Development of cybersecurity standards for ships and port facilities

Background:

The Guidance paper had described the ongoing work at MSC on **"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 "** .

It had been further advised that it had been agreed that the Committee would 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.

At MSC 110 there were four submissions: MSC 110/7 , MSC 110/7/1 , MSC 110/7/2 and MSC 110/7/3 on the subject matter. Post deliberations on the subject , details of which can be found under Agenda 7 of MSC 110-WP.1-Rev.1, the Committee established the Working Group on Maritime Security and gave it instructions, based on documents MSC 110/7, MSC 110/7/1 and MSC 110/7/2. The Working group as per its Terms of Reference worked and submitted its report which is document MSC 110/WP.10 and post consideration of same MSC 110 amongst other decisions - endorsed the Group's conclusion that a non-mandatory cybersecurity Code should be developed and that interested Member States and international organizations may submit proposals on a new output in this regard to MSC 111 and also noted the Group's conclusion that any cybersecurity requirements should be goal-based and include risk management, as opposed to being prescriptive in nature.

Considering the need for developing a non-mandatory cybersecurity Code – teams should make their submissions regarding cybersecurity standards for ships and port facilities based on the attributes the group is allotted, which the registered team is given.

Documents listed below are also now being shared:

MSC 110/7, MSC 110/7/1, MSC 110/7/2, MSC 110/7/3, MSC 110/WP.10 and MSC 110-WP.1-Rev.1

The Teams have to submit their paper as per the Role assigned to them in accordance with the Table below:

TABLE:

A	B	C	D	E
Developed Nation	**Developed Nation**	**Developing Nation**	**Developing Nation**	**Developing Nation**
Large fleet and quite aged fleet	Large fleet but modern fleet	Limited fleet and aged fleet	Large fleet with moderate age	Limited fleet but modern fleet
Large number of Ports	Limited Ports	Large number of Ports	Limited number of Ports	Large number of Ports
Import / Export Volume - large	Import / Export Volume - moderate	Import / Export Volume - moderate	Import / Export Volume - low	Import / Export Volume - large
Trade disruption impact - moderate	Trade disruption impact - low	Trade disruption impact – large	Trade disruption impact - low	Trade disruption impact - moderate

Large R & D in the field of cybersecurity	Limited R & D in the field of cybersecurity	Limited R & D in the field of cybersecurity	Large R & D in the field of cybersecurity	Limited R & D in the field of cybersecurity
Trained IT manpower / developers – easily available	Trained IT manpower / developers – limited availability	Trained IT manpower / developers – easily available	Trained IT manpower / developers – limited availability	Trained IT manpower / developers – limited availability
Infrastructure for maritime equipment's exposed to cyber risks - limited	Infrastructure for maritime equipment's exposed to cyber risks- high	Infrastructure for maritime equipment's exposed to cyber risk - limited	Infrastructure for maritime equipment's exposed to cyber risk - limited	Infrastructure for maritime equipment's exposed to cyber risk - high

Note: In order to inject realism and relevance into the exercise, the table has been 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 circular MSC-MEPC.1/Circ.5 has been reviewed and the Rev 6 is now in force as MSC-MEPC.1/Circ.5/Rev.6 dated 6th May 2025 - 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. With this revision in force MSC-MEPC.1/Circ.5/Rev.5 stands revoked.

Additional Guidance:

1. The Participants will additionally have guidance from Industry stalwarts (besides their own internal guides) 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 separately and available on the IMU website. After the last date of **Paper submission 1**, papers submitted by the Teams playing different roles will be shared, enabling participants playing a particular Role to understand the positions taken by the Teams playing other Roles, but not allowing them to see the Papers of teams playing the same role as their own. (For Example; the stream is having 40 participating teams for their topic, thus there will be eight teams per Role category. Now Teams of Role Category A would get to see all papers of category B, C, D & E, but not the papers of category A. The rationale behind such disclosure is to make the participants to understand the viewpoints of the other categories of the same topic. Noteworthy part of the competition is that the papers of participants of the same category of same topic will not be subjected to the disclosure within themselves).
2. **Length of papers**: There is no restriction on the length of papers so as to encourage participants to do intensive research. However, it is strongly recommended to keep the contents relevant to the topic. Irrelevant information, duplication of information, plagiarism & copyright infringement may attract negative marking and in severe cases, papers may get disqualified.

3. After understanding the viewpoints of teams with different roles of the same Topic, each team can insert modifications, if any, to the contents of their Paper submission 1 (already submitted) and can submit a modified paper highlighting the changes as their **Final Paper**, (length of Final paper should not exceed by 2 pages from original paper submission 1), within the time prescribed in the schedule.