



Cybersecurity and Railways safety: Situation in France

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Speakers introduction



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ANSSI and EPSF



Created in 2009

Workforce: 573 (2021)

Placed under the authority of French Prime Minister (through the General Secretariat for Defence and National Security)

Foster a coordinated, ambitious, proactive response to cybersecurity issues in France



Created in 2006

Workforce: 106

Placed under the authority of Transportation Ministry

No legal competence for cybersecurity matters.

Main steps of ANSSI/EPSSF collaboration



- 2017: First intervention of ANSSI at a conference on safety topics organized by EPSSF
- 2018: Letter of intent for cooperation between EPSSF and ANSSI
- 2018: Start of work (also with SNCF (IM and RU) and EUAR) for a position paper about cybersecurity in railways
- 2021: Edition of this position paper
- 2022: Entry of ANSSI at EPSSF Management Board (coming)

Position paper recommendations



- R1: Stepping up cooperation between authorities to move towards a shared and applicable position on the link between rail safety and cybersecurity

- R2: Perform a European benchmark on the link between cybersecurity and rail safety

Position paper recommendations



- **R3:** Promote information sharing and coordinate actions by the rail industry on cybersecurity
- **R4:** Integrate the cybersecurity dimension from the start of project
- **R5:** Implement a reasoned holding in safety condition while minimizing the impact on safety demonstrations
- **R6:** Identify the repercussions that cybersecurity could have on interoperability in a sector where the number of players and the amount of crossborder traffic is growing
- **R7:** Increase the robustness of the information systems essential for operating the railway system in the face of the “cyber” type threat

Where we are today



- Participation of ANSSI and EPSF in ATO train steering committee
- Collaboration on railways incidents to identify incidents linked to cybersecurity (not yet finalized)
- Training of EPSF workforce (2 days sessions, 22 people trained). Focus on railways aspects and TS 50701
- Regular meetings ERA/ANSSI/EPSF/SNCF
- Regular exchange meetings with German and Finnish authorities

Regulatory questions and challenges



Questions raised in France but not specific to France

- Transposition of NIS2 directive. Will NSA and the national railways sector be involved and how?
- Coming obligation to declare cybersecurity incidents to ANSSI and ENISA
- Limited cybersecurity requirement in the coming CCS TSI

Other questions and challenges



Questions raised in France but not specific to France

- Various levels of awareness of cybersecurity issues. Small RUs and local/regional transportation authorities may be more in risk
- Announcement of SMS integrating cybersecurity aspects. How shall ERA and NSAs deal with them? Time needed to acquire competencies or to upskill rail experts
- Increasing cost for certifications
- Impacts of the coming Data Act, Cybersecurity Resilience Act, Cybersecurity Act
- 9 Future of TS 50701