



Date: 8 August 2025

DMR/RI/2025/05 – DSA02-DMR Regulation 620 Amendment 1

Implementation Date: 8 August 2025

Expiry Date: 31 December 2025

References:

A. DSA02-DMR Regulation 620 Wrecks 2025 edition

Summary

This DMR Regulatory Instruction (RI) for the Defence Maritime Domain relates to the replacement of the existing DSA02-DMR Regulation 620 Wrecks 2025 edition (Reference A). The aim of this RI is to inform the maritime regulated community of the changes being introduced by the new DSA02-DMR Regulation 620 Amendment 1 Wrecks (Annex A).

Introduction

To meet the requirements of the DSA Charter and the Secretary of State's (SofS) Policy Statement for Health and Safety, DMR provides regulation of MOD maritime activities. The aim, through publishing the DSA02-DMR: Defence Maritime Regulations, is to aid the domain to meet the requirements of the SofS's direction in their Policy Statement.

Changes

The following changes have been made:

- Standardise the wording around ship, shipping and wreck
- Removal of Acceptable Means of Compliance sub paragraph 1.c.
- Change of wording to reflect a requirement to meet the intent of legislation, rather than be required to hold certificates
- Addition of a requirement for the AP to clearly identify MOD shipping on the UK Shipping Register (UKSR)

Queries

Any observations or requests for further guidance on the content of this RI should be submitted by email to DSA-DMR-Group@mod.gov.uk.

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DSA-DMR-Regulation and Compliance – Section Head
DMR/RI/2025/05
Dated: 08 August 2025



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Annex A – DSA02-DMR Regulation 620 Amendment 1 Wrecks

Regulation

The Accountable Person **shall** ensure where MOD shipping or equipment they have registered is lost and leads to an MOD wreck, that any safety hazards or environmental impacts are reported and managed.

Provenance

- Nairobi International Convention on the Removal of Wrecks 2007
- Protection of Wrecks Act 1973
- Wreck Removal Convention Act 2011

Acceptable Means of Compliance

1. The AP should ensure that MOD shipping has achieved the outcomes of the Nairobi Convention 2007 and, implementing UK legislation including:
 - a. having appropriate plans and procedures in place to report and manage the event of a MOD shipwreck that occurs following the introduction of the Nairobi Convention 2007;
 - b. having an effective management system in place to manage the environmental impact of future MOD shipwrecks;
2. The AP should ensure that, where applicable, MOD shipping is clearly identifiable on the UKSR
3. The AP for vessels chartered by MOD should ensure that appropriate commercial insurance is in place to cover the liability under section 255G of the Wreck Removal Convention Act 2011.

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