



A Holistic Approach to Maritime Cyber Risk Management and Proactive Pre-Breach Preparation

WISTA INTL AGM & CONFERENCE 2019

“Founded Upon the Seas”

Grand Cayman, Cayman Islands

31 October, 2019

 **HudsonAnalytix**
Complexity made simple.

 **HudsonCyber**
Managing Cyber Risk

Who We Are



Who We Are:

- Trusted Best-in-Class partners
- Technology / vendor agnostic
- Global Reach

What We Offer:

- Enterprise assessment approach - the **HACyberLogix**
- Tailored cyber threat intelligence - informed by “attack side”
- Customized Cyber Training



**Ports &
Terminal Operators**



**Waterside
Facilities**

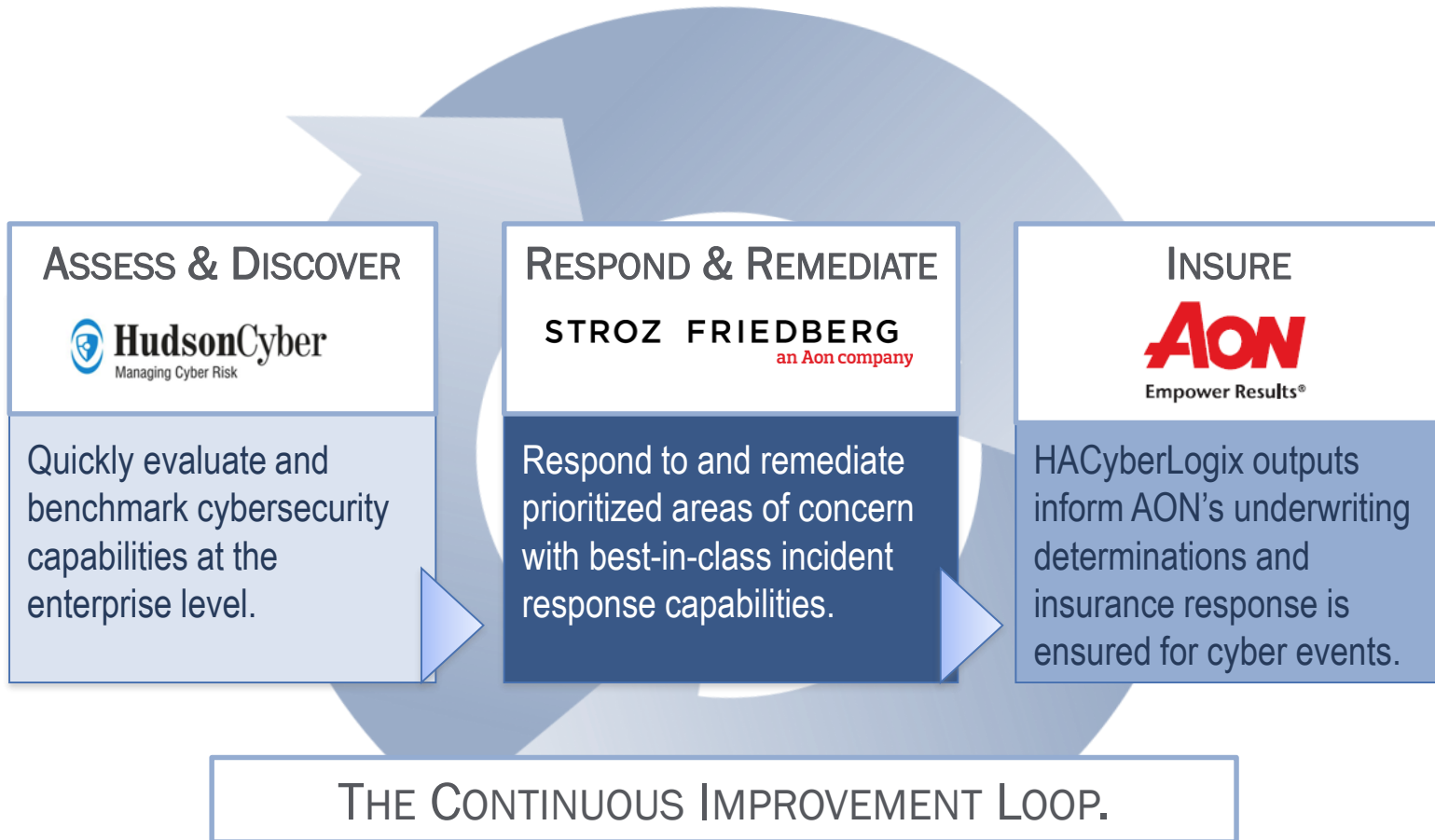


**Ship-owners
& Operators**



Offshore

Strategic Partnering to Deliver 360° Coverage



Characterizing Notable Cyber Events in the Maritime Sector



IRISL – Enterprise Business Interruption (2011)

Entire fleet of 172 vessels *and all shore-based systems* impacted; servers compromised; logistics systems crashed; and key data manipulated and monitored.



Antwerp – Threat Ecosystem Convergence (2011-13)

Hacking technique involved *physical access* to computer networks and installation of snooping devices. Organized criminals and hackers maintained persistent access to terminal operating systems.



Maersk – Nation State Attack / Collateral Damage (2017)

NotPetya attack encrypted master boot records (destructive); required 4,000 new servers, 45,000 new PCs, and 2,500 applications. Uninsured losses likely 350 million+.



Various – Spear-Phishing / Business Email Compromise (BEC) (Ongoing)

Nigerian fraudsters, through such global campaigns as *Gold Galleon* and *the Daily Show*, among others, represent chronic threats to the maritime industry specifically. The harvesting, curating and re-sale of valid credentials contributes to the dark web economy and the continued growth of the cyber threat landscape.

So What's Vulnerable in the Maritime Industry?

(Hint: *Everything*)

- Supervisory Control & Data Acquisition (SCADA) equipment and Industrial Control Systems (ICS) for loading / unloading of bulk / containerized cargo
- Cargo / Terminal Operating Systems
- Domain Awareness Systems - RADAR, AIS, VTS/VTMS, GIS Systems
- *Any* Business Software Application (e.g. email, financial, human resources, finance, logistics, business operations Think “ERP”)
- *Any* Operating System (e.g. Microsoft, Linux)
- *Any* Security System - CCTV, Access/Gate Control
- *Any* Mobility device and platform (RFID)
- Communications Systems
- Employees (insiders) and Contractors



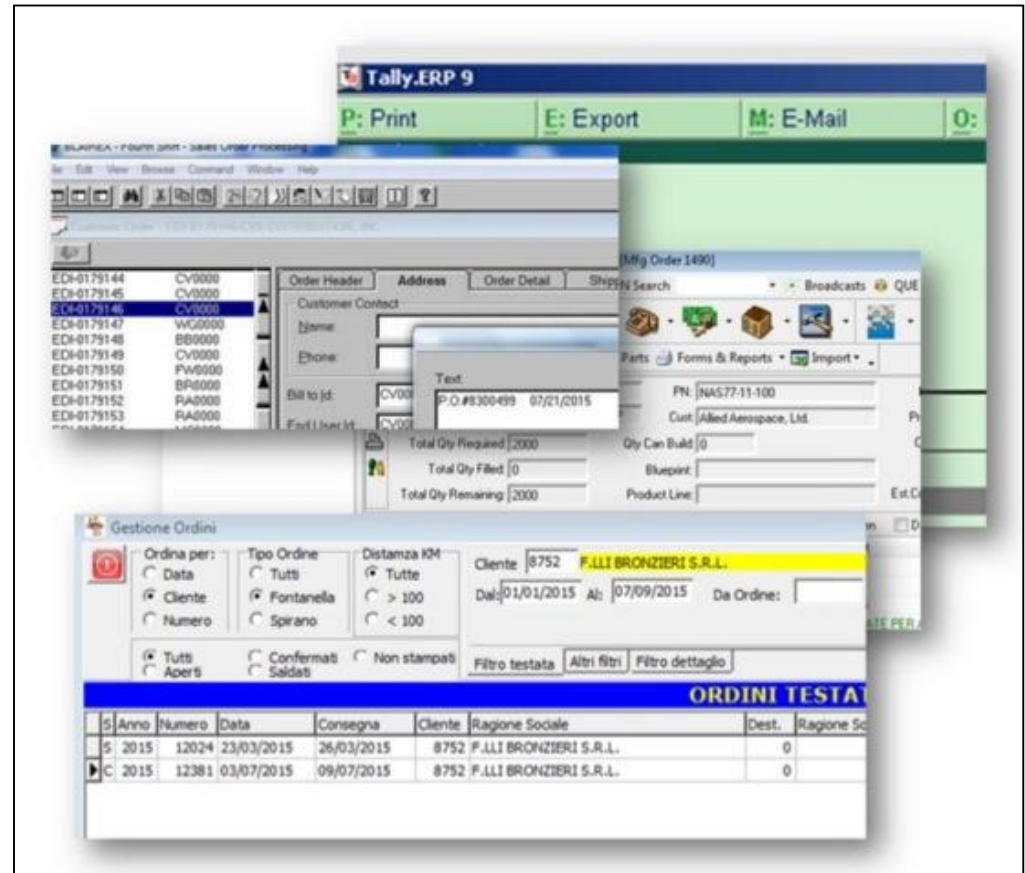
What We See: High Probability of ERP System Compromises

Enterprise Resource Planning (ERP) Systems offer virtual windows into an organization's activities as it relates to the movement of people, resources, goods, and money.

ERP Systems *integrate core business processes* and leverage shared databases to support multiple functions used by different business units.

Systems affected include:

- Financial (re: Fraud, Payment info)
- Cargo Handling & Management
- Taxes (e.g. VAT)
- Customs
- Banking
- Shipping



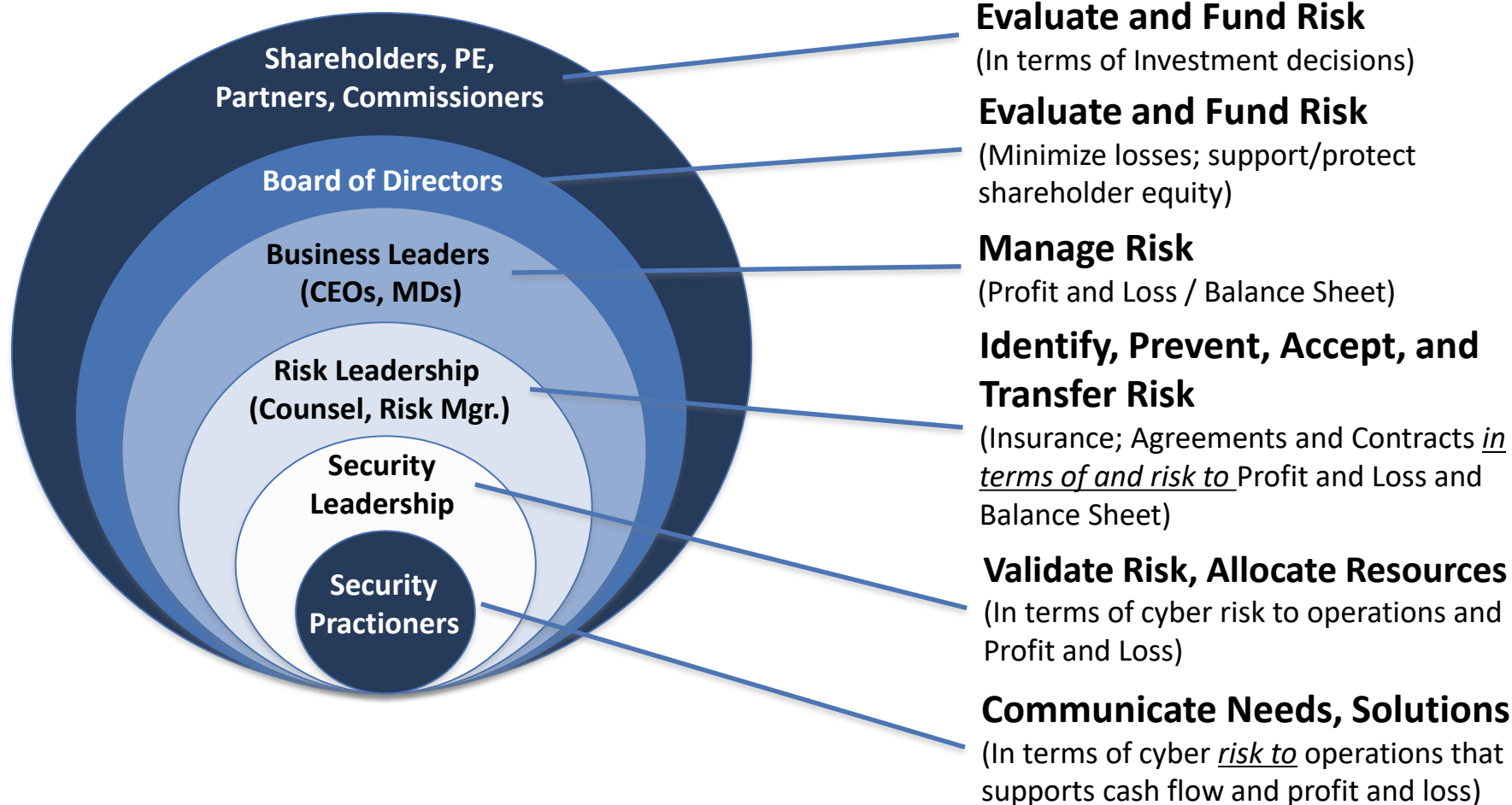
The Challenge: Limited Experience, No Historical Precedent and Resource Misalignment



Common questions we get from our clients include:

- *Where do we start?*
- *What do we invest in first?*
- *How much do we budget?*
- *What are our priorities?*
- *How can we measure the effectiveness of our investments?*
- *Are our investments sustainable?*
- *Who owns cybersecurity?*

So Who Owns Cyber Risk?



Re-Thinking Cyber Risk Management in Terms of Language

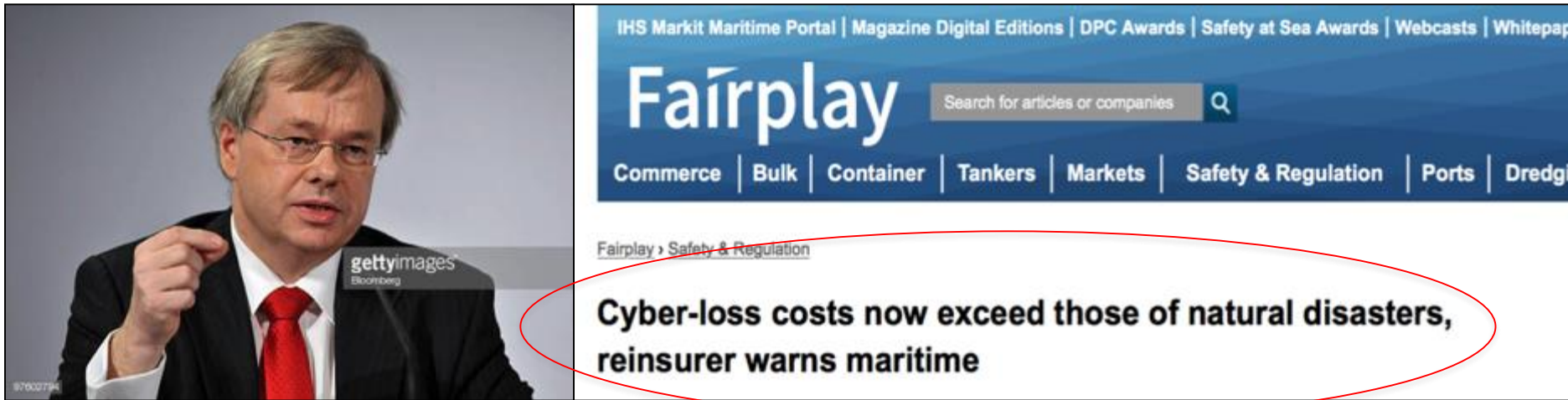
- ✓ Consider cyber risk in terms of *money*
- ✓ *The cyber-risk-to-money intersection offers measurable value to inform resource prioritization*
- ✓ Financial grounding translates cyber risk into common language
- ✓ Empowers decision-makers with relevant context and inputs so as to make informed decisions on cyber risk



Governing Cyber Risk Through an Enterprise Cybersecurity Capability Maturity Approach

Enterprise Cybersecurity Capability Maturity defines an organization's *cyber ecosystem*, identifies the depth and breadth of deployed capabilities, establishes benchmarks to support long-term measurement, and serves as the primary mechanism for sustaining the organization's cybersecurity strategy and investments.

Insurance as a Catalyst for Change?



Torsten Jeworrek, Member of Munich Re's Board of Management

“The economic costs of large-scale cyber attacks already exceed losses caused by natural disasters. Where small and medium-sized enterprises are affected, such attacks can soon threaten their very existence. The biggest cyber-related economic losses to date have been those caused by Ransomware and malware, especially WannaCry and NotPetya – attacks that affected the marine sector.”



Strategic Project Profile:

**U.S. Trade & Development Agency
National Port Cybersecurity Technical Assistance Project**

Project Evolution



2016-2017: U.S. Maritime Administration, Cargo Handling Cooperative Program – 3 Port Project (Ports of Albany, Chicago and Everett)



2018-2019: U.S. Trade & Development Agency is an independent agency of the United States Government, established to advance economic development in development and middle income countries.



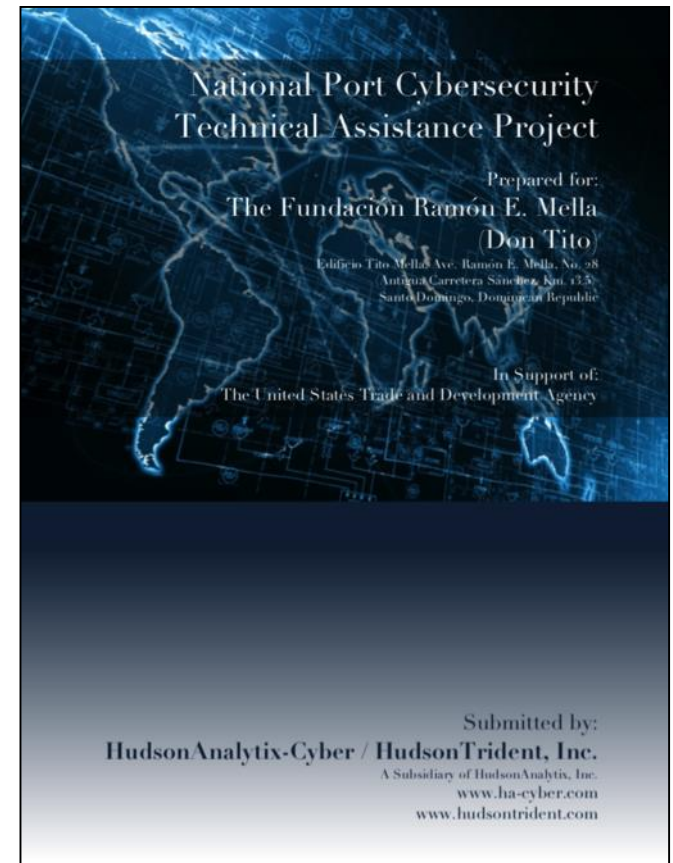
April 2019: Technical Assistance Project for the Assessment of Cyber Risk and Cybersecurity in Dominican Ports



April 2019: No. 230-18; the National Cybersecurity Strategy 2018-2021; Supports the creation of a National Cybersecurity Center as an agency of the Ministry of the Presidency of the Dominican Republic.

Project Elements

- I. Perform cybersecurity assessments of 4 Dominican ports
- II. Collect end-user feedback.
- III. Modify existing web-based cyber risk management / decision-support platform to support the global port and terminal market.
- IV. Align with the Dominican Republic's national cybersecurity strategy.
- V. Develop Port Sector National Cyber Strategy.
- VI. Incorporate functionality such as:
 - Port- and Terminal-Specific Content
 - Multi-lingual capability (Spanish and English)



Project Stakeholders

Ramón E. Mella, Inc.
Don Tito Mella
FUNDACIÓN

CNCS | CENTRO NACIONAL
DE CIBERSEGURIDAD
REPÚBLICA DOMINICANA



HAINA
INTERNATIONAL
TERMINALS

 **DP WORLD**
Caucedo

SANSOUCCI

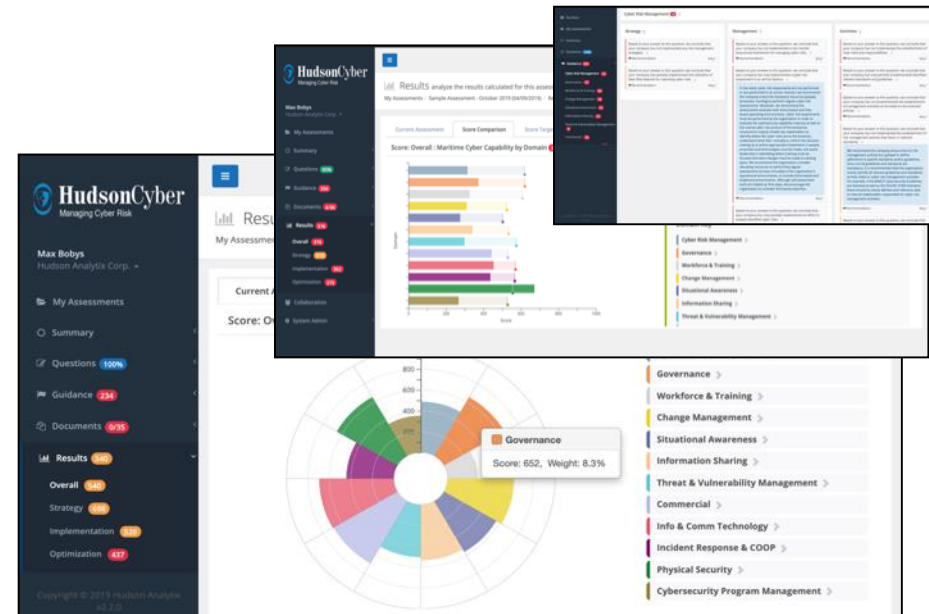


Program Update (as of 15 Oct. 2019)

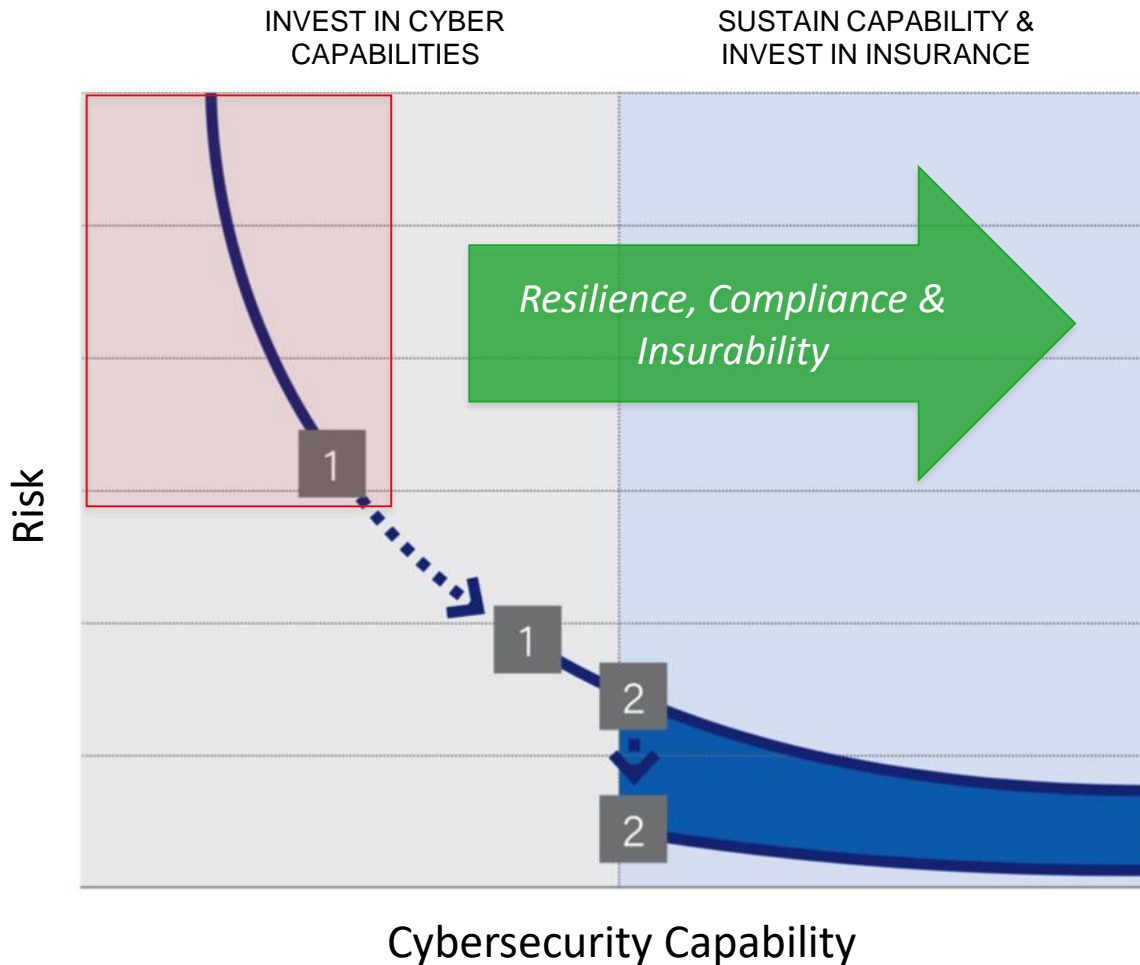


April – August 2019: Onsite assessments

- ### September 2019 – Summer 2020:
- System Modifications and Template Creation
 - Creation of National Port Cybersecurity Strategy



Objective: To Assist Port Sector Stakeholders in Driving and Sustaining Cyber Risk Reduction



The Cyber Risk Reduction Curve

Investing in the right combination of technology and insurance maximizes risk reduction.

1. Technology Risk Reduction
2. Insurance Risk Reduction

Image Courtesy of Axio

Key Takeaways for Port Stakeholders Right Now



ORGANIZE!

Establish multi-disciplined cyber working group that meets regularly. Grant authorities!



ENTERPRISE ASSESSMENT

Perform an enterprise level cybersecurity capability assessment. Discover what you have.



DEVELOP AN INVENTORY

Develop an inventory of your assets. Classify critical systems.



QUANTIFY YOUR EXPOSURE

Identify your most valuable assets, determine values and develop loss scenarios. Prioritize.



STRESS TEST YOUR INSURANCE

Review all policies for gaps/exclusions. How do they perform against the loss scenarios?



PREPARE

Establish a Cyber Incident Response (IR) plan. Update Data Loss Prevention (DLP), Disaster Recovery (DR) and Business Continuity (BC) Plans.



TRAIN

Train! Deliver awareness training to executives (first) then staff and crews. Incorporate cyber risk factors into drills and exercises.



SUSTAIN RESOURCES

Develop and sustain resources (people, processes, tools) with a budget.

Thank You!



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