

# FUEL CHAMPION: A COURSE IN FUEL EFFICIENCY DELIVERED BY DISTANCE/E LEARNING



## INTRODUCTION

This document introduces the aims and objectives of the unique “FUEL CHAMPION” course. The course provides a formalised education and training structure that enables operators to conduct highly effective testing of fuel efficiency interventions, which until now has not been available and thereby addresses this deficit in management capability. The content and estimated hours of study are declared and the support that the student has available from the mentor is stated. The student should towards the end of the course be testing a fuel saving intervention that has a high probability of improving the fuel efficiency of a vehicle or operation. Thus, in financial terms reducing the operator’s fuel cost by a factor many times greater than the cost of this course.

## AIMS

To increase fuel efficiency by developing management knowledge and skills in the area of fuel saving interventions to a level that enables effective testing.

## OBJECTIVES

Students will be able to:

- manipulate and cleanse data using a spreadsheet;
- collect and review fuel consumption data;
- produce a report on the fuel efficiency culture in the company, an operational profile, fleet profile and other pertinent factors;
- review fuel saving interventions and produce a strategy document that outlines how fuel efficiency will be improved and
- design a plan to test a fuel efficiency intervention, conduct a test and report on its effectiveness and potential financial savings including payback calculations.

## COMPANY BENEFITS

The ability to identify the most effective interventions for testing and to then conduct tests to a level that has previously not been available to operators will enable them to reduce their fuel costs. Testing interventions that have a poor probability of improving fuel efficiency is not a good use of resources. Identifying

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the interventions with the most potential will ensure that resources are not squandered.

## STUDENT SUPPORT

Support for the student is provided by Dr Michael Coyle who will mentor the student through every stage. Guidance, support and feedback will be provided by the tutor and assessments will be returned with the mark awarded and tutor comments. Communications will be via the internet and the telephone.

## COMPONENTS OF THE COURSE

The estimated study time required for completion of the course is set out in Table 1.

Table 1 Components and estimated time for completion

COMPONENT	HOURS
1. Work through data management example.	10
2. Produce a report on company culture, operational profile, fleet profile and other pertinent factors and extract data from company system and report upon its quality.	40
3. Review documentation aimed at developing an understanding of fuel efficiency, fuel efficiency interventions and their sensitivities.	60
4. Review fuel saving interventions and draw up a strategy for improving fuel efficiency.	25
5. Design a test plan for testing a chosen fuel saving intervention.	15
6. Conduct and review the test.	35
7. Write up a report on the test plan, its implementation, and the outcomes including results and how to deliver future savings through increased fuel efficiency.	15
<b>TOTAL</b>	<b>200</b>

The learning material is supplied in two formats. The first is written material which will include a fully referenced document on fuel saving interventions. The second which is supplied in electronic format consists of:

- Tutor contact details
- Course outline
- Information on assessment procedures for assignments
- Data management exercise

There are a number of written assignments to be completed which consist of the following:

1. Understanding fuel consumption data - exercise with supplied material.

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2. Report on the quality of the operator's fuel consumption data and the fuel efficiency culture - marked assignment.
3. Produce strategy document for improving fuel efficiency - marked assignment.
4. Design a test plan - marked assignment.
5. Write report which reviews the test plan, its implementation and outcome. The report should also indicate how future savings will be made - marked assignment.

## **GRADING OF WORK**

Assignments are marked using a set marking plan. Each assignment has its own specific marking plan with the main emphasis upon understanding and dealing with the issues.

Students need to conclude the testing of an intervention in order to complete the course. To pass the course an overall mark of 50% is required. A credit is awarded to students who achieve a mark of 60% to 69% and a distinction is awarded to those who achieve a mark of 70% or higher. Any work that has to be resubmitted must be resubmitted within an agreed time. Should a student fail to complete the programme within two years then a roll on fee has to be paid for the student to remain registered. The roll on fee will be 50% of the full fee and can only be applied once by an individual student.

## **COURSE PHILOSOPHY AND METHODOLOGY**

It is intended that employees who by the nature of their work are unable to study at set times of the day or on specific days will have access to learning material and support when they require it.

Whilst material can be supplied in either printed or electronic format it is the support that is of key importance. Through the use of email, problems can be resolved from a distance. For example, data contained in a spreadsheet can be copied, communicated and discussed. Digital photography permits vehicles to be examined and key components to be viewed.

## **RESOURCES REQUIRED BY STUDENTS**

Students need to have access to the following company information and resources:

- Vehicle/Asset register
- Fuel consumption data
- Spreadsheet software
- Word processing software
- Internet and email access

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- Time

Copies (printed and electronic) of the following free publications are recommended and available from 0845 602 1425 or the transport energy web site [http://www.transportenergy.org.uk/action\\_pubs.cfm](http://www.transportenergy.org.uk/action_pubs.cfm).

GPG307: Fuel Management Guide  
BG77: Key Performance Indicators for Non-Food Retail Distribution  
BG78: Key Performance Indicators for the Food Supply Chain  
Home Delivery Key Performance Indicators Final Report  
Automotive Key Performance Indicators Final Report  
Non Food Retail Key Performance Indicators Final Report  
GPCS409: Expert advice helps cut fleet costs  
GPG273: Computerised routing and scheduling for efficient logistics  
GPG308: Truck aerodynamic styling  
GPCS311: Energy Savings through improved driver training  
GPCS342: Fuel management for transport operators  
GPCS374: Efficient JIT supply chain management  
GPCS402: Heathrow Airport Retail Consolidation Centre  
GPG341: Telematics Guide  
GPCS398: BOC Ltd Fuel Champion Saves Equivalent of 50 Trailer Loads of Carbon Dioxide a Year  
RHMF001: Fuel Saving Tips  
ECG076: Benchmarking Vehicle Utilisation and Energy Consumption. Measurement of Key Performance Indicators  
KPI: Analysis of transport Efficiency in the UK Food Supply Chain  
GPG313: Fuel Saving Devices guide  
GPG313: Fuel Saving Devices - Full Supporting Report  
GPG2100: The Safe And Fuel Efficient Driving (SAFED) Standard  
GPCS2101 - Reducing the Environmental Impact of Distribution (Transco National Logistics)

## COURSE FEE

The fee covers the cost of the material and two years' support for the student. It also pays for the provision of the statistical support to determine if an intervention has been effective.

The fee per student is presently £830 excluding VAT.