

Translation. Only the Danish document has legal validity.

Order no. 575 of 19 June 2008 issued by the Danish Maritime Authority

Order on medical examinations of seafarers and fishermen¹

In pursuance of section 4(2), section 70(1) and section 75a of the Danish Seamen's Act, cf. consolidated Act no. 742 of 18 July 2005, as amended by section 1 of Act no. 511 of 17 June 2008, section 19(1) of Act no. 226 of 22 April 2002 on maritime training programmes, the following provisions are laid down by authority, cf. section 1 of Order no. 1068 of 4 September 2007 on the transfer of certain powers to the Danish Maritime Authority and on the right to complain, etc. as well as after negotiations with the National Board of Health:

Chapter 1 *Application*

Section 1. This Order shall apply to seafarers and professional fishermen to which the Danish Seamen's Act, sections 1 and 2, apply and who serve on board merchant vessels with a gross tonnage of or above 20 or on fishing vessels.

Subsection 2. The provisions shall also apply to masters of ships mentioned in subsection 1.

Section 2. This Order shall also apply to persons who must have a valid health certificate in connection with:

- 1) The acquisition or renewal of certificates of competency under the provisions of the Danish Act on the Manning of Ships.
- 2) The enrolment as a student at a training programme approved by the Danish Maritime Authority and covered by the Danish Act on Maritime Training Programmes.
- 3) The passing of a smoke diver training programme as part of a training programme approved by the Danish Maritime Authority.

Subsection 2. For persons to whom subsection 1 applies, the Danish Maritime Authority shall issue or endorse the health certificate when the medical examination in accordance with section 4 has taken place abroad.

Chapter 2 *Medical examinations of seafarers and fishermen*

Section 3. Seafarers and fishermen serving on a ship shall hold a certificate stating that they have been subjected to a medical examination in accordance with the provisions of this Order (health certificate) and found fit for ship service, with limitations, if relevant.

Section 4. During the examination, the doctor shall assess whether the examined person's physical and mental condition is in general such that the person in question is fit for serving on board a ship, cf. annex 1. If it is expressly stipulated in the annex what the consequence of the disease or defect is, the doctor shall observe this, cf. however subsection 3.

¹ This Order contains provisions implementing parts of Council Directive no. 1999/63/EC (Official Journal 1999 L, p. 33) and Council Directive no. 2003/34/EC (Official Journal 2000 L 195, p. 41).

Subsection 2. The fitness of the person examined may be limited as regards the following:

- 1) The validity of the health certificate.
- 2) The field of work on board.
- 3) The trading area. Annex 2 stipulates the limitations as regards trading areas that should normally be applied.

Subsection 4. If, in special cases, the doctor assesses that, in consideration of the introduction to annex 1, there is reason to deviate from the provisions of the annex on the consequence of the disease or defect, he shall give the reasons for the deviation in writing.

Section 5. For the examination, the doctor shall use the medical certificate drawn up by the Danish Maritime Authority. The medical certificate is available from the webpage of the Danish Maritime Authority, www.soefartsstyrelsen.dk.

Section 6. Insofar as possible, medical examinations in accordance with section 4 shall take place in Denmark, and in Denmark they may be carried out only by marine doctors appointed by the Danish Maritime Authority.

Subsection 2. Persons who are to be subjected to medical examinations in pursuance of this Order shall themselves choose the doctor who is to perform the examination, except in cases where the Danish Maritime Authority designates a specific marine doctor, cf. sections 9(2) and 10.

Subsection 3. The Danish Maritime Authority may also designate marine doctors abroad.

Section 7. Anyone who commences service on board a ship for the first time or who has not been working on board a ship within the past five years shall be found fit at the medical examination or, if relevant, fit with limitations, cf. annex 1, column A.

Section 8. Persons below the age of 18 shall be found fit or, if relevant, fit with limitations, cf. annex 1, column A, at an interval of no more than one year.

Subsections 2. Persons who are 18 years old or older shall be found fit or, if relevant, fit with limitations, cf. annex 1, column B, at intervals of no more than two years.

Section 9. If a person is found unfit for ship service, a new medical examination in accordance with the provisions of this Order may be carried out only if the Danish Maritime Authority has granted permission for this.

Subsection 2. If a person is found fit with limitations, the Danish Maritime Authority may require that renewed medical examinations be made in accordance with section 8 by a marine doctor designated by the Danish Maritime Authority.

Section 10. The Danish Maritime Authority may require that a seafarer or a fishermen holding a valid health certificate is subjected to a new medical examination by a doctor designated by the Danish Maritime Authority when, on the basis of available health information, among other things in connection with discharges due to illness, it must be considered doubtful whether the person in question is still fit for his field of work on board ships. The designated doctor shall be a marine doctor or specialist.

Subsection 2. The Danish Maritime Authority may, when circumstances so require, decide that a person shall not serve on board a ship when a new medical examination is required in accordance with subsection 1.

Subsection 3. If the seafarer or fisherman serves on board a ship when a medical examination is required in accordance with subsection 1, the Danish Maritime Authority may require that the

person in question signs off or decide that the examination must be carried out within a stipulated time-limit. If the Danish Maritime Authority requires that the person in question signs off, the Danish Maritime Authority shall pay the travel and subsistence expenses in connection with the return to the person's place of residence.

Subsection 4. The seafarer or fisherman may not serve on board a ship after the time-limit stipulated in subsection 3 unless the medical examination finds that he is still fit for his field of work.

Chapter 3 *Health certificate*

Section 11. The form and contents of the health certificate shall be determined by the Danish Maritime Authority. Upon request, the Danish Maritime Authority shall forward the health certificate free of charge to marine doctors and shipping companies.

Section 12. If the examination in accordance with section 4 has taken place in Denmark, the marine doctor shall issue a health certificate to the person examined or endorse a health certificate already issued in accordance with the results of the examination. The marine doctor shall submit the result of the examination to the Danish Maritime Authority.

Subsection 2. The marine doctor shall submit the result of the medical examination to the Danish Maritime Authority electronically in accordance with instructions given by the Danish Maritime Authority.

Subsection 3. If the medical examination has taken place abroad, and if the medical examination has not been carried out by a marine doctor designated by the Danish Maritime Authority, the master of the ship shall issue or endorse the health certificate in accordance with the medical certificate and, as soon as possible, send the original certificate to the Danish Maritime Authority.

Subsection 4. If a person has previously been found unfit for work on board a ship, the Danish Maritime Authority may – irrespective of the result of the latest medical certificate – require that the person in question signs off in the first port at which the ship calls and from where a home journey may conveniently take place.

Section 13. A seafarer or a fisherman starting service on board a ship shall hand over his health certificate to the master, who shall keep it for as long as the seafarer or fisherman serves on board.

Subsection 2. The master shall forward health certificates kept in accordance with subsection 1 in case the Danish Maritime Authority so requests.

Subsection 3. Persons holding a health certificate shall forward it in case the Danish Maritime Authority so requests.

Section 14. If a time-limit under section 7 or 8 for a medical examination expires during a voyage, the endorsement given in the health certificate shall remain valid until the first call at a port in which it is possible to carry out an examination without undue delay.

Chapter 4 *Complaint provisions*

Section 15. The seafarer, fisherman, shipping company or the Danish Maritime Authority may bring the result of a medical examination in accordance with section 4 before the Danish Shipping Tribunal established in pursuance of the Danish Act on Safety at Sea, cf. however subsection 4.

Subsection 2. The seafarer, fisherman or the shipping company may bring a decision made in accordance with section 10(1) before the Danish Shipping Tribunal mentioned in subsection 1. It shall not be possible to bring the decisions of the Danish Shipping Tribunal before any other administrative authority.

Subsection 3. Complaints to the Danish Shipping Tribunal shall be made in writing to the Danish Maritime Authority, the Secretariat of the Danish Shipping Tribunal, Vermundsgade 38 C, DK-2100 Copenhagen Ø.

Subsection 4. The seafarer, fisherman or shipping company may bring the marine doctor's decision as regards the importance of the visual and auditory senses to the work on board a ship, cf. annex 1, part V, items 1, 4 and 7, before the Danish Maritime Authority, which shall make a decision, if relevant after further examinations by a specialist.

Subsection 5. The time-limit for an appeal against the decisions mentioned in subsections 1, 2 and 4 is four weeks. The Danish Shipping Tribunal and the Danish Maritime Authority may disregard the time-limit in special circumstances.

Chapter 5 *General provisions*

Section 16. Seafarers or fishermen who use glasses or contact lenses to meet the visual power required by annex 1 shall use this correction during their work and shall, at any time, be in possession of an extra set of glasses or contact lenses providing optimum correction.

Section 17. Persons who are, in pursuance of this Order, examined by a doctor or specialist shall be able to present photo ID upon request.

Section 18. Medical examinations of seafarers shall be paid by their employers. In case the person examined did not have an employer at the time of the examination, the first employer who hires him in a position for which a valid health certificate is required shall refund the expenses paid for the medical examination that has formed the basis of the issuance of the certificate provided that the seafarer is able to present the original receipt of payment.

Subsection 2. Medical examinations of maritime students who have concluded a training and educational agreement with an approved shipping company shall be paid by the relevant shipping companies. The Danish Maritime Authority shall pay for medical examinations of other students enrolled at approved maritime training programmes, where it is an admission requirement that the student has been subjected to an approved medical examination and has been found fit for ship service, with limitations, if relevant.

Subsection 3. The Danish Maritime Authority shall pay for medical examinations of professional fishermen in accordance with section 3 which have been carried out before 1 January 2011.

Subsection 4. The Danish Maritime Authority shall pay for medical examinations required by the Danish Maritime Authority in pursuance of section 10(1) and medical examinations carried out

in connection with considerations by the Danish Shipping Tribunal and complaints in connection with visual and auditory senses, cf. section 15(1), (2) and (4).

Subsection 5. Professional fishermen shall prove to the marine doctor that they are professional fishermen by means of valid registration certificates for professional fishermen. Students enrolled at approved maritime training programmes, as mentioned in subsection 2, second sentence, shall prove to the marine doctor that they are enrolled at an approved maritime training programme on the condition that they acquire a health certificate complying with the admission requirements.

Subsection 6. Marine doctors shall receive a fee for examinations paid by the Danish Maritime Authority in accordance with subsection 2, second sentence, and subsections 3 and 4 when the result of the examination has been received by the Danish Maritime Authority. In cases where medical examinations in accordance with subsections 1 and 2 shall be paid by an employer or an approved shipping company, the marine doctor shall collect his fee from the person examined, who shall be refunded by his employer or the shipping company.

Subsection 7. The fee for medical examinations carried out in Denmark shall be determined after negotiations between the Danish Maritime Authority and the Authorisation Committee of the Danish Medical Association (*Den Almindelige Danske Lægeforenings Attestudvalg*).

Section 19. The master of the ship is responsible that the provisions of section 10(4), section 12(3) and (4) and section 13(1) and (2) are complied with.

Section 20. The Danish Maritime Authority may grant exemptions from the provisions of sections 1-3, section 6(1) and section 14 if special conditions call for this.

Chapter 6

Penalty provisions

Section 21. The master or anyone who replaces him shall be liable to punishment by fine if he neglects his obligations under section 19.

Subsection 2. Contraventions of section 12(3), section 13(3) and section 18(1) and (2) shall be liable to punishment by fine.

Subsection 3. Companies etc. (legal personalities) may be liable to punishment according to the provisions of chapter 5 of the Penal Code.

Chapter 7

Entry into force and interim provisions

Section 22. This Order shall enter into force on 1 July 2008, cf. however subsection 2.

Subsection 2. Section 12(2) shall enter into force on 1 October 2008.

Subsection 3. Order no. 438 of 6 June 2005 on medical examinations of seafarers and fishermen shall be repealed as of 1 July 2008, cf. however subsections 4 and 5.

Subsection 4. Marine doctors designated in accordance with the Order mentioned in subsection 3 shall retain their permit to carry out medical examinations and issue health certificates for seafarers and fishermen.

Subsection 5. Health certificates issued in accordance with the Order mentioned in subsection 3 shall remain valid on the conditions stipulated in the certificate.

Ministry of Economic and Business Affairs, 19 June 2008
Jan Gabrielsen / Laura Bonde-Østerborg

Annex 1

List of diseases, defects, etc. that would normally lead to rejection or limitations

Introduction

The purpose of the medical examinations is to ensure the health of each individual seafarer and fisherman as well as the safety of the ship. When assessing whether seafarers and fishermen are fit to go to sea, the following shall therefore always be taken into account:

1. Does the disease or condition involve an increased risk of acute complications that cannot be treated by a layman on board a ship and that may, consequently, represent a considerable risk to the seafarer or fisherman himself?
2. Will an acute disease in a seafarer or fisherman represent a risk to the safety of the ship or place other crewmembers in an unnecessarily difficult situation?
3. Does the disease or condition mean that the seafarer or fisherman would have difficulties handling an emergency on board?

When assessing persons who sign on for the first time, special account should be paid to whether the disease or condition could, in the future, be expected to become a hindrance to working on board merchant and fishing vessels.

		Column A Persons who sign on for the first time, i.e. anyone who goes to sea for the first time, who has not worked on board a ship within the last five years as well as all seafarers and fishermen below the age of 18	Column B Professional seafarers, i.e. seafarers and fishermen older than 18 years who have worked on board a ship within the last five years and for whom the maritime or fishing business must be considered their main occupation.
I.	MALIGNANT TUMOURS, including lymphoma and leukaemia	Absolute rejection in cases where the disease, its consequences and risk of recurrence result in immediate danger or risk of inability to work. Otherwise, possibly limitation in time and trading area.	Absolute rejection in cases where the disease, its consequences and risk of recurrence result in immediate danger or risk of inability to work. Otherwise, possibly limitation in time and trading area.
II.	ENDOCRINE DISORDERS		
	1. Hyper- or hypothyroidism:		
	- well-controlled	Possible limitation in time and trading area.	Possible limitation in time and trading area.
	- not well-controlled	Absolute rejection.	Absolute rejection.
	2. Diabetes mellitus		
	- Insulin dependent	Well-regulated, no hypoglycaemic episodes with influence on consciousness within the last two years. The treatment shall be under regular supervision by a doctor and the seafarer shall have the necessary understanding of his disease and be able to perform blood sugar measurements. Limitations: Time – no more than one year. Field of work on board – not in a position mentioned in a ship’s minimum safe manning document or in a training position leading to such a position. Duty on board fishing vessels not accepted.	Well-regulated, no hypoglycaemic episodes with influence on consciousness within the last two years. The treatment shall be under regular supervision by a doctor and the seafarer shall have the necessary understanding of his disease and be able to perform blood sugar measurements. Limitations: Time – no more than one year – and possibly in field of work on board.
	- Tablet treated	Well-regulated, no hypoglycaemic episodes with influence on consciousness within the last two years. The treatment shall be under regular supervision by a doctor and the seafarer shall	Well-regulated, no hypoglycaemic episodes with influence on consciousness within the last two years. The treatment shall be under regular supervision by a doctor and the seafarer shall

		have the necessary understanding of his disease and be able to perform blood sugar measurements. Limitations: Time – no more than one year. Field of work on board – not in a position mentioned in a ship’s minimum safe manning document or in a training position leading to such a position. Duty on board fishing vessels not accepted.	have the necessary understanding of his disease and be able to perform blood sugar measurements. Limitations: Time – no more than one year – and possibly in field of work on board.
	- Adiposity	The condition shall be stable without any important symptoms. The treatment shall be under regular supervision by a doctor. Possible limitation in time.	The condition shall be stable without any important symptoms. The treatment shall be under regular supervision by a doctor. Possible limitation in time.
	3. Considerable fatness		
	A Body Mass Index (BMI) > 40 kg/m ² shall cause a specific evaluation.		
	If the conclusion of the evaluation is that the fat and muscle distribution is a severe limitation to mobility.	Absolute rejection.	Possible limitation in time, field of work on board and trading area.
III.	MENTAL DISORDERS ²		
	1. Psychoses and serious mood (affective) disorders (F2 and F3, possibly F20-F29 and F30-F39):		
	- Present and previous with less than two years without symptoms.	Absolute rejection.	Absolute rejection.
	- Previous, with at least two years without symptoms or	Possible limitation in time, field of work on board and trading area.	Possible limitation in time, field of work on board and trading area.

² The designation used consisting of an “F” followed by one or more figures refers to the international classification of diseases and health problems (ICD 10).

	without treatment.		
	2. Milder cases of mood (affective) disorders (F3, possibly F30-F39), nervous conditions (F4 and F5, possibly F40-F48 and F50-F59) and personality disorders (F6, possibly F60-F69), causing insufficient working capability or disabling symptoms.	Absolute rejection.	Absolute rejection.
	- Previous, with at least two years without symptoms or without treatment.	Possible limitation in time, field of work on board and trading area.	Possible limitation in time, field of work on board and trading area.
	3. Pervasive mental functional disorders, including dementia and other organic conditions (F0, possibly F00-F09), mental retardation (F7, possibly F70-F79), pervasive developmental disorders (F84) and hyperkinetic disorders (F90).	Absolute rejection.	Absolute rejection.
	4. Abuse of psychoactive substances, including regular use of psychoactive substances which possibly may have a negative influence on the examined person's judgment in relation to safety and health at sea. Beyond this, dependence syndromes,	Absolute rejection.	Absolute rejection.

	abuse or psychic disorders caused by psychoactive substances. Psychoactive substances shall mean alcohol and other psychoactive substances, including opiates, sedatives and hypnotics, cocaine and other stimulants, cannabinoids, hallucinogens and volatile solvents (F1, possibly F10-F19).		
	- Previous, with at least two years of abstinence from drug use confirmed by a doctor.	Possible limitations in time, field of work on board and trading area.	Possible limitations in time, field of work on board and trading area.
IV.	DISEASES OF THE NERVOUS SYSTEM		
	1. Epilepsy:		
	- with attacks within the last two years with or without medical treatment.	Absolute rejection.	Absolute rejection.
	- with attacks within the last ten years, but not within the last two years with or without medical treatment.	Absolute rejection for a position mentioned in a ship's minimum safe manning document or in a training position leading to such a position.	Absolute rejection for a position mentioned in a ship's minimum safe manning document or in a training position leading to such a position.
	- without attacks for at least ten years, of which the last five years shall be without medical treatment.	For a position mentioned in a ship's minimum safe manning document, a declaration on the risk of attacks shall be available from a specialist in neurological diseases.	For a position mentioned in a ship's minimum safe manning document, a declaration on the risk of attacks shall be available from a specialist in neurological diseases.
	2. Cerebrovascular diseases.	Absolute rejection in the first six months after the disease initiated. Hereafter individual assessment of the risk of recurrence. There must not be <i>sequelae</i> of importance any	Absolute rejection in the first six months after the disease initiated. Hereafter individual assessment of the risk of recurrence. There must not be <i>sequelae</i> of importance any

		underlying disease shall be treated medically. Possible limitation in time, field of work on board and trading area.	underlying disease shall be treated medically. Possible limitation in time, field of work on board and trading area.
V.	DISEASES OF THE SENSORY ORGANS		
	1. Hearing.		
	<i>All services</i> - Ability to hear normal speech at a distance of 4 metres, possibly by the use of a hearing aid.	If not: Absolute rejection.	If not: Possible limitation in field of work on board.
	<i>Look-out duty</i> - Ability to hear normal speech at a distance of 4 metres, both ears tested simultaneously without the use of hearing aid.	If not: No look-out duty.	If not: No look-out duty.
	2. Menière's disease.	Absolute rejection.	Possible limitation in time and field of work on board.
	3. Chronic infection of the middle ear.	Limitation in time and trading area.	Possible limitation in time and trading area.
	4. Vision. ³ <i>All services</i> - Visual acuity, possibly with correction, shall on either right or left eye or both eyes measured simultaneously be at least 0.3.	If not: Absolute rejection.	If not: Absolute rejection.
	<i>Engine room duty</i> - Visual acuity with correction shall, on each eye, be at least 0.5 and test	If not: No service in the engine room.	If not: No service in the engine room.

³ Visual acuity is indicated according to Snellen decimal notation and shall be measured at a distance of 6 metres.

	of field of vision, using the finger method, shall not reveal defects in the field of vision.		
	<i>Look-out duty</i> - Visual acuity without correction shall on each eye be at least 0.1. Visual acuity with correction shall on each eye be at least 0.5. Field of vision shall be normal and the examined person shall not have recognised difficulties in sense of locality under reduced lighting.	If not: No look-out duty.	If not: No look-out duty.
	5. Serious and possibly recurrent diseases of the inner eye and outer eye (irridocyclitis, glaucoma and similar diseases).	Absolute rejection.	Limitations in time and field of work on board.
	6. Diplopia.	Absolute rejection.	Limitations in time and field of work on board.
	7. Colour vision. ⁴ Colour blindness.	No look-out duty.	No look-out duty.
VI.	CARDIOVASCULAR DISEASES		
	1. Ischaemic heart disease with symptoms, significant heart cardiac incompensation.	Absolute rejection if treatment cannot normalise the condition. Possible limitation in time and trading area.	Absolute rejection if treatment cannot normalise the condition. Possible limitation in time and trading area.
	2. Cardiac arrhythmia with considerable risk of acute symptoms.	Absolute rejection if treatment cannot normalise the condition. Possible limitation in time and trading area.	Absolute rejection if treatment cannot normalise the condition. Possible limitation in time and trading area.

⁴ Colour vision shall be examined according to Ishara's "Test for Colour-blindness. Complete edition." One misreading is accepted.

	3. Hypertension, <u>diastolic</u> blood pressure of > 110 mm Hg, <u>systolic</u> blood pressure of > 180-200 mm Hg.	Absolute rejection until well-regulated. Possible limitation in time.	Absolute rejection until well-regulated. Possible limitation in time.
	4. Acute myocardial infarction (AMI), bypass operation, Percutaneous Transluminal Coronary Angioplasty (PTCA), implantation of pacemaker.	Absolute rejection in the first two months after AMI and/or intervention. Hereafter careful individual assessment of physical performance and the risk of late complications. Possible limitation in time and trading area.	Absolute rejection in the first two months after AMI and/or intervention. Hereafter careful individual assessment of physical performance and the risk of late complications. Possible limitation in time and trading area.
	5. Diseases demanding anticoagulant therapy.	Absolute rejection in a position mentioned in a ship's minimum safe manning document or in a training position leading to such a position. For others, absolute rejection in a period after initiating the treatment. After the condition has been stabilised, limitation in time, field of work on board and trading area depending on the cause of the treatment and the prognosis of the disease.	Absolute rejection for a period after initiating the treatment. After the condition has been stabilised, limitation in time, field of work on board and trading area depending on the cause of the treatment and the prognosis of the disease.
VII.	DISEASES OF THE RESPIRATORY SYSTEM		
	1. Pulmonary diseases causing major reduction in physical performance and/or with serious attacks demanding medical treatment (for example asthma) within the last two years.	Absolute rejection.	Absolute rejection.
	2. Less severe pulmonary diseases.	Limitation in field of work on board and trading area.	Possible limitation in field of work on board and trading area.
VIII.	INFECTIOUS DISEASES		
	1. Tuberculosis:		
	- in infectious stage or suspicion of this or	Absolute rejection.	Absolute rejection.

	insufficient treatment.		
	- not in infectious stage, but under treatment.	Absolute rejection.	Possible limitation in time and trading area.
	2. Other infectious diseases in infectious stage.	Absolute rejection.	Individual evaluation based on symptoms and danger of infection.
	3. HIV positive with complications of importance or AIDS.	Absolute rejection, but may pass if trading area is limited to coastal trade after individual evaluation.	Absolute rejection, but may pass if trading area is limited to coastal trade after individual evaluation.
IX.	GASTROINTESTINAL DISEASES		
	1. Dental and gingival diseases, if unsatisfactorily treated.	Limitation in trading area.	Limitation in trading area.
	2. Gastric and duodenal ulcers.	Limitation in time and trading area.	Limitation in time and trading area.
	3. Chronic enteritis or colitis at a pronounced stage.	Absolute rejection.	Possibly limitation in time and trading area.
	4. Hernias with risk of incarceration.	Limitation in field of work on board and trading area.	Limitation in trading area and possibly field of work on board.
	5. Gallstones giving symptoms.	Absolute rejection.	Absolute rejection.
	6. Pancreatitis giving symptoms.	Absolute rejection.	Absolute rejection.
X.	UROGENITAL DISORDERS		
	1. Kidney stones:		
	- with acute symptoms.	Absolute rejection.	Absolute rejection.
	- recurring with acute symptoms within the last two years.	Limitation in trading area and possibly field of work on board.	Limitation in trading area and possibly field of work on board.
	2. Chronic and sub-chronic nephritis and nephroses.	Absolute rejection.	Possible limitation in time and trading area depending on certificate from specialist in renal diseases.
XI.	SKIN DISEASES		
	Serious infectious or allergic skin reactions.	Possible limitation in field of work on board and trading area.	Possible limitation in field of work on board and trading area.

XII.	CONGENITAL DISEASES IN THE SKELETON, ORGANS OF LOCOMOTION AND CONNECTIVE TISSUE, OR CONSEQUENCES OF INJURY AND INFECTIONS		
	1. Resulting in reduced performance affecting work and in the event of an emergency situation.	Absolute rejection.	Possible limitation in time, field of work on board and trading area.
	2. Polyarthritits, chronic.	Absolute rejection.	Possible limitation in time, field of work on board and trading area.
	3. Arthroses, pondylosis, severe.	Absolute rejection.	Possible limitation in time, field of work on board and trading area.
	4. Slipped disc (prolapsed intervertebral disc) with serious radicular symptoms.	Absolute rejection.	Absolute rejection.
XIII.	PREGNANCY		
	Pregnancy, uncomplicated.	Up to the end of 6 th month, limitation in field of work on board and trading area. Hereafter absolute rejection.	Up to the end of 6 th month, limitation in field of work on board and trading area. Hereafter absolute rejection.
XIV.	OTHER DISEASES OF IMPORTANCE FOR SEAFARERS AND FISHERMEN		
	Other conditions which may cause a significant risk for own health or cases where an acute disease contracted by the seafarer or the fisherman has significance for the safety of the ship.	Individual assessment of risk. May result in absolute rejection or possibly limitation in time, field of work on board and trading area.	Individual assessment of risk. May result in absolute rejection or possibly limitation in time, field of work on board and trading area.

Annex 2

List of standard limitations used in trading area

Coastal trade

Trade in the North Sea east of 3 E longitude and south of 62 N latitude, trade in the Baltic Sea south of 58 N latitude as well as trade along the coasts of Greenland at a distance not exceeding 30 nautical miles from the coast (the base line).

Limited waters

Coastal trade as well as trade south of 62 N latitude, north of 48 N latitude and east of 12 W longitude, trade in the Baltic Sea north of 58 N latitude, trade off the Faroe Islands and trade along the coasts of Greenland at a distance not exceeding 200 nautical miles from the coast (the base line).

Defined navigation routes

After individual assessment, fitness may be limited to a specific navigational route, normally a ferry service or similar.

Defined areas

After individual assessment, fitness may be limited to a specific lake, port or inlet.