



FOD MOBILITEIT EN VERVOER  
SPF MOBILITÉ ET TRANSPORTS



# How is NIS being implemented today?



# identification of OES



By sectoral authority ICW CCB and NCCN

- Sector appointed in Annex II of NIS directive
- Provide a service that qualifies as an "essential service"
- Dependent on networks and information systems
- An incident could have a "significant disruptive effect" on the delivery of the essential service

**Rem** : an operator of critical entities (law of July 1, 2011) → OES

**Reference** : Act of 7 April 2019 establishing a framework for the security of networks and information systems of general interest for public security



# Obligations for OSE

- **Implement** security measures : ISMS implementation
- **Notify** security incidents → NIS-Incident.be (CCB/NCCCN/Sectoral authority)
- **Control** the security: internal and external audit or ISO 27001 equivalent certification
- **Collaborate** with the various competent NIS authorities → CCB, CERT.be, competent authorities





# External control : inspection

- **Who?**

- By the inspection services of the sectoral authority
- 3 subsectors for transport

- **When?**

- At every time

- **How?**

- Support of cyber experts
- Audits and active implementation are checked by the inspectors
- If possible, coupled with critical entities inspections
- Planned with OSE





# Sectoral Approach

## Advantages

- Knowledge of the entities
- Knowledge of the sectoral context and specifications
- Synchronisation with inspection of critical entities

## Disadvantages

- Find cyberexpertise (sometimes needs consultancy)

