



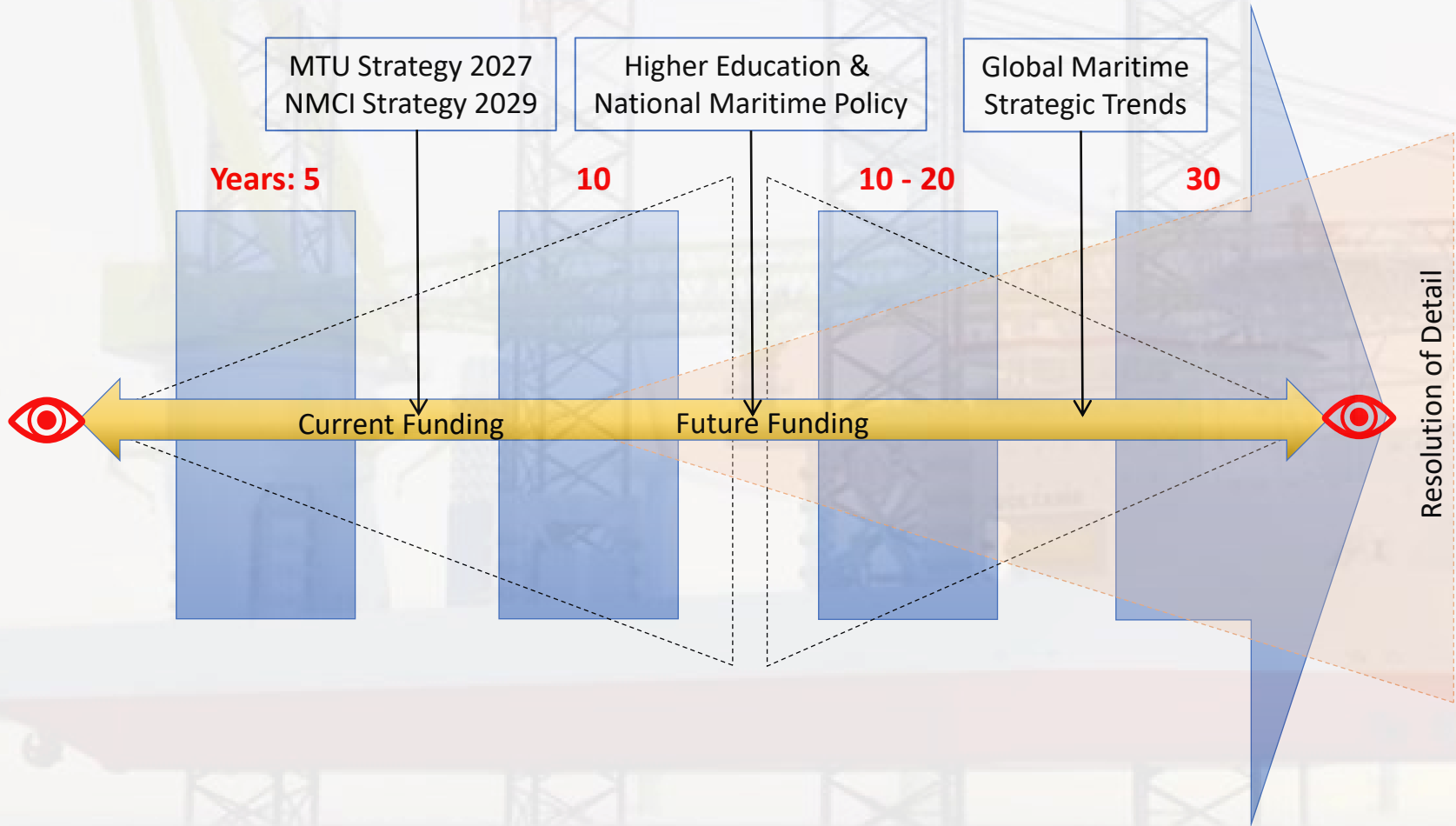
Maritime Education and Training – Future Needs

Thursday 28th March 2024

MIIN Virtual Event: ‘Skilling Up’ Meeting the Future Needs of the
Marine Industry

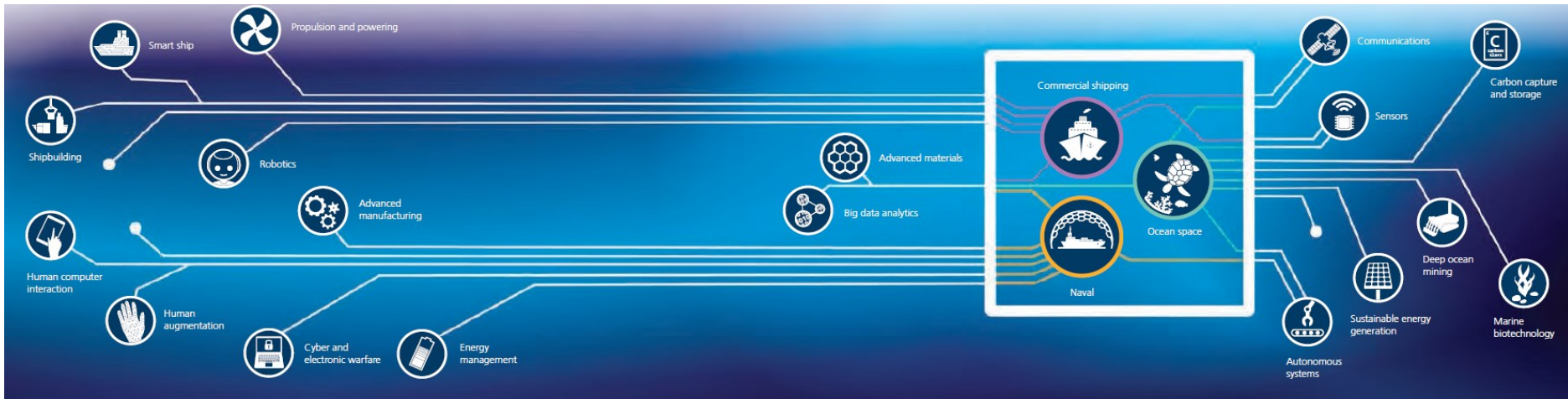
Our Purpose



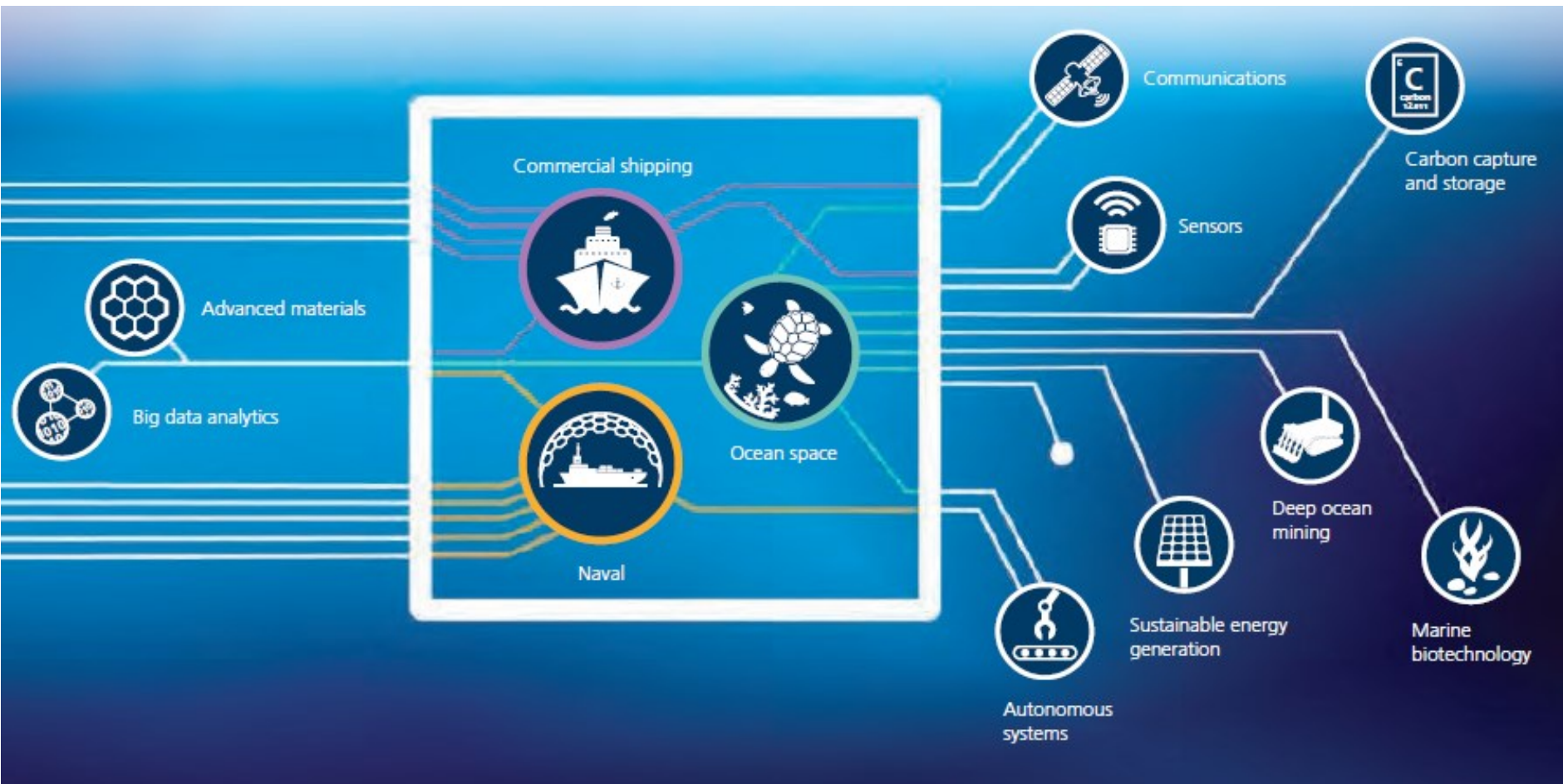


Looking backwards... from the Future...

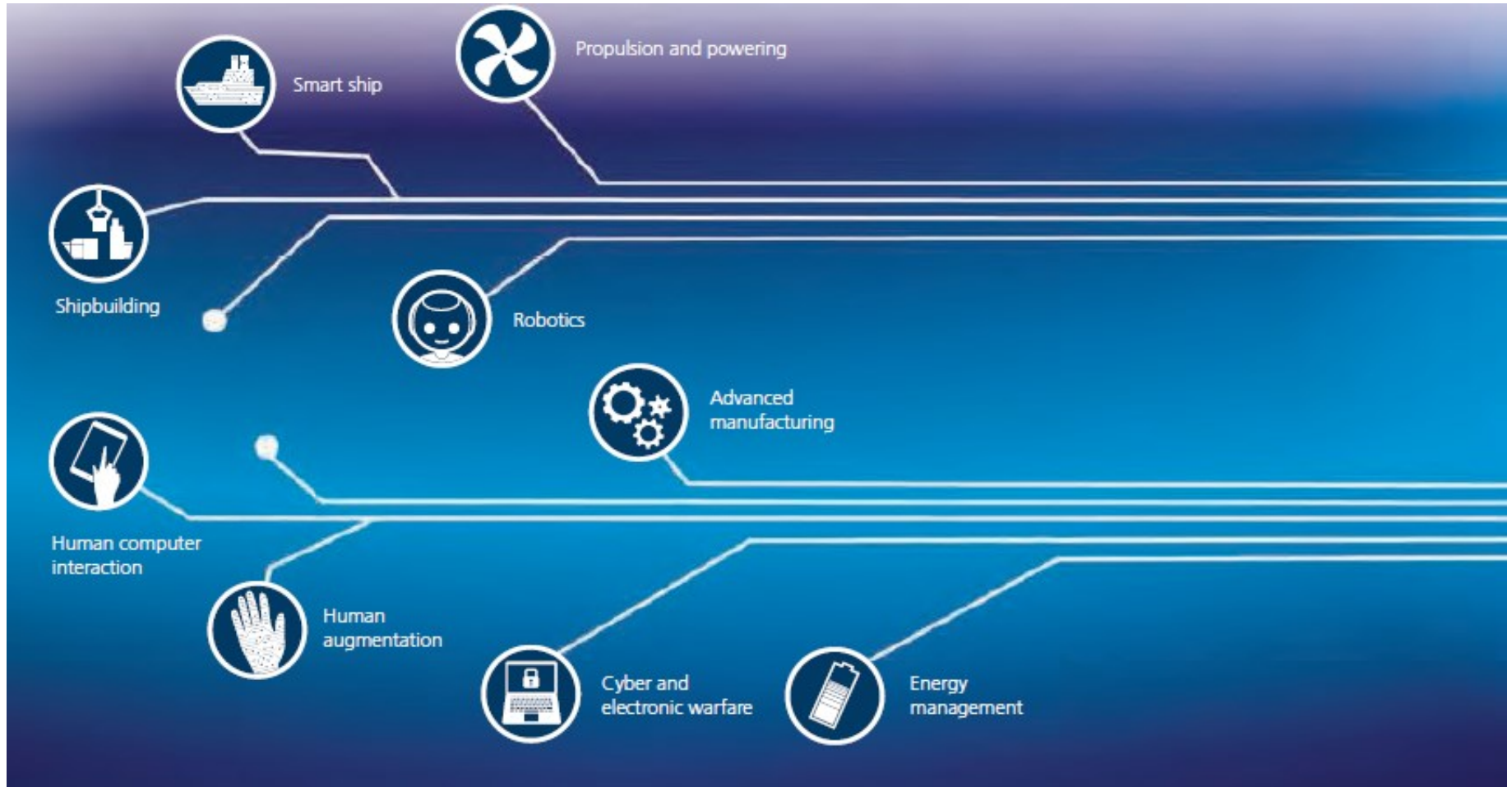
Relationship between technologies



Relationship between technologies



Relationship between technologies



Strategic Objectives

- Programme development
 - Mapping career/learning paths
 - High Performing Learning Culture
 - “On-boarding to Off-boarding”
- Building capacity
 - Sea blindness - National Culture
 - Internationally accredited
 - National footprint
- Create a new narrative
 - Enhance engagement
 - Sustainable development




Programme Development

- Future Offering
 - Level 8
 - Level 9
 - Level 10

- National Apprenticeships
 - Dual discipline

- Potential Disciplines
 - ORE
 - Maritime Cyber Security (IOT)
 - Maritime Operations
 - Robotics / Autonomous Vessels
 - Data analytics
 - Maritime Security




[CRF03] Cyber Challenge – Smart Maritime

Synopsis

Smart Maritime training is in the form of a CTF. The scenario for this challenge presents a massive cyber attack targeting twelve major ports. Their operational bodies including radio communications, ship loading and unloading management, customs management, vessel traffic monitoring systems, port signalling and weather forecasting tools are impacted. The setting up of a crisis unit to restore maritime traffic leads the participants, divided into teams and by port, to work on an isolated information system composed of a set of dedicated virtual machines.

Objectives

- ✓ The main objective of this training is to know how to respond to the control of a system compromised by cyber criminals by taking into account the specifications related to the maritime domain.
- ✓ To know how to reinforce the computer security of port infrastructures.
- ✓ Participate in CTF type challenges



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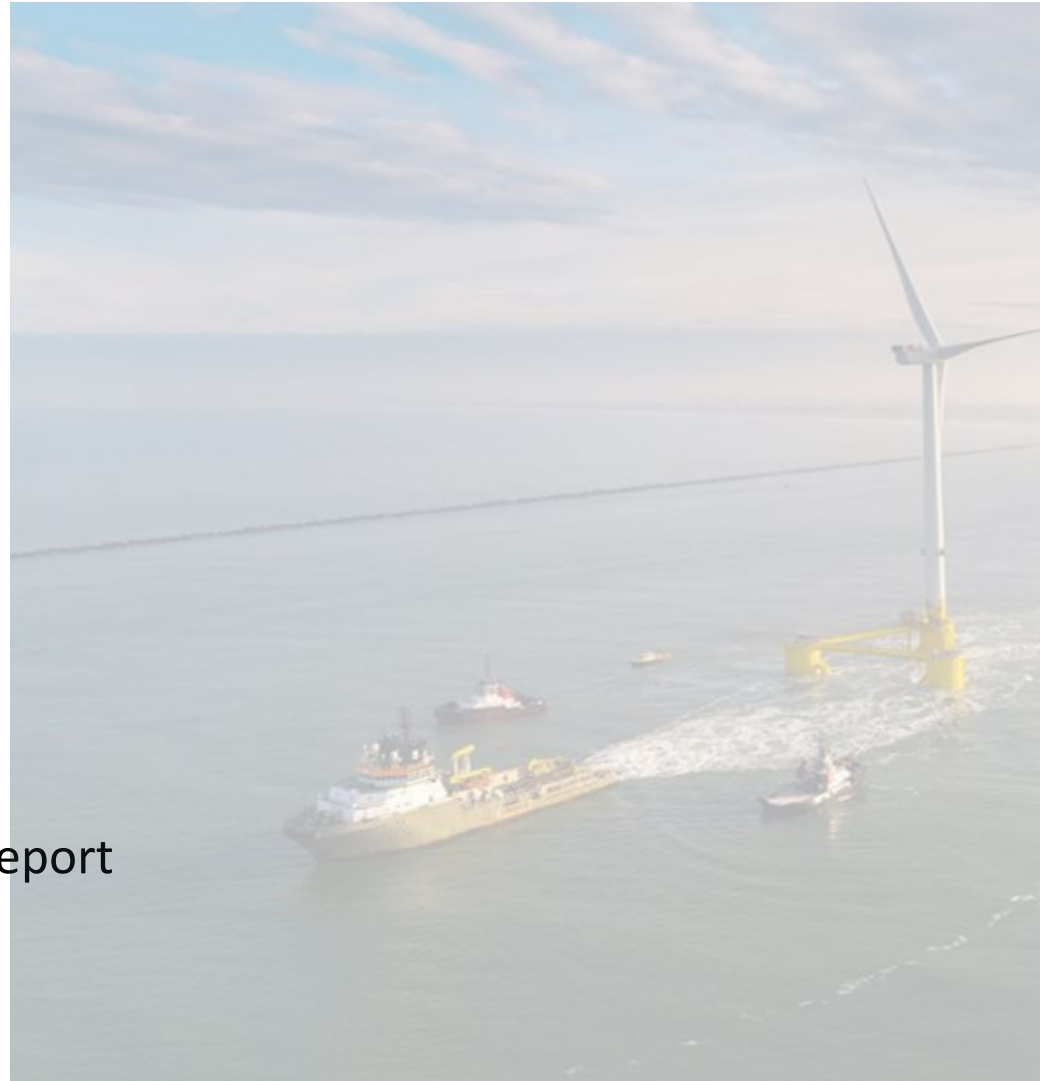
Cadet Funding Scheme

Ireland - Cadet	United Kingdom - Cadet
<p>LNG Carrier based in UK</p> <ul style="list-style-type: none"> • 15.7% of the costs are recoverable via ISEAS 	<p>LNG Carrier based in UK</p> <ul style="list-style-type: none"> • 67 % of the cost outlay is recoverable via SMarT
<p>Cruise company in UK</p> <ul style="list-style-type: none"> • 14% of the cost outlay is recoverable via ISEAS 	<p>Cruise company in UK</p> <ul style="list-style-type: none"> • 63 % of the cost outlay is recoverable via SMarT

Potential for All-island approach

Developments

- Simulation Modernisation
 - Project Commenced
- Workshops
 - Project underway
- Engagement
 - MoU Development
 - T-Shore Project
 - BVG Report
 - DoT Future Maritime Skills Report



Our Purpose

