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To: Shipowners, managers, operators, masters, Officers, Crew, recognized organizations, Certifying Authorities, PSCO's, Ship Manning Agents, Shipping Agents, Maritime Training Academies/Institutes and the Shipping community

MARITIME CYBER RISK MANAGEMENT IN SAFETY MANAGEMENT SYSTEM (SMS)

Ships are increasingly using systems that rely on digitisation, digitalisation, integration, and automation, which call for cyber risk management on board. As technology continues to develop, information technology (IT) and operational technology (OT) onboard ships are being networked together – and more frequently connected to the internet.

This brings the greater risk of unauthorised access or malicious attacks to ships' systems and networks. Risks may also occur from personnel accessing systems on board, for example by introducing malware via removable media. To mitigate the potential safety, environmental and commercial consequences of a cyber-incident, the International Maritime Organization (IMO) issued circular MSC-FAL.1/Circ.3 on 5 July 2017 "GUIDELINES ON MARITIME CYBER RISK MANAGEMENT" to assist companies in formulating their own approaches to cyber risk management onboard ships.

Approaches to cyber risk management will be company and ship-specific but should be guided by the requirements of relevant national, international and flag state regulations.

In 2017, the International Maritime Organization (IMO) adopted resolution MSC.428 (98) on Maritime Cyber Risk Management in Safety Management

System (SMS). The Resolution stated that an approved SMS should take into account cyber risk management in accordance with the objectives and functional requirements of the ISM Code.

In order to comply with the International Maritime Organization (IMO)'s requirements to mitigate maritime cyber risk Bangladeshi flagged vessels are required to ensure that cyber risks are appropriately addressed in safety management systems no later than the first annual verification of the company's Document of Compliance after 1 January 2021.

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