Defence
Safety Authority

DSA02-DMR: Defence Maritime Regulations

For Health, Safety and Environmental Protection
2027 Edition



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Preface

Edition Record

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These regulations are authored and controlled by DSA-DMR-RC Regulation-Lead – Mr Ceri Bateman-Rees and supported by the regulation team. Hard copies are available for pre order each year by requesting them via e-mail submission to DSA-DMR-Regulations@mod.gov.uk and amendments to the regulations can be requested by submitting a request for change at DMR R&C Request for Change.

Foreword



The Defence Maritime Regulator (DMR) was established to protect people and the environment from harm arising from Defence maritime activity.

The Defence Safety Authority (DSA) has tasked DMR to provide regulation, assurance and enforcement across the Defence maritime domain. This comprises all Defence maritime activity, which includes MOD shipping (includes but is not limited to) warships, submarines, landing craft and boats across Defence, Defence ports, harbours and marine facilities and Defence diving, both Military and commercially contracted diving in support of Defence activities.

The Defence regulations set out in this document are the minimum standards to be adopted for safety and environmental protection across the MOD's portfolio. They are mandatory and full compliance is required.

It is the responsibility of Accountable Person(s) within the scope of these regulations to ensure that personnel, including contractors, involved in the conduct of Defence maritime activities are fully aware of their responsibilities.

Alan Tracey

Defence Maritime Regulator

1st November 2026

Contents

DSA02-DMR: Defence Maritime Regulations 1

Preface I
Edition Record I
Copyright II
Uncontrolled Copies II
Published copies II

Foreword III

Contents IV

Introduction 1
Purpose of this Document 1
Authority 1
DSA Documentation 1
The DMR Regulatory Responsibilities 2
Disapplications, Exemptions and Derogations (DEDs) 2
Regulatory Overview 3
Scope 3
The Regulations 4
Waivers from Defence Maritime Regulations 4
Approval of Waivers 5
Regulation Waivers: Management and Review 6
Compliance and Risk Management 6
Regulatory Action 6
Military Context 6
Regulatory Principles 6
Regulation Navigation 8
Regulation 9

100 Series - Applicability of the Defence Maritime Regulations 12
101 - Applicability of Defence Maritime Regulations for Health, Safety and Environmental Protection 13
102 - Waiver from Defence Maritime Regulation 14

200 Series - Accountability for Application of the Defence Maritime Regulations 15
201 - Authority and Accountability 16
202 – Accountability for Management Arrangements 17
203 - Senior Accountable Person 18
204 - Accountable Person 19
205 - Withdrawn 20
206 - Ships Commanding Officers 21
207 - Designated Persons 22
208 - Platform Authorities 23
209 - Equipment Authorities 24
210 - Diving Officer 25
211 - Port Duty Holders 26

300 Series - Management Tools 27
301 - Risk Control Systems (RCS) 28
302 - Safety and Environmental Management System (SEMS) 29
303 - Safety and/or Environmental Management Plan (SEMP) 30
304 - Safety and/or Environmental Case (SEC) 31
305 - Safety and Environmental Case Reports (SECR) 32
306 - Establishing the Operating Envelope 33
307 - Operate Within the Envelope 34
308 - Certified Equipment and/or Systems 35
309 - Legislation Compliance Registers 36

400 Series - Application of the Defence Maritime Regulations 37
401 - Documentation of Policies and Procedures 38

402 - Legislation Compliance Management 39
403 - Exemptions 40
404 - Resources and Crewing 41
405 - Training 42
406 - Emergency Preparedness 43
407 - Accident and Incident Reporting, Investigation and Analysis 44

500 Series - Environmental Protection Assurance and Management 45
501 - Environmental Damage 46
502 - Pollution Prevention, Response and Cooperation 47
503 - Underwater Cultural Heritage 48

600 Series - MOD Shipping Regulations 49
601 - UK Defence Shipping Register (UKDSR) 50
602 – Transfer of MOD Shipping 51
603 - Registration of MOD shipping on the UK Defence Shipping Register 52
604 Platform Certification 53
605 - Naval Authority Certification Rules 54
606 - Requirements, Design and Construction 55
607 - Approval to Authorise MOD Shipping (AtAMS) 56
608 - Command Safety and Environmental Summary (CSES) 57
609 - Maintenance of Ship and Equipment 58
610 - Ship Operations in Ports and Harbours 59
611 - Minimising Water & Land Pollution from Defence Maritime Activities 60
612 - Air Emissions from Ships 61
613 - Energy Efficiency of MOD Shipping 62
614 - Withdrawn 63
615 - Ballast Water Management 64
616 - Anti-fouling System (AFS) 65
617 - Dangerous Goods Reporting 66
618 - Environmental Nuisance Management 67
619 - Ship Recycling 68
620 - Wrecks 69
621 – Operations in Polar Waters or Marine Protected Environments 70

700 Series – MOD Ports, Harbours and Marine Facilities Regulations 71
701 - Port and Marine Facilities Safety Code 72
702 - Withdrawn 73
703 - Ports Safety and Environmental Compliance 74
704 - Explosives in MOD Ports and Harbours 75

800 Series - Defence Diving Regulations 76
801 - Defence Diving Code of Practice 77
802 - Defence Diving Safety Certificate (DDSC) 78
803 - Diving Safety Verification - Commercial Diving Acquisition 79
804 - Assurance of Joint Service Adventurous Training Diving Expeditions (JSAT) 80

900 Series - Assurance of Defence maritime activities 81
901 - Assurance 82
902 - Audit Access 83
903 - Duly Authorised Organisations (DAO) 84
904 – Enforcement Action Reporting 85

Acronyms 86

Introduction

1. The Secretary of State (SofS) for Defence Policy Statement on Health and Safety and Defence Policy Statement on Environment requires all Ministry of Defence (MOD) activities to comply with all applicable maritime legislation or achieve outcomes equivalent to statutory legislation.

2. The SofS policy statement requires the Director General of the Defence Safety Authority (DG DSA) "to lead an Enabling Organisation to provide assurance that the Health & Safety Executive (HSE) policy is being promulgated and implemented in the conduct of Defence activities". The DG DSA gives authority to the Defence Maritime Regulator (DMR) to regulate Health, Safety and Environmental Protection (HS&EP) across the MOD's portfolio, covering all Defence maritime activities.

3. The Defence HSE policy statement can be read on the HSE: Information about health and safety at work.

Purpose of this Document

4. The purpose of this document is to set out safety and environmental protection regulations that apply across all aspects of maritime in Defence. The regulations in this document aim to ensure that Defence is committed to HS&EP as set out in the Policy Statement by the Secretary of State for Defence policy statement on Health and Safety and Secretary of State for Defence policy statement on Environment.

Authority

5. The Defence Safety Authority (DSA) is established by a Defence SofS Charter empowering it as "the independent regulator, investigator and assurer for HS&EP within Defence" (available to view on the UK Government website). The DG DSA is authorised by the Secretary of State for Defence policy statement on Health and Safety and Secretary of State for Defence policy statement on Environment and under the DSA Charter to regulate, assure and enforce Defence regulations. The DSA is responsible for setting Defence regulations for appropriate and defined domain and function areas.

6. The DMR is one of DSA's independent Defence regulators, working together with DSA's other regulators, to deliver a coordinated focus on HS&EP across Defence.

DSA Documentation

7. The DSA has three levels of documentation which provide guidance on how to achieve its responsibilities:

a. Level 1 (DSA01) sets out how the DSA will investigate, analyse, regulate, assure, and enforce, (available to view on the Government website).

b. Level 2 (DSA02) are Defence regulations set by the different DSA regulators. DSA02-DMR (this document) contains the Defence regulations set by the DMR, which apply to all Defence maritime activity (available to view on the Government website); and

c. Level 3 (DSA03) are regulatory guidance documents that support DSA02 regulations, DSA03-DMR supports DSA02-DMR (available to view on DMR Modern site).

8. DSA Regulatory policy details can be found in DSA01.1 - Regulations.

The DMR Regulatory Responsibilities

9. DSA regulators can set Defence regulations for any of the 'five reasons to regulate' as explained in the DSA01.1. The five reasons to regulate are:

a. A legislative Disapplication, Exemption or Derogation (DED) (defined below) applies;

b. Where the DSA regulator has a delegation from the statutory regulator or is directed by authorised local authorities.

c. Where the Directorate of Defence Safety (DDS), the Directorate of Climate Change and the Environment (DCCE) or a Defence organisation has requested, and the DSA has accepted, that an area of Defence activity is not sufficiently regulated.

d. Where there is a gap in UK legislation that needs to be filled when considering Defence activity or following lessons identified; or

e. Where activities that are considered as high risk, Defence organisations (via the Defence Safety and Environmental Committee (DSEC) have decided that the legislation does not provide enough regulation for specific military activities.

10. Only the DMR can set Defence maritime regulations or enforce compliance with its frameworks. Neither MOD holding to account, nor any absence of assurance by the DMR, by its accredited Duly Authorised Organisations (DAO) or Recognised Organisations, absolves any Accountable Person (AP), Duty Holder (DH), Platform Authority (PA) or Equipment Authority (EA), of their duties to supply suitable and sufficient evidence of compliance, when challenged, that they comply with these Defence maritime regulations.

11. Where there is uncertainty regarding the application of the regulations, or a risk of not achieving compliance, the AP should seek clarification from the DMR. Where the requirements of an applicable regulation cannot be met, a request for a waiver must be submitted to the DMR, A waiver should be a last resort. Where any DH, PA or EA, has identified a non-compliance with the regulations, the AP should always endeavour to find a means of achieving an acceptable means of compliance.

Disapplications, Exemptions and Derogations (DEDs)

12. The Policy Statement by the Secretary of State for Defence Policy Statement on Health and Safety and Defence Policy Statement on Environment reinforces the requirement for Defence to comply with UK HS&EP legislation (which includes legislation giving effect to the UK's international obligations). Where legal requirements have the potential to adversely impact operations, there are some provisions that allow DEDs from legislation, although Defence is required to follow the original intent of the legislation to the extent that is reasonably practicable to do so. Any associated risks and impacts must be managed by the AP. The following definitions are provided to aid understanding:

a. disapplications from all or specific parts of legislation are written into the statutory requirement (e.g. Environmental Protection Act 1990, Explosive Regulations 2014);

b. exemptions are provisions within legislation to be granted by the SofS from specific requirements in recognition of a Defence imperative;

c. derogations are a lessening of a statutory requirement for justifiable practical or

operational reasons.

13. It is important to understand that exemptions are not a given and generally need to be applied for on a case-by-case basis to the appropriate departmental minister supported by a recommendation from the Defence Maritime Regulator (or DE&S QSEP for REACH and hazardous materials) in accordance with the process defined in JSP 815. Any Exemption certificate must be copied to the DMR.

14. While it is the responsibility of all people to comply with legislation, APs are required to provide evidence of compliance (on behalf of the SofS), for a capability or other specified area of responsibility (AoR). Any conflicts between legislation and the regulations should be brought to the attention of the DMR.

Regulatory Overview

15. DMR conducts 3rd Line of Defence (LoD) assurance of organisations, APs and their HS&EP management systems. DMR provides its assurance to the SofS for Defence and enforces compliance, proportionate to risk. As part of its 3rd LoD assurance, DMR samples the 2nd LoD assurance evidence conducted by organisations to ensure that both 1st and 2nd LoD are robust and effective.

16. DMR can approach any person or organisation involved in Defence maritime activities to establish that these regulations are being met. Those approached should be able to provide suitable and sufficient evidence that they meet the requirements specified by these Defence regulations and other MOD policy requirements. This includes the sampling of 2nd LoD assurance evidence by inspecting the products of a person's or organisation's management arrangements and that of organisations that face those parties. Where relevant to maritime HS&EP, compliance with other DSA Regulator HS&EP regulations should also be demonstrated to the DMR.

Scope

17. These Defence regulations apply to the people and the organisations that conduct Defence maritime activity, which includes MOD shipping (includes but is not limited to warships, submarines, landing craft and boats across Defence), Defence ports, harbours and marine facilities and Defence diving, both Military and commercially contracted diving in support of Defence activities as defined in the DSA03-DMR Regulatory Terms and Definitions document. The regulations are grouped into themed series, and the scope of each series is described in the introduction to each series.

18. Many of the regulations are addressed to 'The Accountable Person'. The implication is that organisations conducting maritime activities will have identified the person who is accountable for demonstrating compliance with these regulations. The Accountable Person is defined as:

a. The individual held accountable by a Statutory or Defence Regulator for reducing risk of harm. The person who is in a position of authority, responsibility and competence to conduct or stop an activity and to carry out improvement within an organisation.

(Source DSA03 DMR Regulatory Terms and Definitions)

19. Where any part of MOD's duties is discharged through contractors, this does not in any way diminish the ultimate accountability and responsibility of Crown officials for Defence tasks. There should still be a clear chain of delegations to suitably competent persons who are accountable for

demonstrating that the requirements of these regulations are met.

The Regulations

20. These Defence maritime regulations are aligned with DSA policy for writing Defence regulations. There are two key definitions that apply to this implementation of the Defence maritime regulations:

a. **shall** - Describes an activity that is mandatory under regulation;

b. **should** - Describes an activity that if demonstrated, is an acceptable means of compliance.

21. These Defence Maritime Regulations are comprised of the following parts:

a. **Regulation** - The authoritative direction for the activity. Compliance with a Defence regulation is mandatory;

b. **Provenance** - The origin of the Defence maritime regulation, primarily the key legislation or other governing documents which have driven the requirement for the regulation. Provenance is provided to clarify why requirements or activities in the Acceptable Means of Compliance are necessary. The amendment state of applicable legislation is not captured. Other provenances may be applicable but not be listed.

c. **Acceptable Means of Compliance (AMC)** - Each AMC provides key criteria to achieve compliance with the associated regulation. Alternative approaches may be utilised, but early engagement is advised to agree novel strategies.

Waivers from Defence Maritime Regulations

22. A DMR waiver is an authorisation granted by the DMR for the AP to deviate from the requirement of a DMR regulation. Waivers will only be granted to satisfy an overriding operational requirement, and where it is demonstrated that compliance is not reasonably practicable. They will only be approved where evidence is provided that a plan is in place to mitigate risks associated with the waiver. Approval of waivers does not constitute DMR acceptance of the HS&EP risk. It is the recognition that a suitable and sufficient argument has been demonstrated and that the residual safety risks are As Low As Reasonably Practicable (ALARP), environmental impacts and risks are minimised so far as is reasonably practicable and both are accepted by the APs within the safety and environmental case.

23. If waivers are required against more than one applicable regulation, each waiver should have a separate case. The case for non-compliance may cover multiple platforms, equipment, systems, or activities where the same waiver is required, but only if the argument is the same. Before a request is submitted to DMR, cases for waivers must be authorised and presented by the relevant AP and agreed by other APs affected by risks associated with the non-compliance. The case should state that the APs have understood and accepted the risk associated with the waiver.

24. The case for the waiver must contain a structured argument supported by a body of evidence provided by competent people with knowledge of the equipment, platform, or activity. The case for non-compliance should include a description of the platform, equipment, system, or activity; its operational role; and key project dates, such as in-service dates or capability upgrades. Arguments for waivers must address at least the following:

a. a summary of the requirements of the regulation from which non-compliance is requested, and where it is relevant to the platform, equipment, or activity;

b. the technical reasons for non-compliance;

c. the specific operational requirement that makes the non-compliance necessary;

d. the perceived operational impact of enforced compliance;

e. the proposed mitigating measures to be implemented, and how they will be managed, to ensure that any residual HS&EP risks are reduced so far as is reasonably practicable;

f. the cost of compliance – including costed option analysis; and

g. the period of time for which the waiver is requested.

25. Waiver cases submitted to the DMR must also address the levels of the following non-compliance risks:

a. the specific hazards, risks and impacts exposed by the non-compliance (health and safety risks and environmental impacts and risks);

b. societal perception and potential to damage the reputation of the MOD; and

c. potential for financial penalties should the risks materialise.

26. Cases should be submitted as early as possible so that any measures specified in the approval can be implemented without impacting maritime capability.

Approval of Waivers

27. A DMR waiver may be granted where applications have provided robust arguments and evidence to satisfy the requirements described above. Factors considered will include:

a. maintenance of essential operational capability;

b. the probability of legislation changes;

c. the age of the equipment, platform or system, and the length of time the equipment, platform or system has left in service;

d. technology (solution) availability and the rate of technology change;

e. grossly disproportionate cost for the safety or environmental benefit achieved.

28. Approved waivers will be for a specified period and will be dependent on the level of risk associated with the waiver.

29. The approval process will engage key stakeholders in the decision through a DMR Regulation Waiver Committee (DRWC). Representation at the Committee will depend on the case to be considered but will usually include DMR Duly Authorised People, Defence policy leads, and statutory regulators where further guidance is required. The decision will be communicated to the applicant within one month of receipt of the application unless further evidence is required. Where an application is rejected, DMR will provide an explanation of the reasons. Where the potential impact of the non-compliance is extremely high, the Regulator will inform DG DSA and the SofS for Defence.

30. The DMR decision may be appealed via the DRWC. In exceptional circumstances the applicant can appeal to DG DSA via the DSEC.

Regulation Waivers: Management and Review

31. The DMR will review waivers during audits to verify they are still required, and that required mitigations are being implemented. If DMR find evidence that conditions of the waiver are not being maintained, the AP will be issued a non-conformity that will be effective until sufficient evidence has been provided to justify its closure. Depending on the severity of a non-conformity it may result in a recommendation to stop an activity.

Compliance and Risk Management

32. APs should ensure compliance with these maritime regulations and implement an effective management regime that manages safety risks and environmental impacts. This management regime should be based upon the implementation of appropriate risk control systems.

Regulatory Action

33. DMR will conduct audits in accordance with the DMR Assurance Guide. Each audit will be against a specific set of these regulations.

34. DMR will issue enforcement action in line with the DMR Assurance Guide. Enforcement actions should trigger corrective activity and required response times are outlined in the DMR Assurance Guide.

Military Context

35. When exceptional circumstances require delivery of a Defence Task to be conducted outside of these regulations (e.g. by exceeding the certified operating envelope, or the limitations specified in the Health, Safety and/or Environmental Case), operations may continue, subject to a risk assessment being conducted by the AP. The risk assessment is to include a statement that the AP is satisfied that risk has been reduced to ALARP, within the constraints of the exceptional circumstances. When time permits other APs shall be informed and provide advice as necessary to manage any risks so far as is reasonably practicable, until such exceptional circumstances cease. The AP shall inform the DMR when exceptional circumstances have required operations outside of these regulations.

36. Whenever a Commanding Officer is directed to conduct activity where there are risks outside their organisational control, the AP should retain authority and responsibility for managing those risks. Where an AP advises operation outside of the Health, Safety and/or Environmental Case they should be conscious of their accountability and record their rationale and actions.

37. Even in exceptional circumstances, the risks associated with the activity should be dynamically reduced to ALARP. Once the exceptional circumstances cease, the activity should cease or return to normal parameters.

Regulatory Principles

38. These principles are to be applied by DMR Inspectors and Duly Authorised Persons (DAPs) to evidence of compliance, and the key criteria associated with each regulation.

39. **The Goal.** The Goal of these regulations is that management of Defence maritime activities is conducted such that work-related fatalities, injuries, ill health, and health and safety risks are reduced to a level that is ALARP and the environmental impacts and risks are minimised so far as is reasonably practicable, in accordance with the SofS HSE Policy. Outcomes should be at least as good as those required by legislation so far as is reasonably practicable, and both the risk management approach and selected risk controls should have a civil and military benchmarks statement justifying the standard, target or test of acceptability, tolerability or risk and the adequacy of the evidence presented.

40. **Simplicity**. When managing HS&EP every opportunity should be taken to simplify and sharpen documentation and advice so that it is proportionate, clear and remains so.

41. **Health and Safety.** The approach to health and safety management of Defence maritime activities should be conducted using recognised health and safety principles. The recognised principles include those set out by the 'Seven Principles of Leadership' (Health and Safety Executive, April 2008):

a. leadership;

b. process safety management taking place at all business levels;

c. real and dynamic risk assessments;

d. robust management of change approaches;

e. sustainability;

f. well trained and competent people;

g. a learning organisation.

42. **Environmental**. The approach to environmental protection management of Defence maritime activities should be conducted using recognised environmental principles. The environmental impacts and risks should be managed to have the least adverse environmental impact, whilst meeting legislative requirements, taking account of what are practicable and acceptable cost constraints (environmentally sound). Institute of Environmental Management and Assessment (IEMA) core principles for the environment are:

a. polluter pays principle;

b. precautionary principle;

c. proximity principle;

d. pollution prevention;

e. integrated approach;

f. innovation principle;

g. transparency & inclusivity principle;

h. sustainable development.

(Which includes the 5 Principles identified in the Environment Act 2021)

43. **Systems Approach.** To prevent, eliminate and control hazards, Defence maritime activities are to adopt a systems approach to the following in a concerted fashion:

a. platforms;

b. equipment;

c. software;

d. human systems integration;

e. procedures;

f. training.

44. This approach is to be applied to the governance of systems linking multiple platforms as “Systems of Systems” and reconciled with platform and system primacy requirements. Influences from and upon the surrounding environment (including human interactions) are also to be assessed.

Regulation Navigation

45. The regulation set is structured as nine series, numbered 100 to 900. These series are as follows:

a. five generic series which apply across all Defence maritime activities:

b. 100 (Applicability), 200 (Accountability), 300 (Management Tools), 400 (Application) and 500 (Environmental Assurance and Management);

c. three series that cover specific maritime activities: 600 (Shipping), 700 (MOD Ports, Harbours and Marine Facilities) and 800 (Defence Diving);

d. the 900 series which covers the DMR assurance framework.

46. Each regulation is allocated a three-digit number, the first digit being derived from the series number. The status of the regulations are listed in the Regulation Index below with the effective date in each case.

Regulation

100 series

Number	Title	Last review date
101	Applicability of Defence Maritime Regulations for HS&EP	**09 Jul 2026**
102	Waiver from Defence Maritime Regulation	**01 Jan 2027**

200 series

Number	Title	Last review date
201	Authority and Accountability	**05 May 2026**
202	Accountability for Management Arrangements	**07 May 2026**
203	Senior Accountable Person	01 Jan 2025
204	Accountable Person	01 Jan 2025
205	-Withdrawn-	-
206	Ships Commanding Officer	1**6 Jun 2026**
207	Designated Persons	**24 Jun 2026**
208	Platform Authorities	09 Oct 2025
209	Equipment Authorities	09 Oct 2025
210	Diving Officer	**17 Jun 2026**
211	Port Duty Holders	**18 Jun 2026**

300 series

Number	Title	Last review date
301	Risk Control Systems	01 Jan 2025
302	Safety and Environmental Management System(s)	**12 Feb 2026**
303	Safety and Environmental Management Plan(s)	**16 Feb 2026**
304	Safety and/or Environmental Case(s)	**19 Feb 2026**
305	Safety and/or Environmental Case Report(s)	**20 Feb 2026**
306	Establishing the Operating Envelope	**15 Apr 2026**
307	Operate Within the Envelope	**16 Apr 2026**
308	Certified Equipment and/or Systems	02 Sep 2025
309	Legislation Compliance Registers	01 Jan 2021

400 series

Number	Title	Last review date
401	Documentation of Policies and Procedures	24 Sep 2025
402	Legislative Compliance Management	**13 Jul 2026**
403	Exemptions	**16 Jul 2026**
404	Resource and Crewing	**12 Aug 2026**
405	Training	**04 Aug 2026**
406	Emergency Preparedness	**26 Aug 2026**
407	Accident and Incident Reporting, Investigation and Analysis	01 Jan 2023

500 series

Number	Title	Last review date
501	Environmental Damage	**30 Mar 2026**
502	Pollution Preparedness, Response and Cooperation	**09 Mar 2026**
503	Underwater Cultural Heritage	**09 Mar 2026**

600 series

Number	Title	Last review date
601	UK Defence Shipping Register	01 Jun 2025
602	Transfer of MOD shipping	01 Jun 2025
603	Registration of MOD Shipping on the UK Defence Shipping Register	01 Jun 2025
604	Platform Certification	**27 Jan 2026**
605	Naval Authority Certification Rules	**30 Sep 2026**
606	Requirements, Design & Construction	**30 Sep 2026**
607	Approval to Authorise MOD Shipping	**30 Oct 2026**
608	Command Safety and Environmental Summary	**30 Oct 2026**
609	Maintenance of Ship and Equipment	01 Jan 2019
610	Ship Operations in Ports and Harbours	01 Jan 2019
611	Minimising Water & Land Pollution from Defence Maritime activities	03 Dec 2025
612	Air Emissions from Ships	13 Nov 2025
613	Energy Efficiency of MOD Shipping	01 Jan 2025
614	- Withdrawn -	-
615	Ballast Water Management	21 Nov 2025
616	Anti-fouling System	21 Nov 2025
617	Dangerous Goods Reporting	01 Jan 2019
618	Environmental Nuisance Management	28 Nov 2025
619	Ship Recycling	03 Dec 2025
620	Wrecks	03 Dec 2025
621	Operations in Polar Waters or Marine Protected Environments	03 Dec 2025

700 series

Number	Title	Last review date
701	Port and Marine Facilities Safety Code	01 Jan 2025
702	- Withdrawn -	-
703	Ports Safety and Environmental Compliance	**01 Jan 2026**
704	Explosives in MOD Ports & Harbours	01 Jan 2025

800 series

Number	Title	Last review date
801	Defence Diving Code of Practice	01 Jan 2025
802	Defence Diving Safety Certificate	01 Jan 2025
803	Diving Safety Verification - Commercial Diving Acquisition	**01 Jan 2026**
804	Assurance of JSAT Diving Expeditions	01 Jan 2021

900 series

Number	Title	Last review date
901	Assurance	01 Jan 2025
902	Audit Access	01 Jan 2025
903	Duly Authorised Organisations	**01 Jan 2026**
904	Enforcement Action Reporting	**01 Jan 2027**

100 Series - Applicability of the Defence Maritime Regulations

This series describes the applicability of these Defence regulations to Defence maritime activities.

These activities are those in the maritime operating environment or domain (whether or not by MOD personnel), both civil and military, through life and wherever they occur globally, including where the UK MOD has a duty of care.

101 - Applicability of Defence Maritime Regulations for Health, Safety and Environmental Protection

Regulation

These DMR regulations **shall** apply to all Crown servants and other persons carrying out Defence maritime activities.

Provenance

- Dockyard Ports Regulations Act 1865
- Harbours Act 1964
- Merchant Shipping Act 1995
- The Diving at Work Regulations 1997 and similar legislation in devolved administrations
- The Management of the Health and Safety at Work Regulations 1999
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. These Defence maritime regulations *should* be applied to all Defence maritime activities including:

    a. MOD shipping, and associated activity for the benefit of the Crown, including organisations acquiring, supporting, or operating MOD shipping, in the UK or overseas;

    b. MOD owned, leased, operated, or controlled (by or on behalf of the MOD), ports, harbours, marine operations, and facilities;

    c. all diving activity conducted by or commissioned on behalf of MOD, wherever it may occur globally and whenever the Crown has a duty of care.

2. Each AP *should* recognise and apply these Defence Maritime Regulations according to the type of activity, facility or platform, at all stages of the life cycle from early concept phase to final disposal (including recycling) or termination, irrespective of the procurement strategy, support strategy, type of owner, contractual arrangements, or operational arrangement.

3. Where a ship, activity or facility is operated on behalf of the MOD through a 2nd or 3rd party contract arrangement, there *should* be evidence of an auditable, functional trail of accountability leading to a MOD AP through a contract monitoring and performance arrangement.

4. For temporary arrangements or facilities created for exercise or operational purposes, there *should* be recognition of the regulations and appointment of an appropriate AP within the exercise or operational orders.

102 - Waiver from Defence Maritime Regulation

Regulation

The AP **shall** apply for a waiver where there is a justifiable reason for non-compliance.

Provenance

Charter for the DSA from SofS for Defence May 2023

Acceptable Means of Compliance

1. The AP should ensure that any non-compliance with regulation is identified.

2. The AP should only apply for a waiver to satisfy an overriding operational requirement, and where it is demonstrated that compliance is not reasonably practicable.

3. The AP should provide evidence that a plan is in place to mitigate risks associated with the waiver non-compliance.

4. The AP should ensure that all residual safety and environmental risks are As Low As Reasonably Practicable (ALARP) and tolerable.

5. The AP should ensure that if waivers are required against more than one applicable regulation, each waiver should have a separate case.

6. The case for non-compliance may cover multiple platforms, equipment, systems, or activities where the same waiver is required, but only if the argument is the same. Before a request is submitted to DMR, cases for waivers must be authorised and presented by the relevant AP and agreed by other APs affected by risks associated with the non-compliance.

7. The case for the waiver should be submitted by an AP and contain a structured argument supported by a body of evidence provided by competent people with knowledge of the equipment, platform, or activity.

8. As a minimum, the case for submission for a waiver should contain at least the information at para 24-26 of the introduction to DMR regulations.

9. An application for an extension to a waiver date may be submitted when it can be demonstrated by an AP, that all efforts have been made to remedy the non-compliance, and failure to do so was outside of their control.

10. An expansion to an existing waiver may be granted if,

    a. The expansion is to add additional vessels of the same compliance state,

    b. Moving the activity from one operational reason to another,

    c. Including additional activities, where there is arguably no additional risk or impact.

200 Series - Accountability for Application of the Defence Maritime Regulations

This series describes the requirements for the governance of organisations engaged in Defence maritime activities. The requirement to appoint Accountable Persons for applying these Defence maritime regulations, and key accountability roles and responsibilities are described where they are important, and where they aid understanding of the wider regulation set.

201 - Authority and Accountability

Regulation

Each organisation engaged in (or contributing to) Defence maritime activities **shall** have identified the Accountable Person(s) (APs), Duty Holders (DHs) and supporting authorities, who set down and implement the HS&EP management arrangements for activities in their specified area of responsibility.

Provenance

- Dockyard Ports Regulations Act 1865
- Harbours Act 1964
- Merchant Shipping Act 1995
- The Management of Health and Safety at Work Regulations 1999
- Corporate Manslaughter and Corporate Homicide Act 2007
- Secretary of State for Defence policy statement on Health and Safety, Secretary of State for Defence policy statement on Environment.

Acceptable Means of Compliance

1. Each organisation *should* clearly articulate within an Organisation and Arrangements (O&A) document who holds accountability for HS&EP processes and the management of safety risk (including combat safety risks) and environmental impact.

2. Each AP *should* demonstrate compliance by setting a Safety and Environmental Management System (SEMS) framed by an O&A to standards they nominate. Additional accountability and requirements set within that SEMS, frame requirements at different organisational levels.

3. APs, DHs and supporting authorities *should* hold documented evidence of their delegated authority, accountability, and responsibility. All delegations are to specify the role being delegated. Prior to appointment of APs, DHs and supporting authorities the recipient must be assessed as competent to discharge their delegated responsibilities.

4. Organisations that acquire MOD maritime capability *should* have an effective DH-facing construct of Platform Authority (PA) and Equipment Authority (EA) who ensure delivery and maintenance of safe platforms and equipment.

5. There *should* be current and agreed terms of reference for all personnel who manage, perform, and verify work relating to or impacting safety and environmental management within the jurisdiction of these regulations.

202 – Accountability for Management Arrangements

Regulation

The Accountable Person (AP), Duty Holders and Supporting Authorities **shall** demonstrate that their management arrangements are suitable and sufficient for their responsibilities, that they are operating in accordance with them and that they are made available for DMR scrutiny prior to issue of DMR Approval to Authorise MOD Shipping (AtAMS).

Provenance

- Dockyard Ports Regulations Act 1865
- Harbours Act 1964
- The Management of Health and Safety at Work Regulations 1999
- Charter for the Defence Safety Authority (DSA), SofS for Defence

Acceptable Means of Compliance

1. APs, Duty Holders, and Supporting Authorities *should* provide assurance that they:

   a. are sufficiently resourced to meet the requirements of these Defence maritime regulations;

   b. have appointed persons (appropriate to their AoR) who are competent to advise them on the application of (and outcomes from) these Defence maritime regulations;

   c. have, with agreement on areas of collaboration, processes suitable for managing safety and environmental protection across key interfaces with other DSA regulatory regimes and between elements of their own management arrangements;

   d. have agreed suitable processes to manage transfers of accountability, to ensure that safety and environmental protection is not compromised;

   e. have suitable processes for managing change;

   f. understand their duty to notify others of risks;

   g. have established procedures suitable to ensure that all personnel are given proper training and familiarisation with their duties;

   h. escalate any risk that has consequences greater than they are authorised to hold. Where breaches are beyond the control of any current authority, they are reported to DMR;

   i. have suitable processes for identifying gaps in management arrangements and acting upon findings;

   j. have included the requirements to maintain Safety and/or Environmental Case (SECs) in any organisational baseline.

203 - Senior Accountable Person

Regulation

The Senior Accountable Person (SAP) in each organisation **shall** have ultimate accountability for safety and environmental protection of their organisation's Defence maritime activities, and compliance with these Defence maritime regulations.

Provenance

- Dockyard Ports Regulations Act 1865
- Harbours Act 1964
- Merchant Shipping Act 1995
- The Management of Health and Safety at Work Regulations 1999
- DSA01.1 – Regulations

Acceptable Means of Compliance

1. The SAP *should* be the Top Level Budget (TLB) Holder, Chief Executive Officer or equivalent of a Defence organisation conducting Defence maritime activities.

2. Where a DH construct is appropriate to the organisation and its activities in accordance with JSP 815, the SAP *should* be the Senior Duty Holder (SDH).

3. The SAP *should* ensure that their organisation develops, implements, and maintains an overarching safety and environmental management system(s) for the effective management of Defence maritime activities.

4. The SAP *should* ensure that formal delegations are made to their APs. These *should* be clearly articulated to, and acknowledged by, named individuals who *should* be Suitably Qualified and Experienced Personnel (SQEP).

5. Records *should* be maintained of the formal delegations and the evidence of SQEP.

204 - Accountable Person

Regulation

The Accountable Person (AP) **shall** assure the Senior Accountable Person that the Safety and Environmental Management System for Defence maritime activities are fit for purpose.

Provenance

- Dockyard Ports Regulation Act 1865
- Harbours Act 1964
- Merchant Shipping Act 1995
- The Diving at Work Regulations 1997
- The Management of Health and Safety at Work Regulations 1999
- DSA01.1 – Regulations

Acceptable Means of Compliance

1. The AP *should* ensure compliance with these Defence maritime regulations for their AoR, in accordance with their formal delegation from the SAP, by actively managing the overarching SEMS and O&A statements.

2. The AP, or their delegated representatives, *should* ensure that:

   a. the overarching SEMP is implemented across force elements to maintain safe operations coherently across their AoR in accordance with their delegations;

   b. each activity is resourced with suitably qualified, experienced, certificated and medically fit personnel to levels that are at least as good as legislation (from a pan-DLOD perspective);

   c. platforms and activities can be, and are, operated in accordance with their SECs;

   d. assurance of each activity in their AoR is conducted.

3. The AP *should* identify their delegated representatives to provide assurance of the effective implementation of the AP's overarching SEMP(s).

4. The formal identification of delegated representatives *should* be clearly articulated to, and acknowledged by, named individuals. The named individuals *should* be suitably SQEP.

5. Records *should* be maintained of the formal delegations and the evidence of SQEP.

6. Where a DH construct is appropriate to the organisation and its activities in accordance with JSP 815, the AP *should* ensure that the DH construct is applied appropriately.

7. Where the AP is an Operating Duty Holder (ODH), the Delivery Duty Holders (DDHs) *should* be delegated representatives.

205 - Withdrawn

206 - Ships Commanding Officers

Regulation

The Accountable Person (AP) **shall** ensure that ship's commanding Officers discharge their responsibilities in accordance with applicable legislation, Defence regulations, and the arrangements and requirements set out in the relevant Safety and Environment System (SEMS).

Provenance

- Merchant Shipping Act 1995
- Book of Reference Digital (BRd) 2 - The Kings Regulations for the Royal Navy

Acceptable Means of Compliance

1. Ship's Commanding Officers (COs) or Masters *should* demonstrate that they:

   a. implement a shipboard SEMS;

   b. operate a ship in a way that reduces risk and is in accordance with these regulations, certification, and the specified requirements of the SEC;

   c. exercise a duty of care to their crew, all others on board, third parties that could be affected, and the environment;

   d. motivate a just safety and environmental culture within the crew;

   e. periodically review the shipboard SEMS and report deficiencies to the shore-based management;

   f. ensure that all accidents, incidents, near miss and hazards are reported, analysed, investigated, and acted upon;

   g. ensure that emergency arrangements are in place, followed, understood, and tested.

207 - Designated Persons

Regulation

The Accountable Person (AP) **shall** have a Designated Person (DP) responsible for monitoring the safe and efficient operation of MOD shipping.

Provenance

- Merchant Shipping Act 1995
- The Management of Health and Safety at Work Regulations 1999
- Corporate Manslaughter and Corporate Homicide Act 2007
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026

Acceptable Means of Compliance

1. The DP *should* provide the direct link between persons accountable for the HS&EP management of activities, and those participating in the activities from engineering and operational perspectives and the shore-based support provided. Their responsibilities *should* include:

    a. monitoring the safe and efficient operation of that ship with particular regard to safety and pollution prevention aspects;

    b. ensuring compliance with the safety management system;

    c. ensuring proper provision is made for the ship to be so crewed, equipped and maintained that it is fit to operate in accordance with that safety management system.

2. The DP is responsible to the AP, and the scope of their authority *should* be defined, documented, and authorised.

3. Each DP *should* have knowledge of activities conducted and how they are documented. They *should* hold evidence of appropriate training qualification and experience to demonstrate their competence.

4. DP *should* be approachable at all levels and have direct access to their SAP.

5. DP s*hould* contribute to assurance of the MOD shipping, port, or diving activity they have been appointed to monitor.

6. DP *should* actively contribute to collation of evidence for support to sea clearances.

208 - Platform Authorities

Regulation

The Accountable Person (AP) **shall** have PAs, or equivalents, responsible to them for ensuring all ships within their Area of Responsibility are safe to operate by providing safety and environmental protection assurance of the design, system and equipment integration, and through-life support.

Provenance

- Health and Safety at Work etc. Act 1974
- Merchant Shipping Act 1995
- The Management of Health and Safety at Work Regulations 1999

Acceptable Means of Compliance

1. PA *should* provide assurance that, for each ship within their AoR:

   a. functional requirements are appropriate to the system or ship type (design-intent, role, task, activities, and operating philosophy);

   b. appropriate through-life controls have been applied;

   c. requirements for platform products and services are cascaded, under platform primacy in the integration of EA and training authority products and services;

   d. there is a certification strategy agreed with the Naval Authority Technology Group (NATG) specifying the certificates required and when they are required;

   e. where hazards are not certifiable, it is able to demonstrate mitigation through suitable and sufficient means to meet the requirements of these regulations;

   f. they authorise key documents forming part of a SEC(s), ensuring that they are based on objective and assured evidence, and combat safety requirements have been addressed as far as reasonably practicable;

   g. that each live SEC has defined boundaries and limits. Where these are set by certification or competence levels and are supported by evidence they are recorded within the operating envelope;

   h. the DA function is being delivered by a competent and adequately resourced organisation through life;

   i. safety assessments of software integrity and cyber security risk are conducted.

2. Where PA formally delegate all or part of the Design Authority (DA) function, they *should* provide assurance that the organisation is fulfilling their delegated duties.

3. PA *should* remain accountable for approving engineering waivers to ship functional requirements, assessing their impact on safety and the environment and for authorising key documents.

4. Where no PA exists, the functions detailed in this regulation remain extant and will be the responsibility of the AP to manage.

209 - Equipment Authorities

Regulation

Equipment Authorities (EAs) **shall** provide Health, Safety & Environmental Protection assurance of the design and through-life support of the maritime equipment for which they are accountable is safe to operate.

Provenance

- Dockyard Ports Regulations Act 1865
- Harbours Act 1964
- Health and Safety at Work etc. Act 1974
- Merchant Shipping Act 1995
- The Provision and Use of Work Equipment Regulations (PUWER) 1998
- The Management of Health and Safety at Work Regulations 1999
- Corporate Manslaughter and Corporate Homicide Act 2007

Acceptable Means of Compliance

1. The EA *should* provide evidence that, for systems and equipment within their Area of Responsibility (AoR):

    a. risk controls have been applied appropriately to ensure that hazards are eliminated or minimised as far as reasonably practicable, and through-life;

    b. arguments and justification relating to safety, including combat safety, demonstrate that the risk of death or injury to the crew, damage to the ship, ship systems and port operations is minimised as far as reasonably practicable;

    c. environmental aspects of their equipment are managed such that adverse environmental impacts are minimised so far as is reasonably practicable;

    d. those systems (software, personnel, documentation, and equipment) that are safety and environmental-critical elements of platform SEC(s) have suitable and sufficient functional integrity and integration (across relevant Risk Control Systems) to allow acceptance and approval onto platforms;

    e. the DA function is delivered by an organisation that is competent and adequately resourced through life.

2. Each EA *should* be responsible to each PA for ensuring systems and equipment in their AoR are safe to operate.

3. Key documents contributing to the SEC(s) *should* be authorised by the EA.

4. The EA *should* ensure the training required for the equipment is identified so that resource requirements can be captured and allocated through a clear funding route.

210 - Diving Officer

Regulation

A single Diving Officer **shall** be appointed to be accountable for each diving project, and for ensuring that, so far as is reasonably practicable, the diving project is planned, managed and conducted in a manner that protects the health and safety of all persons taking part in that project.

Provenance

- Dockyard Ports Regulations Act 1865
- Harbours Act 1964
- The Diving at Work Regulations 1997 and similar legislation in devolved administrations
- The Management of Health and Safety at Work Regulations 1999

Acceptable Means of Compliance

1. When appointed the Diving Officer's Terms of Reference *should* include, but not be limited to, the following information:

a. "The Diving Officer shall be the "employer", in the line management of the diver or divers engaged in the diving project.

b. The Diving Officer shall ensure that, before the commencement of the diving project:

(1) a diving project plan is prepared in respect of that project and that the plan is thereafter updated as necessary during the continuance of the project.
(2) a person is appointed to supervise that operation, making a written record of that appointment and ensuring the supervisor is provided with the written record.
(3) the appointed supervisor is supplied with a copy of any part of the diving project plan which relates to that operation.
(4) there are sufficient people with suitable competence to carry out safely and without risk to health both the diving project and any action (including the giving of first aid) which may be necessary in the event of a reasonably foreseeable emergency connected with the diving project.
(5) suitable and sufficient plant is available whenever needed to carry out safely and without risk to health both the diving project and any action (including the giving of first aid) that may be necessary in the event of a reasonably foreseeable emergency connected with the diving project.
(6) the plant made available is maintained in a safe working condition.
(7) so far as reasonably practicable, any person taking part in the diving project complies with the requirements and prohibitions imposed on them by, or under the relevant statutory provisions and observes the provisions of the diving project plan.
(8) A record containing the required particulars is kept for each diving operation.

c. The Diving Officer shall ensure that, after the diving project, the diving operation record is retained in the diving unit for at least six years after the date of the last entry in it".

211 - Port Duty Holders

Regulation

Port Duty Holders **shall** operate their ports in line with the Port and Marine Facilities Safety Code and in line with Defence Rules for Warships in Harbour[1].

Provenance

- The Public Health (Ships) Regulations 1979
- The Management of Health and Safety at Work Regulations 1999
- The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003
- The Dangerous Goods in Harbour Areas Regulations 2016
- Port and Marine Facilities Safety Code

Acceptable Means of Compliance

1. Port Duty Holders *should*:

   a. demonstrate active management of their overarching SEMS and O&A;

   b. demonstrate evidence of regular assurance activity within their area of responsibility, in co-operation with Port Operations (Compliance and Assurance) (PO(CA)) (Regulation 903);

   c. maintain the required licences (e.g. explosives);

   d. maintain appropriate records of the hazard footprint of those units parented within the port;

   e. ensure compliance with 700 Series of these regulations;

   f. ensure compliance with DSA03 Ordnance, Munitions, and Explosives (OME) Part 2 documents.

[1] Naval Authority Rules for the Control of the Explosives Risk from MOD Shipping at a Berth

300 Series - Management Tools

These 300 series describe the tools that enable organisations to manage HS&EP. These tools should be used as a coherent framework, such that traceability can be demonstrated from top-level strategy documents through to Safety and / or Environmental Cases for specific Defence maritime activities (including platforms and equipment).

There are Defence regulations that provide direction for management and assessment of Defence maritime activities at both the organisation and activity level. They also provide direction on establishing the margins of the safe and environmentally sound operating envelope, and operation within those margins.

301 - Risk Control Systems (RCS)

Regulation

The Accountable Person (AP) **shall** provide evidence that, for their area of responsibility, appropriate Risk Control Systems have been implemented, are integrated and are effective.

Provenance

- Health and Safety at Work etc. Act 1974
- The Management of the Health and Safety at Work Regulations 1999
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. APs *should* provide evidence of the application of safeguards against all identified risks.

2. The AP *should* ensure that an acceptable list of RCS are adopted from either JSP 815 and JSP 816 or from the list below:

   a. SEMS documented using O&A statements and SEMPs;

   b. certification and certification strategy;

   c. integration of safe design and construction;

   d. maintenance of the ship and equipment;

   e. management of change; maintenance of conditions;

   f. documentation;

   g. crewing levels, competence and training;

   h. incident reporting and analysis;

   i. emergency preparedness;

   j. safe and environmentally sound operating envelope;

   k. live Health, Safety and Environmental Case and the Health, Safety and Environmental Case Report, summaries and statements;

   l. requirements management;

   m. internal assurance.

3. There *should* be evidence that the RCSs are applied at a strategic level (AtAMS holder to SAP), risk controls identified by each SEC are employed, and that risks identified are notified and escalated according to the SEMP.

302 - Safety and Environmental Management System (SEMS)

Regulation

The Accountable Person (AP) **shall** develop and maintain a proportionate Safety and Environmental Management System for their Area of Responsibility and operate in accordance with it.

Provenance

- Health and Safety at Work etc. Act 1974
- The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997
- The Management of the Health and Safety at Work Regulations 1999
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. The SEMS *should* set MOD maritime HS&EP targets and requirements for the organisation's AoR. SEMS *should* document O&A for what is to be achieved, the activities, key roles and responsibilities and how successful implementation will be measured, normally through the use of O&A.

2. The SEMS *should* detail how the organisational structure, processes and methodologies will deliver continual improvements to HS&EP of Defence maritime activities and minimise the adverse environmental impacts.

3. The SEMS *should* set out how each of the RCS is to be applied.

4. The SEMS *should* be developed and maintained in accordance with a recognised standard that is appropriate for the AoR, such as:

   a. Def Stan 00-056;

   b. Def Stan 00-051;

   c. ASEMS Part 1 Section 3, clause 3.1;

   d. BRd 167 Chapter 1.

5. The SEMS *should* include an assessment of the likely environmental impacts of plans and programmes, and requirements for reporting *should* be specified (proportionate to the significance of the identified impacts).

6. Demonstration of an acceptable SEMS is a requirement of the DMR AtAMS.

303 - Safety and/or Environmental Management Plan (SEMP)

Regulation

The Accountable Person (AP) **shall** develop, implement, and maintain a MOD maritime Safety and Environmental Management Plan specifying:

1. How and when the objectives and requirements contained in the SEMS are to be implemented.

2. How each approval point will be verified and authorised, and by whom.

Provenance

- Nuclear Installations Act 1965. (NSRA but see Chalmers & Carver Reviews)
- The Management of the Health and Safety at Work Regulations 1999
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. The SEMP detail *should* be proportionate to the perceived level of risk and environmental impacts (see regulations 600 series to 800 series).

2. The SEMP *should* be approved by the AP it affects.

3. APs *should* provide evidence that the SEMP defines as appropriate, key elements tailored from the list below:

   a. the key roles, responsibilities, and activities of all stakeholders for the creation, development, and management of each SEC throughout the lifecycle;

   b. how stakeholders will be engaged through the process;

   c. clear HS&EP milestones and targets;

   d. how and when it is validated during assurance (see regulations 900 series);

   e. how objectives and requirements will be met, vetted and who will authorise them;

   f. who is to conduct the assurance at 1st and 2nd LoD. No project or activity *should* pass an approval point defined in the SEMP without acceptance by the AP;

   g. the minimum acceptable evidence for the SEC at each milestone is demonstrated.

4. The roles, responsibilities, and activities of all stakeholders for the creation, development, management, and review of the SEC *should* be defined throughout the platform, equipment, or service lifecycle.

304 - Safety and/or Environmental Case (SEC)

Regulation

The Accountable Person (AP) **shall** develop and maintain a SEC to demonstrate that platforms, products, and activities (including software safety and cyber security) meet and maintain HS&EP requirements.

Provenance

- Nuclear Installations Act 1965 (NSRA but see Chalmers & Carver Reviews)
- The Harbour Works (Environmental Impact Assessment) Regulations 1999 and as applied in devolved administrations
- Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999
- The Marine Works (Environmental Impact Assessment) Regulations 2007 and as applied in devolved administrations

Acceptable Means of Compliance

1. The strategy for the creation, development, and management of the SECs *should* be developed at the start of a project and reviewed on a regular basis. This strategy *should* view the SECs from an integrated perspective and coherence between related SEC *should* be managed, noting that the Environmental Case may in itself comprise of a number of key Project Oriented Environmental Management Systems (POEMS) outputs, such as the Environmental Impact Screening and Scoping (EISS) report(s).

2. SECs and associated strategy or strategies *should* be developed proportionate to the perceived level of safety risk and environmental impacts including system software safety and cyber security.

3. A SEC *should* be produced and maintained in accordance with appropriate standards, such as Def Stans 00-056 and 00-051; ASEMS Part 2 Safety Management Procedure (SMP)12; POEMS; BRd 167 Ch 2.

4. Suitable and sufficient techniques and standards *should* be used in forming safety and environmental arguments and risk assessments.

5. A SEC *should* include the assessment of the safety risks and environmental impacts of planned activities such as:

   a. activities in direct support of training by the naval, military or air forces of the Crown, including reserve forces and the Royal Fleet Auxiliary or a visiting force;

   b. tests and trials of Defence equipment and systems;

   c. recovery of Defence assets/salvage;

   d. any significant Defence Maritime projects not covered by a-c.

305 - Safety and Environmental Case Reports (SECR)

Regulation

The Accountable Person (AP) **shall** demonstrate the SEC for a ship or diving plant in a SECR, proactively and effectively addressing the impact of significant milestones, decisions and/or events identified in the SEC strategy.

Provenance

- Nuclear Installations Act 1965 (NSRA but see Chalmers & Carver Reviews)

Acceptable Means of Compliance

1. SECR *should* provide a snapshot in time that summarises for stakeholders and regulators how safety and/or environmental issues are being managed for the levels of risk/impact that are held.

2. SECR *should* be formally signed by the AP indicating acceptance and responsibility for the risks and/or impacts appropriate to the level of authority of the AP. Formal acceptance confirms that comprehensive, credible, and coherent safety and/or environmental arguments and evidence exists (including evidence provided by contractors). Authorisation to pass the approval point *should* only be given after taking relevant advice and before the activity (such as a ship going to sea) occurs and evidence exists.

3. SECR *should* be produced and maintained in accordance with recognised standards, as identified in the SEMS e.g.

    a. Def Stan 00-056;

    b. Def Stan 00-051;

    c. ASEMS Part 1 Chapter 4;

    d. BRd 167 Chapter 2.

306 - Establishing the Operating Envelope

Regulation

The Accountable Person (AP) **shall** establish the limits of the safe and environmentally sound operating envelope for the Defence maritime activities for which they are responsible.

Provenance

- Merchant Shipping Act 1995
- The Management of the Health and Safety at Work Regulations 1999
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. The APs *should* establish the safe and environmentally sound margins of the operating envelope for the maritime activity for which they are responsible.

2. The envelope *should* be based upon objective evidence in the live SEC, and the limits set by certification.

3. The envelope *should* describe the boundaries and limits of operation for the activity (including the platform and equipment, imposed by extant levels of trained and available personnel, design parameters, age or maintenance state, certification, margins for risk assessment and environmental assessment studies).

4. The safe and environmentally sound operating envelope *should* clearly define the operating limits. It is to be captured and updated in the SEC (also in the CSES for MOD shipping), and routinely assured by APs in an auditable trail.

307 - Operate Within the Envelope

Regulation

The Accountable Person (AP) **shall** ensure that Defence maritime activities are conducted only within the established safe and environmentally sound operating envelope, unless exceptional circumstances require operation outside that envelope in order to deliver a Defence task.

Provenance

- The Management of the Health and Safety at Work Regulations 1999
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. Defence maritime activities *should* only be conducted outside the established safe and environmentally sound operating envelope (and the scope of that activity's certification) in exceptional circumstances arising from an urgent need to deliver a Defence task. Once the exceptional circumstances cease to exist, the activity *should* return to normal parameters.

2. Where any activity is operated outside of the safe and/or environmentally sound operating envelope, it *should* follow a risk assessment by the CO. The risk assessment *should* be recorded and include a statement that the CO is satisfied that risk has been reduced as low as reasonably practicable, within the constraints of the exceptional circumstances. When time permits, the APs *should* be informed.

3. Whenever an activity is directed which is outside the established safe and environmentally sound operating envelope, the AP *should* retain authority and accountability for managing any risks that emerge. The AP *should* record their rationale and actions.

4. In peacetime, invoking ‘operational imperative’ to override normal safe practices in generation or activity *should* only be considered in extremis and in the face of a significant, imminent threat to life or the environment.

5. Where a DH construct is appropriate, as defined in JSP 815, then the AP referred to in the AMC includes the appropriate DH.

6. Operating outside the Safe and Environmentally sound operating envelope may be conducted for trials and testing purposes, when risks have been clearly established and mitigated and are appropriately held.

308 - Certified Equipment and/or Systems

Regulation

The Accountable Person (AP) **shall** be in possession of the appropriate safety and environmental protection certificates for equipment and/or systems.

Provenance

- The Low Voltage Electrical Equipment (Safety) Regulations 1989
- The Lifting Operations and Lifting Equipment Regulations 1998
- The Provision and Use of Work Equipment Regulations 1998
- The Pressure Systems Safety Regulations 2000
- The Supply of Machinery (Safety) Regulations 2008
- The Merchant Shipping (Marine Equipment) Regulations 2025
- The Pressure Equipment (Safety) Regulations 2016

Acceptable Means of Compliance

1. Certificates *should* be obtained and maintained for fitted systems and equipment no later than the point of acceptance. This includes obtaining and maintaining applicable equipment type-approval certificates or Certificates for Clearance and Use.

2. Regular inspections *should* be performed, and re-certification conducted as required (e.g. for lifting equipment). Maintenance and repair records are to be maintained and made available for inspection.

3. Certificates *should* be recorded on a register and made available during assurance and sea clearance.

4. Where other risk controls of critical elements are selected, they *should* be justified as delivering outcomes as good as those required by such certification.

309 - Legislation Compliance Registers

Regulation

The Accountable Person (AP) **shall** maintain a legislation compliance register for the platforms, activities, equipment and/or facilities for which they are responsible.

Provenance

- Health and Safety at Work etc. Act 1974
- Merchant Shipping Act 1995
- Port and Marine Facilities Safety Code
- Secretary of State for Defence policy statement on Health and Safety, Secretary of State for Defence policy statement on Environment

Acceptable Means of Compliance

1. A legislation compliance register *should* be maintained in the DLST.

2. The DLST compliance register *should* record the compliance status of the Defence maritime platforms, activities, equipment, and facilities within the AP's AoR.

3. The DLST compliance register *should* provide suitable and sufficient compliance statements.

4. Compliance statements and arguments *should* be:

   a. created by competent individuals;

   b. approved by authorised individuals;

   c. be relevant to the scope of legislation and the activity of the platform, equipment and or capability;

   d. where a DED has been utilised, provide a robust argument that the outcomes are, so far as is reasonably practicable, as good as that required by the legislation.

5. Compliance registers *should* be reviewed in a timely manner including:

   a. when legislation changes or when new case law is established;

   b. when new and relevant information regarding the platform/equipment/activity is discovered and/or the SEC is modified;

   c. at key transition points, e.g. acceptance into service, disposal;

   d. at a maximum interval of 3 years.

6. The detailed underpinning evidence for the register *should* be documented as part of the SEC(s).

400 Series - Application of the Defence Maritime Regulations

This series describes the fundamental requirements to comply with legislation for all Defence maritime activities. There are regulations addressing management of documentation of policies and procedures, training, resources and crewing, and accidents and incidents.

Where the regulations cannot be applied, evidence should be provided of a risk-based argument that defines an alternative means of compliance to meet the intent.

401 - Documentation of Policies and Procedures

Regulation

The Accountable Person (AP) **shall** develop and maintain policies and procedures to control all relevant safety and environmental information (documents and data), within their specified Area of Responsibility.

Provenance

- Health and Safety at Work etc. Act 1974
- Merchant Shipping Act 1995
- Port and Marine Facilities Safety Code
- Secretary of State for Defence policy statement on Health and Safety, Secretary of State for Defence policy statement on Environment.

Acceptable Means of Compliance

1. The AP *should* establish and maintain procedures to control all relevant documents and data, according to an appropriate standard (e.g. ISO 14001:2015, or ISO 9001: 2015).

2. The AP *should* ensure that:

   a. safety, environmental protection, and combat safety related decisions are appropriately recorded to allow audit and learning from experience;

   b. appropriate documents and data are retained and made available when and where they are required;

   c. documents are regularly reviewed and updated, with any gaps in information recorded and understood;

   d. obsolete documents and historic data are appropriately archived and stored, compliant with legal archiving requirements and to be available as required;

   e. the frequency of document review and endorsement is appropriate for the safety risk or environmental impacts being managed and the rate of changes in the system that the document applies to;

   f. changes are reviewed, approved, and communicated to all those who need to know.

3. Information required to provide evidence of compliance with applicable HS&EP legislation *should* be made available to DMR.

402 - Legislation Compliance Management

Regulation

The Accountable Person (AP) **shall** each ensure that the applicable legal requirements for their Defence maritime activities are managed.

Provenance

- Health and Safety at Work etc. Act 1974
- Merchant Shipping Act 1995
- Port and Marine Facilities Safety Code
- Secretary of State for Defence policy statement on Health and Safety,Secretary of State for Defence policy statement on Environment.

Acceptable Means of Compliance

1. O&A for management of legislation compliance *should* be an integral part of a maritime SEMS.

2. Legislation compliance risks and issues *should* be reviewed at the relevant safety and environmental committee meetings. These meetings *should* provide a record of the actions taken to address these compliance issues and risks.

3. As part of the SEC(s) approval process, compliance registers *should* be accepted as suitable and sufficient by the AP.

4. If any maritime platform, equipment, or activity is found to be non-compliant with legislation, then the DMR *should* be notified, and a solution proposed.

403 - Exemptions

Regulation

Where the Secretary of State for Defence is enabled to grant "exemption" from statute, a request to invoke this power **shall** be made by the Defence sponsor through DSA, DMR or their Duly Authorised Persons, as laid down for that statute.

Provenance

- The Management of the Health and Safety at Work Regulations 1999
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. The detailed requirements of an ECS are provided in JSP 815 Volume 2 Annex B for seeking exemptions from safety and environmental constraints in UK legislation.

2. All completed HS&EP ECS are to be staffed through DMR and require a DSA recommendation for approval prior to submission to the appropriate endorsing authority.

3. Once supported by a recommendation from DMR the ECS is returned to the Defence sponsor for submission.

4. The Defence sponsor *should* ensure that the approved exemption certificate is copied to DMR and other relevant Regulators.

5. All extant exemptions *should* be managed in accordance with regulations 309 and 402.

6. The recommendation for approval of an exemption does not constitute DMR acceptance of the risk, rather a recognition that a suitable and sufficient argument has been provided.

404 - Resources and Crewing

Regulation

The Accountable Persons (APs) in sea-going and shore-support organisations **shall** maintain a safety and environmental protection organisational baseline for their AoR, which is suitably resourced.

Provenance

- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978.
- Nuclear Installations Act 1965
- The Management of the Health and Safety at Work Regulations 1999
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026
- The Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2022
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. For each maritime activity (crew agreement or Unit Position List) and including shore-support, the organisational baseline (competency[2], crewing levels, and training) *should* reflect the requirements of the platform and/or equipment, the activity, and applicable certification.

2. Each ship organisational baseline *should* be complimented by the organisational baseline for each aspect of shore support, which *should* have sufficient capacity and competence to discharge roles in managing the design, maintenance, and support activities necessary to achieve certification and deliver RCS.

3. The organisational baseline for each AoR of an AP *should* be maintained in alignment with assumptions in each SEC(s) and requirements identified by O&A.

4. Competence standards for seagoing postings *should* be at least as good as the IMO STCW, with criticality and specific skill requirements defined in applicable safety and environmental cases.

5. The terms and conditions of employment *should* reflect (where applicable) King's Regulations and the military covenant on the safety of personnel embarked on MOD shipping (or equivalent STCW provision).

6. The following *should* be available for inspection:

    a. processes for monitoring of Officers' qualifications; and

    b. medical fitness policies, including procedures for monitoring the status of certificates in accordance with STCW.

[2] To a recognised professional competence standard.

405 - Training

Regulation

The Accountable Person (AP) **shall** provide assurance that sea-going, shore-support, and acquisition personnel within their area of responsibility are appropriately trained to a recognised professional standard[3] and developed to have the right competencies to discharge their role.

Provenance

- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978
- The Management of the Health and Safety at Work Regulations 1999
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026
- The Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2022
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. Every post with HS&EP management responsibility *should* have clearly specified duties, resource, and right levels of competence. Each AP is to provide assurance that:

   a. the organisational baseline (competency and training) requirement is clear, reflects the design of the ship or system, its activities and certification status;

   b. personnel are properly qualified to a T-Level, national occupational standard or degree, appropriate to their profession and role;

   c. letters of delegation include the requirements for appropriate qualifications, or registered status (chartered membership of a relevant professional body);

   d. personnel competencies gained and training completed are recorded;

   e. competence requirements for critical postings are published and reviewed at specified intervals;

   f. deficiencies against the organisational baseline are identified and reported as risks;

   g. the ability to discharge a duty of care is in no way diminished by financial or time pressures.

2. The competence standard for seagoing postings *should* be demonstrated to be at least as good as the IMO STCW, with criticality and specific skill requirements defined in applicable SECs.

[3] A recognised professional standard by the relevant recognised professional body.

406 - Emergency Preparedness

Regulation

The Accountable Person (AP) **shall** ensure that emergency preparedness, response plans, procedures, and systems are in place for Defence maritime activities.

Provenance

- The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012
- The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 2013
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026

Acceptable Means of Compliance

1. APs *should* put in place arrangements and procedures to manage the impacts of foreseeable abnormal and emergency situations, as well as for preparedness and response to pollution with appropriate management arrangements, equipment, and monitoring. These arrangements and procedures are to be documented, trained for, and tested drawing upon advice from appropriate Authorities. Such arrangements are to be reviewed and updated as required.

2. The AP *should* ensure that evidence is provided that Defence maritime activities have achieved the outcomes and implementing UK legislation. Examples of objective evidence to be provided include:

    a. records of drills;

    b. records of training ashore;

    c. emergency response plans addressing relevant scenarios.

3. The SEMS *should* describe the measures the organization can take to respond at any time to hazards, accidents and emergency situations. It *should* describe procedures to identify, describe and respond to potential emergency situations. It *should* include programmes for drills and exercises to prepare for emergency actions.

407 - Accident and Incident Reporting, Investigation and Analysis

Regulation

The Accountable Person (AP) **shall** ensure that accidents and incidents (including near misses and dangerous occurrences) shall be reported (using the approved MySafety reporting tool) and investigated so that hazards and impacts are identified in a timely manner, and lessons are learned from the experience.

Provenance

- The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012
- The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 2013

Acceptable Means of Compliance

1. Accidents above a threshold involving death or serious injury, significant damage to property or the environment *should* be reported to the DAIB, the Duty Fleet Controller, AP, DMR, and where appropriate the MCA[4] .

2. Accident and incident investigations *should* examine, in a timely manner, all DLOD and identify, as a minimum, any relevant:

   a. design issues;

   b. material or software failures;

   c. shortfalls attributed to human factors;

   d. shortfalls in risk assessments and management;

   e. shortfalls in operating procedures;

   f. shortfalls in the SEMS and its organisational arrangements, verification, and competence.

3. Analysis *should* be utilised to identify where proportionate corrective action could have the most beneficial effect.

4. Findings and recommendations identified during investigations *should* be recorded and passed between all relevant DHs, supporting authorities and other stakeholders who have the authority to enact improvement, prevent recurrence, and to disseminate lessons as part of a continual improvement process.

5. Demonstration that the learning and continual improvement within a just culture develops a more mature and resilient organisation.

6. Where an accident or incident results in a vessel or equipment becoming a wreck (as defined in DSA03 Regulatory Terms and Definitions document) then the AP *should* report, as soon as reasonably practicable to the MCA (when in UK waters) or applicable flag state.

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4 The MCA should only be notified of marine casualties and marine incidents

500 Series - Environmental Protection Assurance and Management

This series describes the management tools, including environmental assessments, management plans, programmes and strategies that enable organisations to manage Environmental Protection. These should be used as part of a coherent framework to manage both strategic and project-level Defence maritime activities. It should be noted that while this series is identified as predominantly about Environmental Protection, associated Health and Safety risks and issues should be managed together with the environmental impacts.

While these regulations address key legislative requirements, they do not provide an exhaustive list of all the available Environmental Protection management tools. Other relevant tools as described in recognised standards may be integrated into your management framework.

501 - Environmental Damage

Regulation

The Accountable Person (AP) **shall** take all practicable steps to ensure that environmental damage arising from Defence maritime activity is prevented and remediated.

Provenance

- United Nations Convention on the Law of the Sea (UNCLOS)
- International Convention on Civil Liability for Oil Pollution Damage, 1969
- International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996
- The Environmental Damage (Prevention and Remediation) (Wales) Regulations 2009
- The Environmental Liability (Scotland) Regulations 2009
- The Environmental Liability (Prevention and Remediation) Regulations (Northern Ireland) 2009
- The Environmental Damage (Prevention & Remediation) (England) Regulations 2015
- Environmental Act 2021

Acceptable Means of Compliance

1. APs *should* assess potential environmental damage in their Defence maritime activity plans, policies, and procedures for their AoR.

2. These plans, policies and procedures *should* demonstrate prevention of environmental damage, so far as is reasonably practicable.

3. Where there is an imminent threat of environmental damage, the AP *should* immediately take all practicable steps to prevent the damage and identify measures that will achieve the remediation of the environmental damage in accordance with Schedule 3 of the Environmental Damage (Prevention and Remediation) (England) Regulations 2015.

4. Where the activity has caused environmental damage, or has caused damage where there are reasonable grounds to believe that the damage has or will become environmental damage, the AP *should* immediately:

   a. take all practicable steps to prevent further damage and identify measures that will achieve the remediation of the environmental damage in accordance with Schedule 3 of the Environmental Damage (Prevention and Remediation) (England) Regulations 2015; and,

   b. notify all relevant details to the DH, the DMR and as appropriate, the relevant statutory regulators.

502 - Pollution Prevention, Response and Cooperation

Regulation

The Accountable Person (AP) **shall** take all practicable steps to ensure that the threat of serious damage posed to the marine environment from pollution incidents is minimised by ensuring preparedness, effective response capabilities and cooperation with appropriate agencies.

Provenance

- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols (MARPOL) all Annexes
- International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) 1990
- The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention (OPRC)) Regulations 1998
- The Merchant Shipping (Prevention of Oil Pollution) Regulations 2019

Acceptable Means of Compliance

1. The AP *should* ensure that evidence is provided that the outcomes of the international conventions and their implementation with rules and UK legislation have been achieved where relevant to their AoR.

2. The AP for Defence maritime activities *should* ensure the following:

   a. an appropriate pollution emergency plan is held on board;

   b. appropriate materials to respond to own platform pollution incidents are held on board;

   c. a reporting methodology and process for own and other ship oil pollution incidents is created and maintained;

   d. contaminated waste produced during the clean-up of a pollution incident be dealt with as hazardous waste and held on board until it can be discharged at a suitable reception facility.

503 - Underwater Cultural Heritage

Regulation

The Accountable Person (AP) **shall** take all practicable steps to ensure the protection and preservation of underwater cultural heritage sites.

Provenance

- United Nations Convention on the Law of the Sea (UNCLOS)
- UNESCO Convention on The Protection of the Underwater Cultural Heritage 2001

Acceptable Means of Compliance

1. The AP *should* ensure that evidence is provided that Defence maritime activities have achieved the outcomes of the International Convention 2001 including:

    a. being aware of the location of sites of cultural heritage and taking all reasonable precautions to avoid them;

    b. reporting the discovery of a site of potential cultural heritage; and

    c. developing, maintaining, and following operating procedures for use in the event MOD shipping activities cause damage to a site of known or suspected cultural heritage site and reporting the damage caused to the appropriate authorities.

600 Series - MOD Shipping Regulations

This series of regulations captures key regulatory requirements relating to Health and Safety, and Environmental Protection for MOD shipping and MOD shipping activity. Accountable Persons should address these requirements by identifying anticipated relevant environmental impacts and health and safety risks, and setting out measures to prevent, minimise or mitigate those impacts and risks (where relevant to your platform).

Documentation should include a Safety and Environmental Case (SEC) compliance statements, a Ship-level Safety and Environmental Management Systems (SEMS) and a Safety and Environmental Management Plan (SEMP). The cumulative environmental impacts and health and safety risks should be addressed in the organisation’s SEMS.

601 - UK Defence Shipping Register (UKDSR)

Regulation

The Accountable Person (AP) **shall** ensure that all platforms, regardless of assumed status as MOD shipping, shall be submitted to DMR for consideration for Registration.

Provenance

- United Nations Convention on the Law of the Sea (UNCLOS)
- Merchant Shipping Act 1995

Acceptable Means of Compliance

1. Information *should* be submitted to DMR as soon as is practicable to consider the registration and assurance system for individual platforms or procurements.

2. Information to support registration *should* include (and the Poseidon system allows for submission of):

    a. Certification Strategy;

    b. Operating Envelope;

    c. Concept of Use;

    d. Existing Safety Case evidence;

    e. SEMP;

    f. Existing Certificates.

3. Other information to demonstrate assurance arrangements for the applicant platform *should* be made available to DMR through the Poseidon system.

602 – Transfer of MOD Shipping

Regulation

The Accountable Person (AP) **shall** ensure a formal documented handover of accountability and responsibility of all MOD shipping which is recorded in the register.

Provenance

- Merchant Shipping Act 1995
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026

Acceptable Means of Compliance

1. Accountability for notification of vessel transfer (either within the MOD or externally) to the UK Registrar of MOD shipping *should* lie with the MOD Accountable Person in the first instance.

2. Information *should* be provided to populate individual ship records in accordance with the requirements of the DMR Guide to Registration.

3. Notification of the sale/disposal or any other instance where the MOD is no longer Accountable for a vessel on the UKDSR *should* be notified to DMR by the AP.

4. The AP *should* ensure that the UKDSR reflects all transfers made.

603 - Registration of MOD shipping on the UK Defence Shipping Register

Regulation

The Accountable Person (AP) **shall** ensure that records and details of MOD shipping for which they are accountable, including those that are on the UK Shipping Register (UKSR), are maintained on the UKDSR and are kept up to date.

Provenance

- Merchant Shipping Act 1995
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026

Acceptable Means of Compliance

1. The following information *should* be provided through to populate individual ship records according to ship type and this information will be made available on Poseidon to all MODNET users:

    a. vessel Type;

    b. CADMID Cycle status;

    c. vessel Designator (Assigned by DMR);

    d. vessel Class;

    e. vessel Name;

    f. Accountable Person;

    g. Platform Authority;

    h. AtAMS Expiry Date (Populated by DMR Shipping Register).

2. Additional information, as required dependent on the platform, *should* be inputted into Poseidon. Additional information will only be available to authorised Poseidon users.

604 Platform Certification

Regulation

MOD shipping **shall** not be operated without extant certification relevant to the operation to be undertaken, that is defined as applicable on the UKDSR and is required in accordance with the certification strategy.

Provenance

- International Convention for the Safety of Life at Sea (SOLAS), 1974 and associated enacting UK legislation
- International Convention on the Control of Harmful Anti Fouling Systems on Ships 2001 (AFS 2001)
- International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) 2004
- The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009
- Merchant Shipping Act 1995
- The Ship Recycling (Requirements in relation to Hazardous Materials on Ships) (Amendment etc.) Regulations 2018
- The Merchant Shipping (Small Workboats and Pilot Boats) Regulations 2023
- The Merchant Shipping (Anti-Fouling Systems) Regulations 2024

Acceptable Means of Compliance

1. For each ship or ship class, the AP for certification *should* be notified to the Registrar of MOD shipping. The APs *should* ensure that the required certificates are obtained and maintained.

2. As part of a ship's registration, the DMR Registrar of MOD shipping *should* convene a registration committee of at least the NA, PA and AP, to decide the applicable hazard areas to be certified, based on the agreed ship type.

3. All requirements for certificates, including those that underpin Naval Authority certification *should* be recorded in the UKDSR. Applications for waivers from the agreed certification requirements *should* be notified to the Registrar.

4. The certification strategy *should* define the design basis on which ship certificates are issued, including the degree to which certification provides assurance of safety during peace, tension and combat for the hazard areas registered. Boats and novel ship types certification strategies *should* also be based on standards agreed with the NA as DMR’s agent.

5. Where new key hazards are agreed to exist within a ship type as suitable for certification, as identified by DMR, DAO, or the PA, and where suitable rules exist, they *should* be added to the certification strategy.

605 - Naval Authority Certification Rules

Regulation

The Accountable Person (AP) **shall** ensure that the Naval Authority rules for certification are complied with as defined in the ship's certification strategy.

Provenance

- Merchant Shipping Act 1995
- The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009
- The Dangerous Goods in Harbour Areas Regulations 2016
- The Merchant Shipping (Prevention of Pollution from Noxious Liquid Substances in Bulk) Regulations 2018

Acceptable Means of Compliance

1. A MOD ship *should* not be operated without extant certificates that are specified by the NA in the ship’s certification strategy and as recorded on the UKDSR. NA certificates for one or more hazard areas *should* be of the types specified in the approved rules. The type and number to be used *should* be agreed in the certification strategy in order to achieve the applicable NA certificate, either of the following:

    a. MOD Ship Safety Certificate (MSSC), or;

    b. MOD Submarine Safety Certificate (MSMSC), or;

    c. MOD Boat Safety Certificate (MBSC).

2. The certification case for each hazard area *should* provide evidence of performance at a level consistent with that ship’s operational doctrine, with requirements consistent with approved rules and standards across hazard areas and the principle of the goal.

3. APs *should* ensure that the terms and conditions and any clauses necessary for certification are complied with.

606 - Requirements, Design and Construction

Regulation

The Accountable Person (AP) **shall** ensure that MOD shipping, systems, and equipment are specified, designed, constructed, integrated, operated, supported, and assured so that they achieve and maintain their intended purpose through life.

Provenance

- Nuclear Installations Act 1965
- The Merchant Shipping (Passenger Ship Construction: Ships of Classes I, II and II(A)) Regulations 1998
- The Merchant Shipping (Cargo Ship Construction) Regulations 1997

Acceptable Means of Compliance

1. A SEC *should* include evidence that:

   a. baseline operational analysis identifies the military mission and combat safety requirements, and clearly articulates the ship-type's design intent, role, tasking, and operating philosophy;

   b. ship system requirements and key performance criteria are specified to reflect the ship-type's design intent, role, tasking, maintenance cycles and operating philosophy;

   c. safety and environmental critical elements meet the goal of these regulations, and appropriate through-life risk controls have been applied;

   d. designs and materil are accepted by a competent Safety Authority or PA;

   e. quality control and acceptance of manufactured solutions is appropriate to the system design and standards for the ship type;

   f. ships, sub-systems, and equipment comply with agreed standards, acceptance criteria and applicable legal requirements;

   g. platform requirements are cascaded to systems, training-need, and equipment, so that platform primacy is maintained;

   h. sea clearances have considered the specified ship system requirement and assured they are maintained appropriate to the ship-type's in-service tasking and operating philosophy;

   i. the operating envelope remains consistent and coherent with operational demand cycles and constraints indicated by the design-intent or maintenance cycles, are appropriately captured.

2. The approval of waivers to the above *should* consider the risk and their impact on safety and the environment.

607 - Approval to Authorise MOD Shipping (AtAMS)

Regulation

MOD shipping **shall** only be authorised to operate by an Accountable Person (AP) who holds a DMR AtAMS.

Provenance

- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026

Acceptable Means of Compliance

1. The DMR AtAMS *should* be accepted as evidence that the holder is capable of complying with the requirements of these regulations.

2. Only the holder of an AtAMS (or their delegated AP) *should* authorise that a ship is safe to operate and can be operated safely.

3. AtAMS holders *should* only authorise those vessels for which they have authority.

4. AtAMS holders *should* ensure that the sea clearance process for vessels for which they are accountable is suitable and sufficient.

5. In accordance with the conditions of a DMR AtAMS, the operating envelope *should* be maintained and routinely assured in an auditable trail, and, where applicable, as part of the sea clearance process.

6. Where an organisation holds a MCA Document of Compliance, this can be used as evidence, wholly or in part, in support of their DMR AtAMS.

7. Where MOD shipping is operating fully in accordance with civilian legislation and procedures, and is assured accordingly, DMR may decide, on a risk basis, that this is sufficient to meet the requirements of some or all of the DSA02-DMR 600 series regulations, with no further action required.

608 - Command Safety and Environmental Summary (CSES)

Regulation

The Accountable Person (AP) **shall** ensure that a CSES informs sea clearance as a prerequisite for a ship going to sea.

Provenance

- Nuclear Installations Act 1965

Acceptable Means of Compliance

1. As a minimum, the CSES *should* detail the following information:

   a. the certified safe and environmentally sound operating envelope of the ship;

   b. operationally relevant elements of the most recent accepted SECR, safety critical elements and risk controls within SEMS, or actions to be taken by the ship CO;

   c. calculated margins to allow dynamic risk assessments and operational safety and environmental reports;

   d. a survivability case summary including, but not limited to:

      (1) a summary of the key survivability characteristics, performance levels and design features;

      (2) a description of the platform performance against the range of reasonably foreseeable design and extreme threats from hostile activity, including asymmetric and terrorist threats;

      (3) a summary of the survivability implications of any unusual or particular aspects of the ship's design;

      (4) guidance on management of survivability arising from the design of the platform.

2. The AP designated in the SEMS and SEMP as the acceptance authority indicates formal acceptance of:

   a. the comprehensiveness, credibility and coherence of the arguments presented;

   b. the evidence claimed exists and has been validated (including evidence provided by contractors), according to assurance good practice;

   c. relevant advice has been taken from Independent Safety and Environmental Auditor (ISEA) and DP before activity is contemplated (e.g. transfer of ownership or as part of sea clearance for ship proceeding to sea).

609 - Maintenance of Ship and Equipment

Regulation

The Accountable Person (AP) **shall** ensure that evidence is provided that ships and equipment are maintained in accordance with procedures specified in the maintenance plan and conform to relevant rules and regulations.

Provenance

- The Merchant Shipping (Port State Control) Regulations 2011
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026

Acceptable Means of Compliance

1. Maintenance procedures *should* consider international conventions, Flag and Port State regulations, classification rules, requirements from manufacturers, feedback information from failures, damages, defects, and malfunctions.
2. Objective evidence *should* include:
    a. documented procedures and instructions for the on-board work routine;
    b. inspection reports verifying their implementation in the day-to-day operation of the ship;
    c. results from other surveys and inspections.
3. Inspection reports *should* provide evidence that:
    a. inspections are held at appropriate intervals;
    b. any non-conformity is reported with its possible cause, if known;
    c. appropriate corrective action is taken; and,
    d. records of these activities are maintained.

610 - Ship Operations in Ports and Harbours

Regulation

The Accountable Person (AP) **shall** ensure the management of their ships in ports and harbours avoids or minimises Health and Safety risks and adverse environmental impacts.

Provenance

- Dockyard Ports Regulations Act 1865
- The Merchant Shipping (Port State Control) Regulations 2011
- The Dangerous Goods in Harbour Areas Regulations 2016
- Port and Marine Facilities Safety Code

Acceptable Means of Compliance

1. Hazard footprint arrangements for the management of all health and safety hazards and hazards likely to impact the infrastructure of the port they visit *should* be documented and agreed with the King's Harbour Master and/or port authorities. This *should* include:

    a. a holistic view of the dangerous goods carried when in harbour;

    b. the operation of the ship when in port and management of potential impacts and risks for the activity, not just the ship involved;

    c. ship / shore berthing, brows, gangways, shore power/ continuous supplies, waste streams.

2. All ships within ports and harbours *should* provide evidence that they meet the requirements of the port authority or harbour master, as far as reasonably practicable.

3. Further information can be found in the Defence Maritime Regulations 700 series.

611 - Minimising Water & Land Pollution from Defence Maritime Activities

Regulation

The Accountable Person (AP) **shall** ensure that water and land pollution and adverse impacts on human health from Defence maritime activity are minimised and ultimately eliminated, so far as is reasonably practicable.

Provenance

- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols (MARPOL)
- Merchant Shipping Act 1995
- The Merchant Shipping (Prevention and Control of Pollution) Order 1990
- The Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997
- The Merchant Shipping (Prevention of Pollution from Noxious Liquid Substances in Bulk) Regulations 2018
- The Merchant Shipping (Prevention of Oil Pollution) Regulations 2019
- The Merchant Shipping (Prevention of Pollution by Sewage from Ships) Regulations 2020
- The Merchant Shipping (Prevention of Pollution by Garbage from Ships) Regulations 2020
- The Merchant Shipping (Ship-to-Ship Transfers) Regulations 2020

Acceptable Means of Compliance

1. The AP *should* provide evidence that MOD shipping has achieved the outcomes of the MARPOL and UK legislation by:

   a. obtaining and maintaining independent evidence of compliance with the intent of the relevant legislation e.g. a Statement of Compliance from a Recognised Organisation and / or type approval certificates, in accordance with the ship certification strategy;

   b. keeping applicable records;

   c. developing, using, and maintaining applicable environmental management plans and operating procedures;

   d. meeting the requirements of Part II-A Pollution Prevention Measures of the Polar Code;

   e. meeting the requirements for operations in special areas.

612 - Air Emissions from Ships

Regulation

The Accountable Person (AP) **shall** take all practicable steps to reduce air emissions to ensure adverse impacts on air from Defence maritime activities are minimised.

Provenance

- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols (MARPOL) Annex VI
- The Fluorinated Greenhouses Gases Regulations 2015
- The Ozone-Depleting Substances Regulations 2015
- The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018

Acceptable Means of Compliance

1. AP *should* ensure evidence is provided within each SECR that Defence maritime activity has achieved the outcomes of legislation (as identified under regulation 402) and set out in compliance statements, by:

    a. obtaining and maintaining independent evidence of compliance with the intent of the relevant legislation e.g. a Statement of Compliance from a Recognised Organisation and / or type approval certificates, in accordance with the ship certification strategy;

    b. developing, using, and maintaining applicable management plans and operating procedures;

    c. keeping applicable records;

    d. complying with JSP 418: Management of Environmental Protection in Defence, Leaflet 6 Fluorinated Greenhouse Gases;

    e. meeting the requirements for operation in emission control areas.

613 - Energy Efficiency of MOD Shipping

Regulation

The Accountable Person (AP) **shall** ensure that MOD shipping is energy efficient, so far as is reasonably practicable.

Provenance

- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols (MARPOL) Annex VI
- The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008

Acceptable Means of Compliance

1. The AP *should* ensure that acquisition of vessels includes energy efficiency requirements.

2. The AP *should* ensure vessels are operated energy efficiently so far as is reasonably practicable.

3. The AP *should* identify, evaluate and, where appropriate, implement energy efficiency improvement opportunities through life.

4. The AP *should* ensure all MOD shipping, of 400GT and above, including those entering service, have the following by class:

    a. a Ships Energy Efficiency Management Plan (SEEMP) developed with reference to IMO guidelines;

    b. an energy efficiency baseline;

    c. an energy efficiency Improvement Plan including targets.

5. The AP *should* ensure that MOD energy efficiency reporting requirements are met.

614 - Withdrawn

615 - Ballast Water Management

Regulation

The Accountable Person (AP) **shall** take all practicable steps to ensure that adverse impacts to the environment, human health, property, and resources arising from the transportation of harmful aquatic organisms and pathogens from ballast water, are minimised and ultimately eliminated.

Provenance

- Control and Management of Ships' Ballast Water and Sediments Convention, 2004
- The Merchant Shipping (Control and Management of Ships' Ballast Water and Sediments) Regulations 2022
- The Merchant Shipping (Marine Equipment) Regulations 2025

Acceptable Means of Compliance

1. The AP *should* provide evidence that Defence maritime activity has achieved the outcome of conventions and that they:

    a. obtain and maintain independent evidence of compliance with the intent of the relevant legislation e.g. a Statement of Compliance from a Recognised Organisation in accordance with the certification strategy;

    b. manage the removal and disposal of sediments from spaces designed to carry ballast water;

    c. keep applicable records and information;

    d. undertake voyage-specific ballast water management planning.

616 - Anti-fouling System (AFS)

Regulation

The Accountable Person (AP) **shall** take all practical steps to prohibit and reduce the use of harmful substances within anti-fouling systems to minimise and ultimately eliminate adverse impacts to the environment and human health.

Provenance

- International Convention on the Control of Harmful Anti Fouling Systems on Ships, 2001
- The Merchant Shipping (Anti-Fouling Systems) Regulations 2024

Acceptable Means of Compliance

1. The AP *should* ensure that evidence is provided that Defence maritime activity has achieved the outcomes of conventions and rules regarding AFS including:

    a. prohibiting the use of harmful organotin compounds in anti-fouling paints;

    b. using only MOD approved AFS. The current version of MOD guidance document 'Warpaint' provides information on approved systems and *should* be consulted. Approval for use of AFS not within 'Warpaint' *should* be gained from DE&S Maritime Services.

2. The AP *should* obtain and maintain independent evidence of compliance with the intent of the relevant legislation e.g. a Statement of Compliance from a Recognised Organisation in accordance with the certification strategy.

617 - Dangerous Goods Reporting

Regulation

The Accountable Person (AP) **shall** ensure that ships carrying dangerous or polluting stores, mission payloads and cargoes notify the bodies identified at registration and work with ships Commanding Officer/Master to report carriage in accordance with relevant rules.

Provenance

- Merchant Shipping Act 1995
- The Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995
- The Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004

Acceptable Means of Compliance

1. APs for MOD shipping *should* maintain the documentation as specified in the requirements of The Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995.

2. APs *should* notify and report the carriage of such dangerous goods as specified in Departmental policy[5].

[5] Defence Land Safety and Environmental Regulations, Version 1.1 July 2024

618 - Environmental Nuisance Management

Regulation

The Accountable Person (AP) **shall** take all practicable steps to ensure that environmental nuisance caused by Defence maritime activity is minimised and ultimately eliminated.

Provenance

- Environmental Protection Act 1990 Part III
- Clean Air Act 1993

Acceptable Means of Compliance

1. APs *should* ensure that evidence is provided that Defence maritime activity has achieved the outcomes of the Clean Air Act 1993 and the Environmental Protection Act 1990 Part III including:

   a. compliance with JSP 418: Management of Environmental Protection in Defence regarding statutory nuisance (leaflet 4) and environmental noise (leaflet 4.1);

   b. prevention of ship noise and light emissions that would be prejudicial to health or a nuisance, within territorial waters, inland waters or while berthed;

   c. managing dark smoke emissions so that ships do not routinely emit dark smoke, nor to emit smoke such as to be prejudicial to health or a nuisance, within territorial waters, inland waters or while berthed;

   d. minimise wake and wash emissions within territorial waters or inland waters, where there may be an adverse environmental impact.

619 - Ship Recycling

Regulation

The Accountable Person (AP) **shall** take all practicable steps to ensure that adverse impacts to the environment and human health from ship recycling are minimised and ultimately eliminated.

Provenance

- The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009
- The Ship Recycling Facilities Regulations 2015
- The Ship Recycling Facilities Regulations (Northern Ireland) 2015

Acceptable Means of Compliance

1. The AP *should* ensure that evidence is provided that MOD shipping has achieved the outcomes of the Hong Kong International Convention 2009 and the implementing UK legislation:

    a. ensuring that hazardous materials listed at Annex 1 of the EU Regulations are not used or installed on MOD shipping. If they have been used in older MOD Shipping, or there is a compelling operational argument for their use, an evidence-based justification *should* be provided and a plan to phase them out developed;

    b. maintaining applicable records and evidence through-life to support the requirements of the Convention. This *should* include, but not be limited to, records of installations, surveys, and equipment/system upgrades;

    c. ensuring ships destined to be recycled are only recycled at Ship Recycling facilities that are on the UK list.

2. A final survey *should* be carried out prior to a platform being taken out of commission and before recycling starts. This survey includes verification of the hazardous material records, the ship recycling plan and that the ship recycling facilities are included in the UK list.

620 - Wrecks

Regulation

The Accountable Person (AP) **shall** ensure that where the loss of any MOD shipping or registered equipment leads to a MOD wreck, 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;

    c. In the case of chartered vessels, ensure that appropriate commercial insurance is in place and where that is not possible, comply with 1(a-b) above.

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.

621 – Operations in Polar Waters or Marine Protected Environments

Regulation

The Accountable Person (AP) **shall** take all practicable steps to ensure that MOD shipping meets the specific safety and/or environmental requirements for operations in Polar waters or any Marine Protected Areas.

Provenance

- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols (MARPOL)
- International Convention for the Safety of Lives at Sea (SOLAS) 1974
- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978
- The Management of the Health and Safety at Work Regulations 1999
- Marine and Coastal Access Act 2009
- The Merchant Shipping (Polar Code) (Safety) Regulations 2025

Acceptable Means of Compliance

1. The AP *should* ensure MOD shipping in their AoR:

   a. is aware of the location of waters with specific requirements, including, but not limited to, Polar Waters, Marine Protected Areas (MPAs), Highly Protected Marine Areas (HPMAs) and Emission Control Areas (ECAs);

   b. undertake appropriate safety risk and/or environmental impact assessments before operating in these areas;

   c. comply with the specific requirements for these areas;

   d. record where and when non-compliant activities have taken place, including justification for the non-compliance.

2. The AP *should* ensure MOD shipping in their AoR that is required to operate in Polar Waters:

   a. provide evidence that they meet the requirements of the Polar Code, so far as is reasonably practicable;

   b. demonstrate that, if any requirement of the Polar Code cannot be met, appropriate mitigation measures are in place to meet the intended outcomes;

   c. ensure a vessel-specific Polar Waters Operating Manual (PWOM) or equivalent instructions are carried;

   d. undertake contingency planning and, if necessary, implement measures appropriate to the Maximum Estimated Time to Rescue (METR).

3. Appropriate extra considerations *should* be made for vessel, personnel and/or cargo recovery, such that they meet the protections afforded to the protected area.

700 Series – MOD Ports, Harbours and Marine Facilities Regulations

This Series describes the requirements for all MOD ports, harbours and marine facilities. These must operate within a legal framework:

a. the three UK Dockyard Ports operate under The Dockyard Ports Regulation Act 1865, supported by their own secondary legislation;

b. for Dockyard Ports established by Act of Parliament (or equivalent Ordinance overseas), a King's Harbour Master is appointed as Defence's representative to manage and enforce the safe operation of the port in accordance with the relevant legislation;

c. overseas, MOD ports, harbours and marine facilities adhere to local legislation that defines their geographical limits and scope of operation; and

d. for temporary activities (i.e. operations, exercises or temporary installations or facilities to meet specific maritime purpose), the operating framework must be defined with an operation order, exercise order, or other equivalent document describing scope, accountability, and responsibility.

701 - Port and Marine Facilities Safety Code

Regulation

The Accountable Person (AP) for each MOD port, harbour or marine facility, both in the UK and overseas, **shall** ensure that management arrangements are developed, implemented and maintained in accordance with the principles of the Port and Marine Facilities Safety Code.

Provenance

- Dockyard Ports Regulations Act 1865
- Harbours Act 1964
- Dangerous Vessels Act 1985
- Pilotage Act 1987
- Port and Marine Facilities Safety Code

Acceptable Means of Compliance

1. MOD ports, harbours and marine facilities *should* have a nominated AP (known as the Port Duty Holder) with a current and signed Letter of Authority (LOA).

2. The AP *should* accept responsibility for the safe and environmentally sound operation of the MOD marine facility[6], and of all conduct within the geographic boundary of that facility, through an O&A statement.

3. The AP *should* demonstrate and evidence compliance with the principles of the PMSC at audit or inspection. Where, for any reason, alternative means of compliance are adopted, the purpose, strategy and method *should* be evidenced against a risk-based argument.

4. For temporary facilities created for exercise or operational purposes, evidence provision for meeting the principles of the PMSC, in particular arrangements for safety and environmental management, *should* be contained within the exercise or operational orders.

5. For overseas facilities, the principles of the PMSC *should* be applied, so far as reasonably practicable.

[6] Note: Where assurance activity falls outside of the enforcement authority of DMR, relevant observations will be passed to the AP.

702 - Withdrawn

703 - Ports Safety and Environmental Compliance

Regulation

The Accountable Person (AP) **shall** ensure that suitable and sufficient compliance statements and/or safety and environmental protection arguments are provided for all equipment and facilities within their Area of Responsibility (AoR).

Provenance

- Health & Safety at Work etc. Act 1974
- Environmental Protection Act 1990
- Clean Air Act 1993
- The Dangerous Goods in Harbour Areas Regulations 2016
- Port and Marine Facilities Safety Code

Acceptable Means of Compliance

1. Evidence *should* be provided that a SEC holds suitable and sufficient safety and/or environmental compliance statements and arguments to demonstrate:

   a. compliance with applicable legislation;

   b. that adverse environmental impacts are minimised;

   c. that all the equipment and facilities within the AP's AoR are assessed;

   d. that reasonably foreseeable hazards and risks have been identified;

   e. the health and safety of those who are or who are likely to be exposed to risk from MOD port activities is reduced to a level that is tolerable and ALARP;

   f. that the port or harbour design meets and maintains specified safety and environmental protection requirements.

704 - Explosives in MOD Ports and Harbours

Regulation

The Accountable Person (AP) for the explosive safety of MOD shipping in harbour **shall** ensure compliance with the DSA03 DMR - Naval Authority Rules for the Control of the Explosives Risk from MOD Shipping at a Berth.

Provenance

- Dockyard Ports Regulation Act 1865
- The Control of Major Accident Hazard Regulations 2015
- The Dangerous Goods in Harbour Areas Regulations 2016
- DSA02-OME Defence Ordnance, Munitions and Explosives (OME) Regulations Version 3 July 2024
- DSA02-DNSR: Defence Nuclear Safety Regulations of the Defence Nuclear Enterprise Version 1.1 March 2024
- Port and Marine Facilities Safety Code
- Maritime Acquisition Publication 01-106 (Warships in Harbour Methodology Suite Overview) 2009

Acceptable Means of Compliance

1. The AP for explosive safety of MOD shipping in harbour is specified in NA Rules and *should*:

   a. determine when a ship with OME embarked is operating under NA Rules (or whether the ship is operating under explosives licencing arrangements);

   b. ensure that the ship is fully compliant with the requirements of the new arrangements when it transfers between the NA Rules and explosive licensing arrangements;

   c. ensure that the terms and conditions and any clauses necessary for NA certification issued to them are complied with;

   d. assure that relevant MOD regulations for the management and handling of explosives are complied with by vessels occupying their berths.

2. This Regulation *should* also be applied to any visiting force and so far as reasonably practicable, to visiting foreign warships.

3. The Warships in Harbour methodology *should* be followed for vessels in the quiescent state when in harbour. The maximum embarked quantity of explosives under this Regulation is specified in NA Rules.

4. Due diligence *should* be taken in ensuring compliance with complementary regulations in the DOSR and DNSR regulation sets.

800 Series - Defence Diving Regulations

This series describes the regulatory requirements for safety management of Defence diving, and the acquisition of commercial diving services by Defence.

The Diving at Work Regulations (DWR97) is the baseline, these regulations predominantly refer to certification of Defence diving units, approved adventurous training centres and verification of organisations responsible for diving.

801 - Defence Diving Code of Practice

Regulation

The Accountable Person (AP) **shall** ensure compliance with the Defence Diving Code of Practice (JSP 286 Part 1 - Defence Diving Manual).

Provenance

- The Diving at Work Regulations 1997 and similar legislation in devolved administrations

Acceptable Means of Compliance

1. The Defence Diving Code of Practice (DCOP) (JSP 286 Part 1) *should* define how Defence diving will comply with the Diving at Work Regulations 1997 and these Defence Maritime Regulations.

2. The Defence DCOP *should* outline the process for award of the Defence Diving Safety Certificate.

3. The Defence DCOP *should* provide guidance and instruction to all involved in Defence diving that will be expanded in the supporting reference material issued in the JSP 286 Part 2 diving series.

802 - Defence Diving Safety Certificate (DDSC)

Regulation

Defence diving **shall** only be authorised by an Accountable Person (AP) and conducted by a diving team/unit that has been issued with a DDSC by the Superintendent of Defence Diving (SoDD).

Provenance

- The Diving at Work Regulations 1997 and similar legislation in devolved administrations
- Defence Diving Code of Practice (DCOP) (Military and Joint Service Adventurous Training diving only)

Acceptable Means of Compliance

1. For a DDSC to be issued, organisations with diving safety management responsibilities *should* demonstrate:

    a. it is competent, both corporately and technically, to perform its delegated function;

    b. it has an appropriate management system in place to fulfil its assurance function;

    c. evidence of a robust safety culture and the effectiveness of performance of the safety management system.

2. APs responsible for the corporate governance of diving *should* ensure that all diving within their areas of responsibility is compliant with the Defence DCOP and any conditions of their DDSC.

3. A unit or organisation with a Defence diving capability *should* demonstrate that an appropriate Diving Safety Management System (DSMS) is in place for the Defence diving undertaken.

4. Certification durations are defined in JSP 286, with recipients subject to independent verification or spot check as may be required. APs *should* note that the DDSC does not remove the requirement for active assurance, by competent persons, on an enduring basis.

5. The DDSC may be withdrawn by SoDD as a result of non-compliance with the JSP 286 or DWR 97, or coincident with DMR censure.

803 - Diving Safety Verification - Commercial Diving Acquisition

Regulation

The Accountable Person (AP) **shall** ensure that where commercial diving services are contracted by or on behalf of a Defence organisation that there is a process in place to ensure that the diving is compliant with DWR 97.

Provenance

- The Diving at Work Regulations 1997 and similar legislation in devolved administrations
- The Merchant Shipping (Diving Safety) Regulations 2002
- Secretary of State for Defence policy statement on Health and Safety and Secretary of State for Defence policy statement on Environment.

Acceptable Means of Compliance

1. The assurance process *should* reflect the vicarious nature of their contracting framework, checked regularly by an auditable assurance framework, to ensure duties are fully discharged throughout the whole supply chain.

2. As required by the Secretary of State for Defence policy statement on Health and Safety and Secretary of State for Defence policy statement on Environment where commercial diving services may be contracted directly or vicariously overseas, they *should* comply with the laws of the host state. In circumstances where such requirements fall short of UK legislative standards, then the UK standards *should* be applied, so far as is reasonably practicable.

Note: Further guidance available through ACOP Commercial diving projects inland/inshore. (DWR 97)

804 - Assurance of Joint Service Adventurous Training Diving Expeditions (JSAT)

Regulation

Single Service Adventurous Training Authorities and Accountable Persons authorising JSAT diving expeditions, and associated diving officers, **shall** be fully aware of their responsibilities under DWR 97 and the JSP 286.

Provenance

- The Diving at Work Regulations 1997 and similar legislation in devolved administrations
- JSP 286 Part 1 Defence Diving Code of Practice
- JSP 286 Part 2 Volume 8 Joint Service Adventurous Training (JSAT) Diving

Acceptable Means of Compliance

1. JSAT diving expeditions *should* only be authorised under a JSAT Form Alpha. Authorisation gives formal MOD approval that diving may be conducted under the scheme “at work” and therefore at work.

2. Authorisation to dive within the JSAT scheme *should* only be granted by an AP[7] who can demonstrate that they, or the relevant single service Adventurous Training (AT) Authority, have an appropriate process to check that comprehensive diving risk controls are in place for such activities.

3. Single Service AT Authorities *should* provide an auditable holding to account process for all expeditions. This *should* provide the AP with the information required to make an informed decision.

4. Single Service AT Authorities *should* be assured by SoDD through regular reviews and biannual audit of the Defence diving AT authorisation process.

[7] This should be the person named or assigned as the CO.

900 Series - Assurance of Defence maritime activities

This series describes the DMR’s requirements for assurance of HS&EP management of Defence maritime activities.

901 - Assurance

Regulation

The Accountable Person (AP) **shall** provide suitable and sufficient assurance that Defence maritime activities are compliant with these Defence Maritime Regulations.

Provenance

- The Health and Safety at Work etc. Act 1974
- Merchant Shipping Act 1995
- The Management of Health and Safety at Work Regulations 1999
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. APs *should* periodically (as defined in the SEMP(s)):

   a. conduct their own 1st LoD assurance and inspection, and report management information;

   b. commission ISEAs to provide independent assurance of safety and environmental management arrangements (and notify their appointment to DMR);

   c. ensure assurance is conducted in a manner and periodicity proportionate to the perceived risk;

   d. ensure assurance is conducted to a recognised standard.

2. Assurance of the management regime *should* verify that:

   a. inspections are held at appropriate intervals;

   b. non-conformities are reported (with possible causes if known) and corrective actions are taken, with processes in place for their timely completion;

   c. records of these activities are maintained;

   d. risks arising from implementing (or failing to implement) design changes, modifications, updates or upgrades, changes in use, training changes, and changes to physical or management systems, organisation and resources are being managed effectively;

   e. SECs (and SECRs) are suitable and sufficient for the stage of the lifecycle;

   f. the management regime is in accordance with these regulations.

3. Information gathered by assurance *should* be reviewed and accepted by APs. Any assurance information used as objective evidence in regulatory verification and control *should* be made available to DMR when requested.

902 - Audit Access

Regulation

The Accountable Person (AP) **shall** provide assistance to DMR's regulatory processes for audit, investigation and inspection, and others as required.

Provenance

- The Health and Safety at Work etc. Act 1974
- The Management of the Health and Safety at Work Regulations 1999
- The Merchant Shipping (International Safety Management (ISM) Code) Regulations 2026
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. APs *should* provide evidence, where requested, to support DMR's regulatory processes. This may include evidence demonstrating that:
    a. activities are being performed in accordance with the SEMS;
    b. the SEMS is correctly understood and operating effectively;
    c. activities comply with applicable HS&EP legislation and standards;
    d. Assurance reports and findings have been acted upon.
2. As part of the audit process, APs *should* collaborate with DMR to:
    a. identify opportunities to improve the management system;
    b. identify opportunities to raise awareness of safety and environmental protection issues;
    c. identify any training needs and competency requirements;
    d. recognise good practice;
    e. inform the management review and assurance processes;
    f. inform policy development;
    g. improve procedures for the management of safety and environmental processes.

903 - Duly Authorised Organisations (DAO)

Regulation

Duly Authorised Organisations authorised by DMR to conduct specific activities **shall** demonstrate compliance with their respective Charter.

Provenance

- IMO Resolution MSC 349(92) IMO Code for Recognized Organizations (RO Code)
- The Management of the Health and Safety at Work Regulations 1999
- Charter for the Defence Safety Authority (DSA), SofS for Defence, May 2023

Acceptable Means of Compliance

1. A DAO will be an organisation that provides 2nd LoD assurance to respective TLBs and APs within a specific, defined, AoR that requires HS&EP regulation by the DMR. Currently the DMR DAOs are:

    a. Naval Authority (NA);

    b. Port Operations (Compliance and Assurance) (PO(CA));

    c. Defence Diving Standards Team (DDST);

    d. Fleet Operational Standards and Training (FOST);

    e. Salvage and Marine Operations (SALMO).

2. A DAO will only be appointed when it contains specialist SQEP in the specific AoR, that is not currently replicated in the DMR to the level required, to provide additional detailed assurance.

3. A DAO will hold a Charter from the DMR. The Charter will provide definition of the DAO's specific AoR, its scope, and outputs, and will be agreed with the TLBs/host units.

4. A DAO will provide the DMR with sufficient confidence in its assurance activities within its specific AoR such that the DMR judges that further assurance activity is not required.

5. Where a DAO relies on other assurance organisations in support of their DAO activities, this is to be clearly articulated in the Charter, capturing the assurance regime for those organisations.

6. Where a DAO identifies serious non-compliances through their assurance activities within their specific AoR, they may request the DMR to take enforcement action.

7. The resource required for a DAO to meet its Charter-defined outputs, as agreed by the TLBs/host units, cannot be reduced without consultation with the DMR. Conversely, the DMR cannot increase the scope asked of a DAO without consultation with the TLBs/host units.

904 – Enforcement Action Reporting

Regulation

The Accountable Person (AP) **shall** inform the Defence Maritime Regulator, as soon as practicable, if any of the vessels or maritime activities for which they are accountable is the subject of, or is affected by, any formal notice of non-compliance, non-conformance, enforcement action or formal recommendations by another regulator (defence or civilian) or other appropriate authority.

Provenance

Merchant Shipping Act 1995

Acceptable Means of Compliance

1. The AP *should* notify DMR whenever enforcement action is raised against them that could affect their ability to declare safe to operate or their ability to operate safely.

2. The AP *should* notify another regulator (defence or civilian) if enforcement action raised by DMR affects their ability to declare safe to operate or their ability to operate safely.

3. Other regulators and authorities include but are not limited to:

   a. Defence Safety Authority (DSA) regulators.

   b. Defence Accident Investigation Branch (DAIB).

   c. Marine Accident Investigation Branch (MAIB).

   d. Maritime and Coastguard Agency (MCA).

   e. Health and Safety Executive (HSE).

   f. Environment Agency (EA).

   g. Scottish Environment Protection Agency (SEPA).

   h. Natural Resources Wales.

   i. Trinity House.

   j. Northern Lighthouse Board.

   k. Marine Management Organisation and devolved equivalents.

   l. Local Authorities for Port Health.

   m. Port and Harbour Authorities.

   n. Overseas and foreign government bodies.

Acronyms

Acronym	Definition
AFS	Anti-Fouling Systems
ALARP	As Low as Reasonably Practicable
AMC	Acceptable Means of Compliance
AoR	Area of Responsibility
AP	Accountable Person
ASEMS	Acquisition Safety Environmental Management System
AT	Adventurous Training
AtAMS	Approval to Authorise MOD Shipping
BWM	Control and Management of Ships' Ballast Water and Sediments
CO	Commanding Officer
CRO	Client Responsible Organisation
CSEC	Command Safety and Environmental Summary
DAIB	Defence Accident Investigation Branch
DAO	Duly Authorised Organisation
DAP	Duly Authorised Person
DCCE	Directorate of Climate Change and Environment
DCOP	Defence Diving Code of Practice
DDH	Delivery Duty Holder
DDS	Directorate of Defence Safety
DDSC	Defence Diving Safety Certificate
DDST	Defence Diving Standards Team
DE&S	Defence Equipment and Support
DEDs	Disapplications, Exemptions and Derogations
DA	Design Authority
DG	Director General
DH	Duty Holder/Duty Holding
DLOD	Defence Lines of Development
DLST	Defence Legislation Support Tool
DMR	Defence Maritime Regulator
DNSR	Defence Nuclear Safety Regulator
DOC	Document of Compliance
DP	Designated Person
DRWC	DMR Regulation Waiver Committee
DSA	Defence Safety Authority
DSEC	Defence Safety and Environmental Committee
DSMS	Diving Safety Management System
DWR	Diving at Work Regulations

Acronym	Definition
EA	Equipment Authority
ECA	Emission Control Area
ECS	Exemption Case Submission
EISS	Environmental Impact Screening and Scoping
EU	European Union
FOST	Fleet Operational Standards and Training
HPMA	Highly Protected Marine Area
HS&EP	Health, Safety and Environmental Protection
HSE	Health and Safety Executive
IEMA	Institute of Environmental Management Assessment
IMO	International Maritime Organisation
ISEA	Independent Safety and Environmental Auditor
ISM	International Safety Management
ISO	International Organisation for Standardisation
JSAT	Joint Service Adventurous Training
JSP	Joint Service Publication
LOA	Letter of Authority
LoD	Lines of Defence
MARPOL	International Convention for the Prevention of Pollution from Ships
MBSC	MOD Boat Safety Certificate
MCA	Maritime and Coastguard Agency
METR	Maximum Estimated Time to Rescue
MOD	Ministry of Defence
MPA	Marine Protected Area
MSA	Merchant Shipping Act
MSMSC	MOD Submarine Safety Certificate
MSSC	MOD Ship Safety Certificate
NA	Naval Authority
NATG	Naval Authority and Technology Group
NATO	North Atlantic Treaty Organisation
NSRA	National Security Risk Assessment
O&A	Organisation and Arrangements
ODH	Operating Duty Holder
OME	Ordnance, Munitions and Explosives
OPRC	Oil Pollution Preparedness, Response and Cooperation Convention
PA	Platform Authority
PMSC	Port Marine Safety Code
PO(CA)	Port Operations (Compliance and Assurance)
POEMS	Project Oriented Environmental Management System
PUWER	Provision and Use of Work Equipment Regulations
PWOM	Polar Waters Operating Manual

Acronym	Definition
QSEP	Quality, Safety & Environmental Protection
RCS	Risk Control Systems
REACH	Registration, Evaluation, Authorisation and Restriction of Chemicals
RIDDOR	Report of Injuries, Diseases and Dangerous Occurrences Regulations
SALMO	Salvage and Marine Operations
SAP	Senior Accountable Person
SDH	Senior Duty Holder
SEC	Safety and/or Environmental Case
SECR	Safety and/or Environmental Case Report
SEEMP	Ships Energy Efficiency Management Plan
SEMP	Safety and Environmental Management Plan
SEMS	Safety and Environmental Management System
SoDD	Superintendent of Defence Diving
SofS	Secretary of State
SOLAS	Safety of Life at Sea
SQEP	Suitably Qualified and Experienced Personnel
STCW	Standards of Training, Certification and Watchkeeping
TLB	Top Level Budget
UKDSR	UK Defence Shipping Register
UKSR	UK Shipping Register
UNCLOS	United Nations Convention on the Law of the Sea
UNESCO	United Nations Educational, Scientific and Cultural Organization

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