to!"*

*"Very informative, well paced presentations"*

*"Very knowledgeable and engaging."*

*"Content was more than I could have hoped for."*

*"Good presentation – knew his stuff; good examples and pace. Makes good use of questions"*

*"Very informative, much more explanative than previous course."*

*"Very comprehensive coverage with further support if required."*



## COURSE EVALUATION FORM

**Course Title:** Effective Transport Energy Audits in ESOS

**Course Venue:** National Motorcycle Museum, Birmingham, UK

**Course date:** 18-19<sup>th</sup> May 2015

**Presented by:** Conor Molloy

Please tell us about your presenter? Did you like the style; was the presenter informative, give lots of examples etc? (Please expand as necessary.) If you felt there could be improvement, please let us know.

Comment: *Well presented obviously has a great deal of knowledge and experience that aided the presentation*

Please tell us about the course content – did the content meet your needs? Was it under or over informative? What one aspect of Transport Energy Audit would like follow-up on?

Comment: *Yes, met my needs and gives an excellent comparison to my own Plus. Follow up on data systems + data availability*

Please feel free to make any other recommendations to improve the course.

Comment: \_\_\_\_\_  
\_\_\_\_\_

Would you recommend this course to a friend (circle one)?

Y /  N

Why? *Very informative and engaging presentation.*

