Development of cybersecurity standards for ships and port facilities

Background:

At IMO MSC has been working on an Agenda of "REVISION OF THE GUIDELINES ON MARITIME CYBER RISK MANAGEMENT (MSC-FAL.1/CIRC.3/REV.2) AND IDENTIFICATION OF NEXT STEPS TO ENHANCE MARITIME CYBERSECURITY "

MSC 108 had approved the draft revised *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.3) and agreed to forward them to the FAL Committee for its concurrent approval.

At MSC 109 a document from INTERPORTPOLICE gave details of recently developed tools for cyber incident response planning, including the United States Federal Emergency Management Agency (FEMA) guidance – "Planning Considerations for Cyber Incidents - Guidance for Emergency Managers", which could complement the revised Guidelines.
MSC also looked at MSC 109/7/1 (Antigua and Barbuda et al.), proposing to further develop cybersecurity standards for ships and port facilities to enhance maritime cybersecurity following the Committee's approval of the draft revised Guidelines; and MSC 109/7/2 (United Arab Emirates), commenting on document MSC 109/7/1 and proposing to extend the target completion of the output to the year 2026 based on the fact that the Guidelines had to be approved by both MSC and FAL Committees.

Following discussion on the submissions and the various views expressed:

.1 it was agreed to further develop cybersecurity standards for ships and port facilities and take the work further in a working group at the MSC 110 (if established) and ask for submissions under this agenda item.
.2 accordingly invited Member States and international organizations to submit proposals on the next steps to enhance maritime cybersecurity for consideration; and
.3 agreed to extend the target completion of the output to 2026.

Cybersecurity standards for ships and port facilities

Considering the various aspects of this output Papers would need to be developed based on the attributes the group is allotted, which the registered team is given. These should be developed for submission to MSC.

To assist the following documents are being shared while the participants, who may also explore other documents in both FAL and MSC and other material for further understanding:

 a. MSC 109/7
 b. MSC 109/7/1
 c. MSC 109 /72
 d. MSC 109/7/22

The objective is for the team to develop documents which can guide further work at the MSC session.

The Teams will have to submit their paper as per the Role assigned to them, which details will be shared with them once the Registration process is completed.

This is in order to inject realism and relevance into the exercise, the roles will be drawn up on the basis of various aspects which influence the stands taken by various 'Parties' at the International Maritime Organization (IMO)

General guidelines:

1. The template for making a document for submission to IMO is available on the IMO website.
2. Teams are recommended to go through the circulars MSC-MEPC.1/Circ.5/Rev.5 dated 31st July 2023 ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES **(attached)** to guide them about the working of the committees at IMO and also in that the PROCEDURES FOR PREPARATION AND SUBMISSION OF DOCUMENTS.
3. The submission should be in Arial 11 and single spacing
4. The submission should be aligned basis points 1, 2 and 3 above.

Additional Guidance:

1. The Participants will additionally have guidance from Industry stalwarts (besides their own campus coordinators) who will act as Guides and be assigned to them. The Papers are to be prepared in the format similar to IMO (downloadable from the IMO website as a public user) and submitted as per schedule announced which will be announced separately and made available on the IMU website.