

Cyber Risks and Marine Insurance

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1. What's the risk?

- 2. Is this covered?
- 3. What do ship-owners do?
- 4. Are classification societies aware?
- 5. What is IMO's approach?
- 6. And where does this lead to?



Ship

- Ships fully connected to the shore
- Electronic systems like ECDIS updated online
- Navigation and route planning online-based
- Crew using wireless connections
- Cargo management automated

Cargo

- Warehouse management computer based
- Port terminals automated and fully online

Offshore

Vulnerable electronic systems and high exposures





... and it's a moving target

- Digitalization is ongoing technical expertise
- autonomous shipping higher vulnerability
- Smart port logistics / intelligent containers new open doors
- Blockchain technology, IoT, internet based placing platforms – big data



By Maersk Line - A container dressed in blue Source: commons.wikimedia.org

Systemic risk?

NotPetya as an example – estimated costs of 250-300 bn. USD alone for Maersk

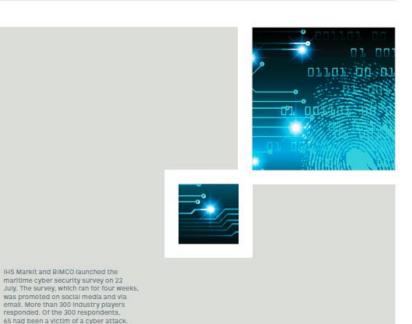


BIMCO / IHS Markit "Cyber Security Survey"







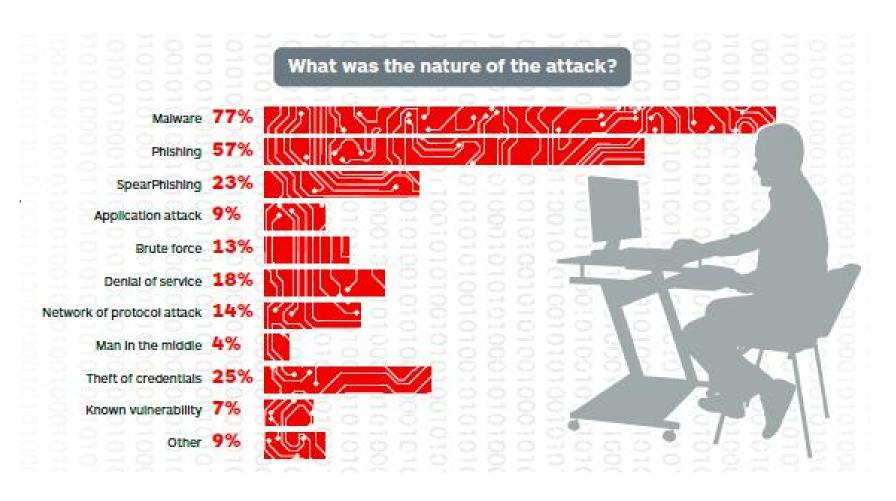


insights gathered from respondents to the maritime cyber security survey.





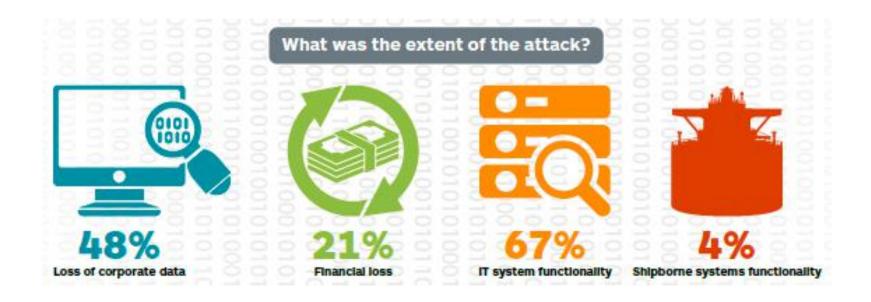
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... and did you tell your insurers?







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2. Is this covered?



depends on individual clauses, cover and line of business:

- E.g. CL 380 for cyber attacks
- Silent cover?
- Forwarder's liability

«Perils of the Sea»: Shouldn't insurers aim to grant coverage?

- Understand the risk
- Assess and mitigate the risk
- Give recommendations to clients
- make it insurable





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3. What do ship-owners do?

- Guidelines published in July 2017 (2nd edition)
- IUMI is co-author, insurance chapter is added
- Very concrete guidance for the crew:



THE GUIDELINES ON CYBER SECURITY ONBOARD SHIPS



Produced and supported by BIMCO, CLIA, ICS, INTERCARGO, INTERTANKO, OCIMF and IUMI

















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4. Are classification societies aware?



Numerous classification societies working on it individually - DNV.GL, ABS etc.

IACS:

- Founded "Cyber Panel" in Dec 2015
- Founded "JWG on Cyber Systems" in Nov 2016
 - Industry representatives included
 - Flag states included (including IMO WG chair)
- Intended output: Recommendations; Unified Requirements (UR) and / or Unified Interpretations (UI) are further down the line

IUMI: supports and is member of the IACS JWG





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5. What is IMO's approach?



- Maritime Safety Committee (MSC) 96 in May 2016: Interim Guidelines on Maritime Cyber Risk Management (MSC.1/Circ.1526)
- MSC 98 in June 2017:
 - cyber risk management onboard ships should become part of the ISM Code and form part of the ship's mandatory Safety Management System by 2021 – audits!
 - Interim Guideline transferred to permanent Guideline
- IMO best place to deal with cyber?
- IUMI welcomes IMO's framework and prefers industry solutions for detail – e.g. "BIMCO Guideline"





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Opportunity or threat?

- Digitalization and interconnectedness will continue
- Vulnerability in the industry will hence even more increase
- Strong demand for insurance coverage and additional services
- Insurers should build up expertise and present themselves as cyber experts to their clients
- IUMI will play its role in this





... and last but not least

Connect to IUMI



IUMI Asia Forum

Singapore, 24/25 April 2018 www.iumi.com





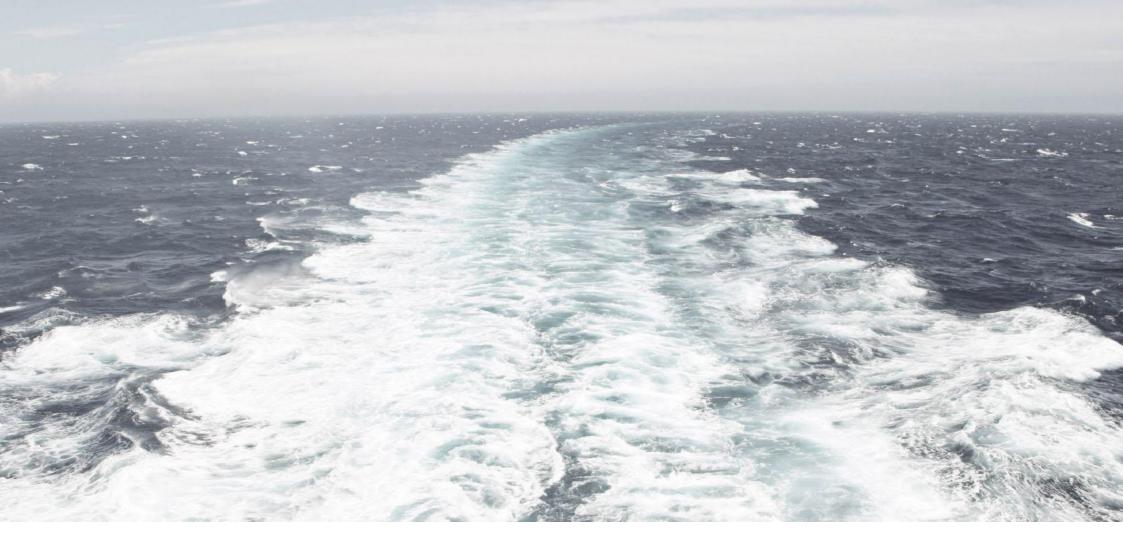
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That's it!

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