



INTERNATIONAL ENERGY EFFICIENCY (IEE) CERTIFICATE

This Certificate shall be supplemented by a Record of Construction relating to Energy Efficiency

DNV ID no.:
30473
Date of issue:
2025-03-07

Issued under the provisions of the Protocol of 1997, as amended, to amend the INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention")
under the authority of the Government of

ANTIGUA AND BARBUDA

by DNV

Particulars of ship

Name of ship:	ROYAL LADY
Distinctive number or letters:	V2YA3
Port of registry:	ST. JOHN'S
Gross tonnage:	9993
IMO number:	9300829

This is to certify:

- that the ship has been surveyed in accordance with regulation 5.4 of Annex VI to the Convention; and
- that the survey shows that the ship complies with the applicable requirements in regulations 22, 23, 24, 25 and 26

Completion date of survey on which this Certificate is based: **2023-05-11**

Issued at **Skagen, Denmark** on **2025-03-07**



for DNV

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Yury Shishkin

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RECORD OF CONSTRUCTION RELATING TO ENERGY EFFICIENCY

This Record shall be permanently attached to the Energy Efficiency Certificate.

The Certificate shall be available on board the ship at all times.

Entries in boxes shall be made by inserting either: a cross (x) for the answers "yes" and "applicable"; or a dash (-) for the answers "no" and "not applicable", as appropriate.

Unless otherwise stated, regulations mentioned in this Record refer to regulations in Annex VI of the Convention, and resolutions or circulars refer to those adopted by the International Maritime Organization.

1 Particulars of ship

Name of ship:	ROYAL LADY
IMO number:	9300829
Date of building contract:	2003-03-01
Date of major conversion (if applicable):	-
Gross tonnage:	9993
Deadweight:	14825
Type of ship ¹ :	Tanker

2 Propulsion system

2.1	Diesel propulsion	☒
2.2	Diesel-electric propulsion	☐
2.3	Turbine propulsion	☐
2.4	Hybrid propulsion	☐
2.5	Propulsion system other than any of the above	☐

3 Attained Energy Efficiency Design Index (EEDI)

3.1	The attained EEDI in accordance with regulation 22.1 is calculated based on the information contained in the EEDI technical file which also shows the process of calculating the attained EEDI.	☐
	The attained EEDI is: grams-CO ₂ /tonne-mile.	
3.2	The attained EEDI is not calculated as:	
3.2.1	the ship is exempt under regulation 22.1 as it is not a new ship as defined in regulation 2.2.18	☒
3.2.2	the type of propulsion system is exempt in accordance with regulation 19.3	☐
3.2.3	the requirement of regulation 22 is waived by the ship's Administration in accordance with regulation 19.4	☐
3.2.4	the type of ship is exempt in accordance with regulation 22.1	☐

4 Required EEDI

4.1	Required EEDI is: grams-CO ₂ /tonne-mile	☐
4.2	The required EEDI is not applicable as:	
4.2.1	the ship is exempt under regulation 24.1 as it is not a new ship as defined in regulation 2.2.18	☒
4.2.2	the type of propulsion system is exempt in accordance with regulation 19.3	☐

¹ Insert ship type in accordance with definitions specified in regulation 2. Ships falling into more than one of the ship types defined in regulation 2 should be considered as being the ship type with the most stringent (the lowest) required EEDI. If ship does not fall into the ship types defined in regulation 2, insert "Ship other than any of the ship type defined in regulation 2".

4.2.3	the requirement of regulation 24 is waived by the ship's Administration in accordance with regulation 19.4	☐
4.2.4	the type of ship is exempt in accordance with regulation 24.1	☐
4.2.5	the ship's capacity is below the minimum capacity threshold in Table 1 of regulation 24.2	☐

5 Attained Energy Efficiency Existing Ship Index (EEXI)

5.1	The attained EEXI in accordance with regulation 23.1 is calculated taking into account the guidelines ² developed by the Organization	☒
	The attained EEXI is: 9.37 grams-CO ₂ /tonne-mile.	
5.2	The attained EEXI is not calculated, as	
5.2.1	the type of propulsion system is exempt in accordance with regulation 19.3	☐
5.2.2	the type of ship is exempt in accordance with regulation 23.1	☐

6 Required EEXI

6.1	The required EEXI is: 9.71 grams-CO ₂ /tonne-mile in accordance with regulation 25	☒
6.2	The required EEXI is not applicable, as	
6.2.1	the type of propulsion system is exempt in accordance with regulation 19.3	☐
6.2.2	the type of ship is exempt in accordance with regulation 25.1	☐
6.2.3	the ship's capacity is below the minimum capacity threshold in table 3 of regulation 25.1	☐

7 Ship Energy Efficiency Management Plan

7.1	The ship is provided with a Ship Energy Efficiency Management Plan (SEEMP) in compliance with regulation 26	☒
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8 EEDI technical file

8.1	The IEE Certificate is accompanied by the EEDI technical file in compliance with regulation 22.1	☐
8.1.1	The EEDI technical file identification/verification number:	
8.1.2	The EEDI technical file verification date:	

9 EEXI technical file

9.1	The IEE Certificate is accompanied by the EEXI technical file in compliance with regulation 23.1	☒
9.1.1	The EEXI technical file identification/verification number: M-SA-MI/SEBMLO/30473-J-10275	
9.1.2	The EEXI technical file verification date: 2022-04-27	
9.2	The IEE Certificate is not accompanied by the EEXI technical file as the attained EEDI is used as an alternative to the attained EEXI	☐

Remarks:

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at **Skagen, Denmark** on **2025-03-07**

² Refer to the "2021 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)" (resolution MEPC.333(76))



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