

Defence Safety Authority (DSA) teams

Defence Fire Safety Regulator (DFSR)

The DFSR is manned by Fire Safety Inspector (FSI) officers of the Defence Fire Rescue Service who derive the duties to enforce fire safety legislation within Defence from the Regulatory Reform (Fire Safety) Order 2005 (FSO) and the Fire Scotland Act 2005 (FSA). These legislative duties coupled with the DSA Charter enable the regulators to discharge their responsibilities across Defence activities worldwide and are aligned to those undertaken by Local Fire Authorities and HSE.

The main duties of the DFSR are derived from the FSO/FSA;

- General fire precautions to ensure the safety of relevant persons are taken by the Responsible Person (Duty Holder); and
- The duty to consult with the fire enforcing authority in relation to proposed building works.

These two duties are discharged respectively by Risk Based Audits (RBA) and a consultation process.

Mission

To support a sustainable operational capability by providing high-quality fire safety risk management policy and regulatory direction to enable Duty Holders to achieve and maintain a safe operating environment across Defence

Our Publications

- [JSP 426: Fire Safety Manual](#)

The Defence Land Safety Regulator

The Defence Land Safety Regulator (DLSR) regulates the acquisition and use of equipment within the Land domain, the safe conduct of Defence movements and transport activities, and MOD fuel and gas installations worldwide.

It consists of 3 regulatory sections:

- Land Systems Safety Regulator
- Movement and Transport Regulator
- Fuel & Gas Safety Regulator

And one investigatory section:

- Serious Equipment Failure Investigation Team

Mission

To Regulate Safety and Environmental Protection in the Land Domain in order to enhance operational capability.

The Defence Land Safety Regulator Sections

- **Land Systems Safety Regulator**

The Land Systems Safety Regulator (LSSR) regulates the acquisition and use of equipment within the Land domain in accordance with JSP454 - Land Systems Safety and Environmental Protection. It reviews draft Government safety legislation in order to identify the impact on Land Systems and prepares the Department's case for exemptions where appropriate. LSSR conducts audits and inspections for compliance against the Safety and Environmental requirements of JSP 454 and may take enforcement action where non-compliance may result in risk to life. It monitors the S&EP performance through the review of data on accidents, serious incidents and equipment defect reports.

LSSR regulates the through life maintenance, test, inspection and certification for the roadworthiness of Tracked Vehicles and Wheeled Vehicles, including trailers and vehicles approved to carry Dangerous Goods, in accordance with JSP930 - Generic Maintenance Inspection Certification and Testing (MICaT) for Vehicles. It holds Memorandums of Understanding (MoU) with the Department for Transport for the Inspection & Certification of 'Vehicles for the Carriage of Dangerous Goods' and the 'Conduct of Leak Proof Testing of Bulk Fuel Carrying Vehicles'.

- **Movement and Transport Regulator**

The Movement and Transport Safety Regulator (MTSR) regulates the safe conduct of Defence movements and transport activities in accordance with JSP 800 - Defence Movements and Transportation Safety Regulations and JSP 515 - Hazardous Stores Information System. This is achieved through a mix of inspection and audit of activities to assess compliance with legislative and defence standards for activities including: safety of loads; carriage of dangerous goods; road safety; the safe preparation and movement of personnel, vehicles and equipment by road, rail, sea and air; and the operation of railways.

MTSR manages exemptions from legislation in support of operational capability and holds an MoU with the Driver and Vehicle Standards Agency for Defence driver training and driver licence acquisition. It also manages the Defence Road Traffic Incident reporting tool and the Defence Safety Datasheet repository.

- **Fuel and Gas Safety Regulator**

The Fuel and Gas Safety Regulator (FGSR) regulates MOD fuel and gas installations worldwide in accordance with JSP 309 - Fuels & Gases Environment and Safety Management. This is achieved through a mix of audit and inspection. All significant safety and environmental non-compliances are recorded in the FGSR Hazard Log. FGSR acts as the MOD Petroleum Enforcement Authority and licences Class 1 (ULGAS) MOD Fuel 'Filling Stations' in accordance with UK legislation, and extends the licensing regime to Class 2 (AVTUR) and Class 3 (DIESO).

- **Serious Equipment Failure Investigation Team**

The Serious Equipment Failure Investigation Team (SEFIT) conducts technical investigations into accidents & incidents involving Land Systems in all TLBs. The reports produced contribute to the lessons identified process across Defence in order to prevent recurrence and enhance safety. The team also carries out Battle Damage Assessments on Land equipment on operations.

Our publications

- JSP 309: Fuels & Gases Environment and Safety Management.
- [JSP 454: Land Systems Safety and Environmental Protection.](#)
- JSP 515: Hazardous Stores Information System
- JSP 800: Defence Movements and Transportation Safety Regulations
- JSP 930: Generic Maintenance Inspection Certification and Testing (MICaT) for Vehicles.

Defence Maritime Regulator (DMR)

The Defence Maritime Regulator (DMR) is the maritime section of the Defence Safety Authority. The origins of DMR began with the formation of a Ship Safety Management Office (SSMO) following the Herald of Free Enterprise and Piper Alpha disasters in the late 1980's. After Mr Justice Haddon-Cave's 2009 [Nimrod Review](#) and Lord Levene's 2011 [Defence Reform Review](#), it became the core for the new Maritime regulator. The SSMO was brought together with the Superintendent of Diving, itself formed in the wake of a 2003 Crown Censure and the subsequent Pelley Review to form the core of the DMR. DMR consists of three teams:

- Ship Safety Management Office – responsible for regulation and providing advice.
- Superintendent of Diving Team – responsible for diving policy and inspection.
- Inspector of Shipping team – responsible for 3rd party assurance of Duty Holders and for inspection of compliance with MOD Shipping policy.

The DMR is supported by groups of Duly Authorised Organisations, whom it empowers by Letters of Authorisation and who are embedded across the wider MOD including:

- The DE&S Naval Authority Group (NAG), which fulfils all Maritime materiel certification functions, and contains critical engineering and design expertise for DE&S.
- The Navy Command's Flag Officer Sea Training (FOST), sea riding teams who conduct Safety and Readiness Checks (SARC).
- The Navy Command's Maritime Capability and Trials Assessment team.
- The Navy Command ACNS (Support) Waterfront Coherence and Assurance Inspectorate of Naval Bases.
- Direct employment of Lloyds Register of Shipping as a Flag State Recognised Organisation.

Vision

A highly regarded and professional Regulator within Defence (that is resourced, empowered, competent and organisationally independent), that protects people and the environment from the risks resulting from MOD Shipping and Diving activity.

Mission

To support the generation of operational capability by providing high-quality safety and environmental protection policy, assurance and regulation of MOD maritime activity.

Our publications

DMR's publications can be found on the [Naval Ship Assurance Support Service](#)

- [JSP 430: Management of Ship Safety and Environmental Protection](#)
- JSP 433: MOD Diving Safety Policy
- [JSP 862: MOD Maritime explosives regulations Part 1 surface ships](#)
- [JSP 862: MOD Maritime explosives regulations Part 2 submarines](#)

Defence Nuclear Safety Regulator (DNSR)

The Defence Nuclear Safety Regulator (DNSR) is responsible for the regulation of nuclear and radiological safety and environmental protection of the Defence Nuclear Programme, comprising both the Naval Nuclear Propulsion Programme and the Nuclear Weapon Programme.

Nuclear safety, radiological safety and radiological environmental protection in the UK are the subject of a number of pieces of legislation. Defence has some exemptions from this legislation, generally where the Crown is in control of the activity or when reactors are comprised within a means of transport. DNSR's focus is on regulation through life (the CADMID cycle, including the supply chain) of the nuclear reactor plant, regulation through life of the nuclear weapon, regulation of Authorised Sites and Activities and regulation of Defence Nuclear Material Transport. DNSR works closely with the civil statute regulators (the Office for Nuclear Regulation, the Environment Agency and the Scottish Environmental Protection Agency) to ensure complete coherent and seamless regulation of the DNP in order to protect the crew, the workforce, the public and the environment through life.

DNSR is a non prescriptive, goal setting regulator. The regulations are set out in:

[JSP 518: Regulation of the Naval Nuclear Propulsion Programme](#)

[JSP 538: Regulation of the Nuclear Weapon Programme](#)

DNSR operates a regime closely based on the civil nuclear licensing system known as authorisation which sets out obligations on appointed Authorisees (Duty Holders) and undertakes inspections, audits and assessments in order to permission Authorisees to undertake nuclear activities.

Vision

Nuclear capability which is demonstrably safe and available to meet Defence needs.

Mission

To regulate the nuclear hazards of the Defence Nuclear Programme, as a trusted independent regulator in Defence.

Our Publications

- [JSP 518: Regulation of the Naval Nuclear Propulsion Programme](#)
- [JSP 538: Regulation of the Nuclear Weapon Programme](#)
- [Defence Nuclear Environment and Safety Board Assurance reports](#)

Defence, Ordnance Munitions and Explosives Safety Regulator (DOSR)

The DOSR is made up of two sections; one responsible for maintenance of DOSR Policy, Regulations and Guidance and the other responsible for Assurance inspections, enforcement and reporting.

Mission

To be proactive and customer-focused in providing independent, effective, proportional and appropriate advice, regulation and assurance across Defence in the areas of laser safety, ranges safety, explosives safety, control of major accident hazards and OME acquisition.

Our publications

- [JSP 390: Military Laser Safety](#)
- [JSP 403: Handbook Of Defence Land Ranges Safety](#)
- [JSP 482: MOD Explosives Regulations](#)
- JSP 498: Major Accident Control Regulations
- [JSP 520: Safety and Environment Management of OME over the Equipment Acquisition Cycle](#)

Military Aviation Authority (MAA)

The Military Aviation Authority is responsible for regulating air safety across Defence. For the MAA page please click on the link above.

The Military Aviation Authority is part of the Ministry of Defence (MOD) and is the single regulatory authority responsible for regulating all aspects of air safety across Defence. MAA has full oversight of all Defence aviation activity.

Through independent audit and continuous surveillance of military aviation, the MAA aims to provide the Secretary of State for Defence (SofS), through the Permanent Under Secretary of State for Defence (PUS), the necessary assurance that appropriate standards of air safety are maintained in delivering operational capability.

Mission

Enhance the delivery of operational capability through continual improvement in military air safety, appropriate culture, regulation and practice.

Vision

A world class military air safety regulatory and assurance model that is proactive, innovative, modern, efficient and effective.

The MAA consists of the following areas:

- regulatory services delivery groups: which provide end-to-end regulations and certification; and oversight and approvals across the Defence air environment.
- a strategy and policy group develops and sets MAA policy and conducts strategic planning with a 5 year horizon.
- a centralised analysis and planning group uses evidence to develop and resource a risk based, operational delivery plan, which is informed by a number of activities such as audits and inspections.
- enabling services function provides a range of support services to the MAA and comprises a number of smaller, interlinked teams: business plans and finance; secretariat and communications; legal services; and skills, training and talent sustainment (who support the governance and outputs of the MAA).

The MAA was established in response to the recommendations made by Mr Justice Haddon-Cave in his [Nimrod Review](#), which called for a radical overhaul of military airworthiness regulation.

Our Publications

The [Military Aviation Authority regulatory publications \(MRP\)](#) are split into 3 layers:-

- Overarching Documents.
- Regulatory Articles.
- MAA Manuals.

Land Accident Prevention and Investigation Team (LAIT)

LAIT investigates and reports the circumstances and causes of all accidents and incidents in the land environment or where Land Forces sponsored equipment is involved, which cause or have the potential to cause death, injury or equipment loss. LAIT deploys at the earliest opportunity to both operational and non operational accidents and incidents.

Military Air Accident Investigation Branch (MilAAIB)

The MAAIB provides air accident investigation expertise to Service Inquiries so that the technical, operational and organisational causes are identified and understood as quickly as possible. It is collocated with the Department for Transport's civil AAIB at Farnborough.

Corporate Policy and Assurance

Corporate Policy and Assurance is a team within the DSA, separate from its Regulatory and investigation groups. It is responsible for Departmental Health, Safety and Environmental Protection (HS&EP) policy and high level assurance including:

- maintaining the Secretary of State's Policy Statement on HS&EP and JSP 815
- compiling the Annual HS&EP Assurance Report and its presentation to the Defence Board.
- maintaining Defence codes of practice and guidance on how Defence should meet statutory requirements in the following specific areas
 - occupational health and safety (JSP 375)
 - radiation safety (JSP 392)
 - environmental protection (JSP 418)
 - fire safety (JSP 426)
- leading strategic dialogue with statutory regulators, Other Government Departments and Trades Union and maintaining Departmental agreements.

CPA also provides guidance and governance of specific aspects of HS&EP including environmental noise. Historic information on the Noise Insulation Grant Scheme (NIGS) can be found at: [Noise Insulation Grant Scheme \(NIGS\)](#). NIGS was replaced by the Noise Amelioration Scheme (Military) [NAS(M)] in 2010. Information on NAS(M) can be found at: [Noise Amelioration Scheme \(Military\)](#)

CPA also represents Defence HS&EP interests with overseas organisations including Visiting Forces and [DEFNet](#) (Defence Environmental Network)

Information about historical [Disposal of munitions at sea](#) can be found in the UK Government Web Archive.

Mission

To provide Departmental policy and high-level assurance on HS&EP and to support the DG DSA as the Defence Authority for HS&EP.

Our Publications

- [Secretary of State's Health, Safety and Environmental Protection Policy Statement](#)
- [JSP 375: Management of Health and Safety in Defence](#)
- [JSP 392: Management of Radiation Protection in Defence](#)
- [JSP 418: Management of Environmental Protection in Defence](#)
- [JSP 426: Fire Safety Manual](#)
- [JSP 815: Defence Health Safety and Environmental Protection](#)
- [Defence Safety, Health and Environmental Protection Assurance Reports](#)