



Record of Construction relating to Energy Efficiency

Supplement to the Energy Efficiency Statement of Compliance

Notes:

1. This Record shall be permanently attached to the Energy Efficiency Statement of Compliance. The Energy Efficiency Statement of Compliance shall be available on board the ship at all times.
2. The Record shall be at least in English, French or Spanish. If an official language of the issuing Party is also used, this shall prevail in case of a dispute or discrepancy.
3. 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.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulations in Annex VI of the Convention, and resolutions and circulars refer to those adopted by the International Maritime Organization.

1. Particulars of ship

1.1	Name of ship	SAN ANDRES III
1.2	IMO number	9309203
1.3	Date of building contract	02 April 2003
1.4	Gross tonnage	2,865
1.5	Deadweight	3,557
1.6	Type of ship*	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 20.1 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-CO₂/tonne-mile
- 3.2 The Attained EEDI is not calculated as:
 - 3.2.1 the ship is exempt under regulation 20.1 as it is not a new ship as defined in regulation 2.23
 - 3.2.2 the type of propulsion system is exempt in accordance with regulation 19.3
 - 3.2.3 the requirement of regulation 20 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 20.1

* 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".


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- 4. Required EEDI
 - 4.1 Required EEDI is grams-CO₂/tonne-mile
 - 4.2 The required EEDI is not applicable as
 - X 4.2.1 the ship is exempt under regulation 21.1 as it is not a new ship as defined in regulation 2.23
 - 4.2.2 the type of propulsion system is exempt in accordance with regulation 19.3
 - 4.2.3 the requirement of regulation 21 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 21.1
 - 4.2.5 the ship's capacity is below the minimum capacity threshold in Table 1 of regulation 21.2
- 5. Ship Energy Efficiency Management Plan
 - X 5.1 The ship is provided with a Ship Energy Efficiency Management Plan (SEEMP) in compliance with regulation 22
- 6. EEDI technical file
 - 6.1 The Energy Efficiency Statement of Compliance is accompanied by the EEDI technical file in compliance with regulation 20.1
 - 6.2 The EEDI technical file identification/verification number
 - 6.3 The EEDI technical file verification date


This is to certify that this Record is correct in all respects.

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