

Luxembourg - March 10th, 2014

Integrated On-Line Risk Prediction System

Integrated On-Line Risk Prediction System



prof. Stefano Panzieri







CockpitCl Functional Diagram

CockpitCl Functional Diagram



CockipCl



Cockpit CI



Integrated Risk Predictor

Integrated Risk Predictor



FROM HOLISTIC ASSESSMENT TO COMBINED IMPACT EVALUATION



CISIA: an agent based simulator



SCADA ALARMS → OPERATIVE LEVELS & FAILURES





CYBER ALERTS → OPERATIVE LEVELS & FAILURES



QoS Assessment Security Factors



Cockpit CI

For each type of					Detection Analysis Level											
Node/Component/Link					Abnormal ev			vent	t Security event				Security Incident			
			Likelihood of Ir QoS of the	npact on node	đ	Degraded	Down	Total	Чр	Degraded	Down	Total	Up	Degraded	Down	Total
e level		1	Misuses of	Low	80%	10%	10%	100%	70%	20%	10%	100%	0%	60%	40%	100%
	Operational Impact	-	resources	Medium	30%	30%	40%	100%	25%	35%	40%	100%	0%	50%	50%	100%
				High	10%	40%	50%	100%	5%	45%	50%	100%	0%	40%	60%	100%
		2	User compromise	Low				0%				0%				0%
				Medium				0%				0%				0%
				High				0%				0%				0%
		3	Root compromise	Low				0%				0%				0%
				Medium				0%				0%				0%
				High				0%				0%				0%
		4	Web compromise	Low				0%				0%				0%
				Medium				0%				0%				0%
				High	_			0%				0%				0%
		5	Installed malware	Low	70%	25%	5%	100%	40%	40%	20%	100%	5%	50%	40%	95%
ð				Medium	55%	35%	10%	100%	20%	50%	30%	100%	0%	30%	70%	100%
L C			0.00	High	35%	50%	15%	100%	5%	40%	55%	100%	0%	15%	85%	100%
Ħ		6	DOS	LOW				0%				0%				0%
ĩ				High				0%				0%				0%
ō		-	Timolinoss	Low				0%				0%				0%
cti		/	dogradation	Medium				0%				0%				0%
te			uegrauation	High				0%				0%				0%
0e	nal Impact	_	Distortion of	Low				0%				0%				0%
ž		ð	information	Medium				0%				0%				0%
ac			momation	High				0%				0%				0%
Cyber Att:		٥	Disruption of	Low				0%				0%				0%
		9	Information	Medium				0%				0%				0%
			internation	High				0%				0%				0%
	io!	10	Destruction of	Low				0%				0%				0%
	Iat	10	Information	Medium				0%				0%				0%
	rπ			High				0%				0%				0%
	Info	11	Disclosure of	Low				0%				0%				0%
			information	Medium				0%				0%				0%
				High				0%				0%				0%
	/ulnerability	12	Software	Low												0%
			/firmware	Medium												0%
				High												0%
		13	Hardware	Low												0%
				Medium												0%
	>			High												0%
				Like lihood o												

					Abnormal event				ent	Security Incident				
Likelihood of Impact on QoS of the node		()	Degraded	Down	Total	Up	Degraded	Down	Total	Up	Degraded	Down	Total	
Installed malware	Low	70%	25%	5%	100%	40%	40%	20%	100%	5%	50%	45%	100%	
	Medium 📏	55%	35%	10%	100%	20%	50%	30%	100%	0%	30%	10%	100%	
	High 📈	35%	50%	15%	100%	5%	40%	55%	100%	0%	15%	85%	100%	
											1	-		



Risk Prediction Tool Architecture



CYBER-PHYSICAL AWARENESS



CISIA IMPLEMENTATION INSIDE RISK PREDICTOR

MHR modelling

MHR modelling



THE MIXED HOLISTIC-REDUCTIONISTIC MODELLING PERSPECTIVE



Cockpit

Behaviours (physical or logical or political) not emerging from Reductionistic layer

Expressions of both holistic and reductionistic models

Intra-Inter-Infrastructure homogeneous layer capturing interdependencies

Distributed Estimator



Physical / Logical / Geographic / Cyber

Interdependency Model

Interdependency Model



Interconnected telecommunication and SCADA network





CISIA TLC Entities



CISIA SCADA Entities



Medium Voltage electric grid





CISIA ELE Entities



All the entities (202)



• TLC HOL NODE

- SCADA HOL NODE
- ELE HOL NODE

- RE_ROUTING SERVICECONNECTION SERVICE
- REPORTING SERVCE
- FISR SERVICE



Cockpit C

- TLC RING NODE
- TLC WIRE
- NMS
- WIZCON SCADA
- TLC SCADA NODE
- MV STATION
- ELE SUB-NET
- SWITCH
- LOAD

- 4 are the steps executed by CISIA
- 2184 are the total elements saved in the DB (Ols and Faults)
- 4 are the crisp values for each record in the DB
- 425 KB is the dimension of the output file for CISIA
- 5 are the input file for CISIA
- 326 KB is the overall amount of the input file for CISIA





Thank you for your attention

CockpitCl Operators: a possible dialogue (1)

Power Station X is responding very slowly

Can you provide an alternative link to reach the Power Station? It looks as if the link to the Power Station is under cyber attack, the link could go down completely in a few minutes

No, unless you want to run the risk of cyber attack extending to the entire sector

SCADA operator



ICT Operator

CockpitCl Operators: a possible dialogue (2)

Ok, we will prepare a reconfiguration for feeding the electric network from Primary Cabin Y There is a cyber attack directed to the Primary Cabin

Ok, the opening / closing sequence is ready. We can apply it in 30 seconds

Cockpit C

SCADA operator

Ok, but do not include RTU Z that will be probably unavailable due to the attack

ICT Operator

CockpitCl Operators: a possible dialogue (3)

RTU X is not responding

We were about to call maintenance: we will ask police to go with them

And we alert customers for a possible blackout in that area



There is an abnormal traffic on that link. It could be under cyber attack or someone could be injecting packets from there

Ok, we are also alerting the National CERT for other possible intrusions

ICT Operator

Countermeasures

Cockpit



- Operators countermeasures:
 - Firewall reconfiguration for network isolation
 - Augmented security for electric network
 - ELE network reconfiguration (unusual)
- Automatic countermeasures:
 - RTU alerting
- Suggested countermeasures:
 - possible network reconfiguration for risk reduction (TLC & ELE)

COUNTERMEASURES

