Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

I don't know I assume and they would have expertise in certain areas I think having a good naval service ourselves long-term should be the aim for can understand bringing in private contractors for the foreseeable future should only be a stop gap as you could spend a lot of money on private contractors when we should be investing in our own infrastructure not spending the money on private contractors long-term

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

We cannot patrol our own borders if we do not talk to her neighbors Dwayne the world is going now we should be part of nato and have our own force don't really know how to put that in words sorry

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes it should be an action plan
Key should be increasing the Navy
Building proper facilities for the navy personnel
Specialised training while we might not have a large Navy maritime force we should be very specialized that what we do these would include fast patrol boats integrated with some sort of Navy service and air support fast reaction force maybe you have to make it attractive to young people and to join our services what are the benefits for them there is no harm in explaining to the public exactly where we stand at the moment while I'm not an expert I do not believe at this moment in time we could defend our patrol our own Waters if you are explaining to the public you have to spend whatever billion to bring it up to scratch I think that is well worth it it is just the fact that we do not sometimes explain it Barney style for people to understand
I explained to my young 21 year old if his taxes had to go up by a certain amount call it a hundred Euros a year but for that he would see that we have a proper net integrated Navy service that couldk patrol our Waters he was willing to pay the price once it was explained where his money was going we don't mind spending money we just want to see what we're getting for it

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

I think the above questions I answered it with the changing world we need to be able to control our Waters

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

We have no capacity to expel most foreign threats. The navy is so underfunded for an island nation I'm a young lad who in the future would like to join but the lack of our navy's capability is frightening. We can't even launch a misailed were an army who can't even launch a missile

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Our most prevalent future threats aren't direct but wars are increasing world wide witch means the movement of a lot of military supplies and we need to be able to defend our neutrality through this and not have to rely on these nations or give to these nations and give up our neutrality in tern.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

No one area needs attention it all needs equal attention and large investment more ships are needed more personnel is needed the benefits and pay is needed for these personnel we also need more capable ships to deter outside threats

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Primary radar is needed a larger class of vessels are needed like mrv or larger class of ships with higher capability’s like weapons and cargo. This goes for the air corps no jets or proper cargo plane is embarrassing can’t even transport our own troops or vehicles

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

NO only private should be building weapons and vehicles no private ran military operations

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

No to nato. But increasing in exercises with our neighbours is beneficial especially with new vehicles coming it would help in training

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Plan should be. The new purchases and delivery dates new structuring to improve processing times as it takes way too long for anything to be improved

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

Get our government off there arses get into work push whatever legislation through make purchases and improve our maritime security DO THIS FIR OUR AIR CORP TOO I BEG

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Anchor dragging cutting cables. Interference with offshore wind power.

Potentially dumping nuclear waste in Irish waters.

Drug smuggling.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Cyber attacks on offshore wind.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

No it all exposed.

Access routes to cities should be a priority.

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Marine drones. Pay the Ukrainians for help.

Submarine detection aircraft.

Upgrade ships we have as we can crew them.

Developing the naval reserve. Properly paid.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Yes. But vetting private sector actors is important.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Ukraine United Kingdom and EU will be key partners.

Supply of equipment training and intelligence.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Marine drones. Pay the Ukrainians for help.

Submarine detection aircraft.

Upgrade ships we have as we can crew them.

Developing the naval reserve. Properly paid.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

Ireland’s rediness is a bad Joke.

Sea is our second biggest vulnerability after cyber.

Terrorist incident would be third.

Air attack fourth.

Direct army attack last. In my opinion.

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

The Irish government have not invested in the Irish defence forces properly for over 20 years and they have been decimated in numbers and equipment/resources. The navy and air corps are very under resourced.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Irish territory is larger at sea than the land mass. This area of sea is vitally important for security reasons, natural resources and environmental protections. It's is not patrolled or protected adequately.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

Yes all of it. We should maintain our sovereignty over our land and sea and not outsource this to other nations, which could leave is over to further exploitation or manipulation, either militarily or commercially.

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Military protection
Civil patrol and observation through use of visual inspection, satellites, sentinel software and investment is GIS
Environmental investment in wind energy of the Irish coast.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

No unless the Irish people own the majority share in these private companies with the autonomy to control their uses.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

No NATO involvement. The triple lock should not be removed. Partnerships should not include corporate profiteering bodies acting on behalf of other organisations/states. Ireland should have autonomy of our own security and maritime issues, without over regulation to the point of inability to progress any needed improvements. We should not be handing over our national security to Uk of US institutions, including use of Shannon

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes.
The plan should be structured and actually implemented without overspends and over red tape linked to gdpr rubbish.
The plan needs to outline a clear path to reinstating proper adequate Irish military funding, that has seen the navy take responsibility for its own future growth and innovation in technology programmes, along with recruiting with proper wage progression, to help retain trained members.
Proper interagency cooperation among the all the maritime agency with a view to protection Irish interest and future environment sustainability

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

No removal of the triple lock.

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

In no particular order, I consider the most relevant threats to Irish maritime security as over-fishing (both legal and illegal) and other forms of environmental degradation that are resulting in biodiversity loss and eco-sytem collapse.

With regards to vulnerabilities, my main concerns would be critical infrastructure - data and energy infrastructure and transport / port infrastructure. Ireland is an island nation, critically dependent on the rest of the world. Our reliance on gas imports via interconnectors, for example, introduces a significant vulnerability to the Irish energy security, and thus human security.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

I envision that illegal fishing will only continue to intensify, as global fish stock continue to drop and competition between companies intensifies.

Another area to consider would be attacks on our critical national infrastructure. My primary concern in this area would be energy and transport infrastructure, though of course data infrastructure is important too.

If activity in the Northern Atlantic increases as Arctic melting accelerates, there could be an increase in the number of threats to Irish maritime security across a range of areas.

Finally, I believe the effects of environmental degradation will have an unpredictable impact on Irish human security. Related to this would be Irish involvement in missions abroad in regions affected by climate change.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

In my opinion, the goal should be a system-wide / ecological approach to maritime security. As such, omitting geographical areas from the maritime security strategy would fail to recognise the connected nature of the maritime domain.

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Primary investment should be in awareness and monitoring - particularly related to ecological systems - and the supporting organisational structures. Sea floor mapping etc...

Secondary to this should be non-lethal materiel. With regards to Irish armament, the question always strikes me: "Can you buy weapons ethically?". I am unsure. Even the C-295s recently purchased - which are non-lethal - are produced by Airbus, who manufacture the Eurofighter Typhoon. Is it ethical to fund such a company? I'm not sure. Taking a systemic approach to security also needs to account for supply chains of defence equipment.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Absolutely. Without coordination with the private sector, who is responsible for responding to an incident? Who is responsible for preparing for an incident? As this infrastructure is critical to the human security of Irish citizens, it is my opinion that failure of the Government to ensure the appropriate protection for critical maritime infrastructure should be construed as gross negligence.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Coordination, particularly through information sharing would seem important. For example, if a malicious ship is entering or leaving the Irish EEZ, coordination with neighbouring jurisdictions would seem the best approach to monitor and respond to any potential threat.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Without an action plan a strategy is meaningless. The development of an action plan alongside the strategy also helps to ground the strategy in reality - how are we going achieve what we set out to do?

The key elements of the action plan should be clearly defined goals, responsible and accountable parties, and timelines. The action plan should also be as granular as possible.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

I cannot urge enough for a systemic approach to be taken to all aspects maritime security, from the conceptual down to the action plan.

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Sabotaging of our own and other countries undersea infrastructure. Also the illegal importation of narcotics.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

The biggest challenge for the future is our own government's commitment and determination to implement sufficient resources to secure and protect our seas. I believe it is critical that we set aside funding for this purpose.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland's maritime domain?

3000 character(s) maximum

No I don't think so. I think we should have resources on all full coasts, perhaps Galway, cork, Sligo and Dublin ports.

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Sufficient navy vessels and personnel, modern sonar capabilities. Primary radar and modern military aircraft to address possible unwanted airspace incursions.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

They should at least be consulted.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Because we are a critical part of the EU, we should always consult our partners there and make alliances where possible.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes to the above. A key element would be to ensure cross departmental communication support and coordination.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

Act now with resolve and determination rather than procrastination.

An Roinn Cosanta
Department of Defence

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Complacency by government
Hostile state and non state actors who put critical underwater infrastructure at risk
Criminal activities such as drug trafficking

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Continued Complacency by government
Hostile state and non state actors who put critical underwater infrastructure at risk … energy, telecomms, etc
Criminal activities such as drug trafficking

We need to have a credible and scaled naval force who can have a presence in our waters 24/7 with the capabilities to address above, on and below water threats.

We need to be able to attract and retain talent in the Naval Forces.

Merging the coast guard and navy should be on the agenda.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

To start focus on critical infrastructure, anti smuggling and fisheries. Then broaden to full marine area protection.

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Talent retention and attraction
Sonar
Radar
Enhanced Intelligence

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Yes

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Greater cooperation and partnerships

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Absolutely, without a plan the strategy is simply an aspiration

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

Nothing extra ..

Please make this happen and make sure we have the talent to make it effective

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

1. Climate Change - with rising sea temperatures and frequent heat waves endangering our marine biodiversity and affecting our weather; and rising sea levels threatening coastal erosion and inundation;

2. Ocean Acidification - the 'evil twin' of climate change, driven by human-induced CO2 emissions - with its horrendous impact on sea creatures and marine organisms that rely on calcium carbonate to build their shells and skeletons (such as oysters, corals and certain species of plankton). Ocean acidification will also have a significant impact on communities relying on fishing and aquaculture.

3. Oil spills from large tankers; Pollution from huge cruise ships;

4. Bottom trawling damaging the seabed and destroying marine biodiversity;

5. Pollution from industry, particularly in coastal regions and estuaries.

We know this survey aims to focus on undersea cables. Damage to submarine cables is relatively common. An estimated 100 to 150 cables are severed each year - mostly by fishing equipment or anchors (Safeguarding Subsea Cables: Protecting Cyber Infrastructure amid Great Power Competition). This is a matter for the owners of the cables and the fishing/maritime industries and should not be a burden on the taxpayer or Department of Defence.

These cables run for thousands of miles outside our jurisdiction. It would not be possible for us to protect them over all of that expanse. We should leave them to the protections of international law and international maritime law in particular to which the owners have recourse. Furthermore, "Most countries are linked by multiple underwater cables, enabling data to be redirected smoothly if one or two lines are affected" (Safeguarding Subsea Cables: Protecting Cyber Infrastructure amid Great Power Competition).

What is particularly worrying is the lack of clarification from the Government about current policies/agreements to deal with the protection of undersea cables. Recent newspaper reports have indicated that the EU's new defence commissioner is in the process of developing a strategy, with the assistance of European and British navies, to police any threats to these cables off Ireland (Irish Examiner, January 24, 2025). During the Taoiseach's recent visit to Japan, he stated that Ireland has 'an individually tailored plan agreed with NATO, for example, in respect of cybersecurity co-operation and in terms of
subsea cables' (Irish Times, July 3, 2025).

So, despite this consultation process, and before it has even begun let alone finished, it appears the Government has already developed its policy on undersea cables. Since the cables have been presented by the Government as one of the major areas in which Ireland is facing a military threat – and one of the core reasons for the Consultation on Maritime Security -- it is questionable if this Survey will really be 'informing' Government policy that has already been made.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

In relation to government and media preoccupation with geopolitical and military 'threats', we believe that:

1. Any military alliance with other countries, organizations or groups could draw us into war and this would result in our maritime territories being turned into battlefields with huge threats to our maritime/marine (and overall) security and health;

2. Engagement in military alliances with other countries, organizations or groups would result in the presence of nuclear submarines in our waters and the stockpiling of weapons on our coastline. These are all legitimate targets in warfare (over which we will have absolutely no control). They also pose huge risks to the natural environment.

For as long as we remain a neutral country and stay out of other people's wars, these are not real threats. The other, and more serious and likely future threats to Irish Maritime and Marine Security and Health are:

1. Continued and exacerbated climate change as outlined above;

2. Continued high levels and increasing levels of ocean acidification as outlined above, a real, direct, significant and imminent threat to island nations.

3. The collapse or slowing-down of the North Atlantic Drift , with disastrous consequences for Irish weather, climate and coastline;

4. Continued and exacerbated pollution from harmful agricultural and aquacultural practices, sewage, shipping and industry;

5. The development of a Liquefied Natural Gas (LNG) terminal and storage facility in the Shannon Basin, with its fire/explosive hazards. This will also increase our fuel-dependency on external sources and this, in turn, would almost inevitably compromise our foreign policy. A huge amount of US LNG comes from fracking which is very damaging to the natural environment. We should not encourage this industry;

Given all of these concerns, we believe we must remain neutral; declare our seas neutral; stay out of military alliances and other people's wars; and get to work immediately on climate change and ocean acidification. This should include the development of indigenous, sustainable and environmentally-friendly energy, guided by wildlife and environmental campaigns such as the Fair Seas Campaign (https://fairseas.ie) and all of its subgroups; full enactment, implementation and enforcement of all marine protection legislation, including the Marine Protected Areas Bill, and a significant increase in the number of Marine Protected Areas around our coast.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

Realistically, from a planetary point-of-view, it is farcical to discuss 'areas of maritime domain'. Water is all connected up - it does not recognize artificial or 'man-made' borders or boundaries. We know this from the great voyages around the world made by the 28,000 plastic ducks that were lost at sea from the Greek Ship, Evergreen Ever Laurel, in 1992. We need to protect our seas - around our whole island, and all waters within our jurisdiction and control - from the real threats - which come from climate change, acidification and pollution. However, special attention should be paid to already identified Marine Protected Areas and the number of Marine Protected Areas should be hugely increased in line with the recommendations of the Fair Seas Campaign and its various and highly regarded subgroups. Needless to say, the Marine Protected Areas Bill should be enacted and enforced immediately.

If the government does make the mistake of allowing others to stockpile lethal weapons on our coasts or to send armed submarines through our waters - then they should definitely avoid areas of high density population, Marine Protected Areas (MPAs) and areas on geographical faults, such as Carnsore.

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

1. We need to invest in research into climate change and ocean acidification, and in developing ways of living to reduce and prevent climate change;

2. We need to develop strategies to reverse, if possible, the effects of climate change and ocean acidification to date, such as coastal erosion, loss of biodiversity, endangerment of specific species;

3. We need a comprehensive plan for the rehoming of people affected by coastal erosion and inundation;

4. We need controls on our fishing industry and fishing by other countries in our waters;

5. We need to ban all military shipping, including submarines, other than our own, from our waters;

6. We need tight controls on oil tankers and cruise ships, and other sources of pollution;

7. We must work to develop sustainable, environmentally-friendly natural energy from wind, sea and tide, in consultation with environmental experts and interest groups.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

We have all seen the detriment to national funds (tax payers' money) incurred through State/Private partnerships with the Liffey bridge at the Strawberry Beds, the new Children's Hospital and now, the recent cancellation of housing partnerships that sored to huge costs, as examples. We are opposed to any State /Private Partnerships having responsibility for our maritime and marine security and health.

Private Companies have no loyalties to Ireland or the People of Ireland. They also engage in practices designed to ensure their own survival that would be costly to the people and the welfare of the country - such as built-in obsolescence, exclusive rights to maintenance and spare parts, increasing fees etc.

Our seas are part of our Sovereign Territory. They are the jurisdiction and responsibility of the People of Ireland.

Private Companies using our seas or seabeds for their own gain should be subject to very strict controls and should be responsible for their own property (as in any car park or under any tenancy agreement).

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Little or none, unless in the case of research and developments to stop and reverse climate change and to protect marine biodiversity.

Our partners in the EU and the UK are currently preparing for WW III and NATO is heavily invested in the toxic military industrial complex. None of this is good for maritime security or marine biodiversity. The absolute opposite is true. Manufacture, stockpiling and decommissioning of weapons are all bad for the natural environment (and thus, maritime/marine security and health). War is disastrous for the natural environment (and thus, maritime/marine security and health). NATO is not a maritime (and definitely not a marine) organization. It is in the best interests of Irish maritime/marine security and health to stay out of arrangements with the EU and NATO that have anything to do with military alliance or defence.

Our EU Partners, the UK (our neighbour), and NATO have their own agendas. They have little or no loyalty to Ireland, the Irish People, or our land and water territories.

The only international co-operation should be in relation to the very real, very significant and very imminent threat of Climate Change. This should include research; climate action; and rescue and restoration for those affected by climate change, ocean acidification and pollution.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Ireland's Maritime Security Strategy must include marine security and health - Climate Change and Biodiversity. It must not be commandeered by the geopolitical power struggles and ambitions of other nations. We must focus on staying out of war and militarization which would pose additional and very serious threats to our maritime/marine security and health, on top of what is now a clear and present danger - Climate Change.

Our plan should be the establishment of a strong and well-resourced institution for climate change and marine health to identify current threats and increasing threats from climate change; to explore and develop measures to stop and reverse climate change and ocean acidification; and to accommodate those affected. Our plan must also include immediate and full enactment, implementation and enforcement of the Marine Protected Areas Bill (MPA Bill) and we must extend this bill to cover all of our waters.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

This survey is based on the presumption of some kind of 'threat' to our 'security'. Given the huge amount of fear-mongering from our government and our mainstream media, we know the 'threat' that is implied. We believe and maintain that it is the very fear-mongering by the government and media that will make that threat, which is now negligible, more likely. It will drive us into military alliances that will endanger us all - and our natural environment.

The survey ignores the real, factual, imminent and hugely significant threats that are already making an impact on our seas and shorelines. It aims to elicit military-based responses. What we need are environmental responses. The vast majority of our eminent scientists tell us that the greatest threat to our security is Climate Change. We can see that today in Europe, with soaring and life-threatening temperatures and frequent heat waves, including oceanic heat waves. According to the Potsdam Institute for Climate Impact Research (https://www.pik-potsdam.de), we are now close to breaching the seventh ('ocean acidification') of the nine planetary boundaries (the life-support systems of our planet).

Ireland is a neutral country and we should stay that way. That is our best hope of security, from both a geopolitical/military point-of-view and an environmental point-of-view. Given our neutral status and our freedom from a warring history, we do not need a military-style navy. We need a strong and well-resourced coast guard with a mandate to protect our natural environment and fishing industry and to carry out search and rescue.

Our focus should be on addressing climate change, acidification and pollution, protecting our natural environment, and keeping our people safe from war and aggression by remaining neutral and staying out of war. While we distract ourselves with political, geopolitical and economic issues and frighten ourselves into war, we are ignoring and neglecting the real threats - threats to the natural environment and biosphere.

Ireland is an Island. Our seas give us the distance in time and space to stop and think. We need to do that and not be run away-with in this terrifying rush to militarism and war.

An Roinn Cosanta
Department of Defence

Contact

Contact Form

Questions

Please answer the below questions in the boxes provided. There is a 3,000 character limit per question. When you have completed your answers please hit the submit button at the bottom of the page.

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Damage to Sub-sea cables (terrorist, Russians etc)
Damage to gas pipelines (I heard that the country will go black (without power) after 3 days. Scary
I am proud of the people who serve in the Irish navy but I believe they don't have any real equipment to detect anything under the water , let alone stop them. Ie they don't have any big weapons like missiles or torpedo's.
I live on the west coast and the navy are down in cork, so what good are they to most of the ISLAND. It's like a Garda car in Galway when I'm out in Clifden.
Ireland imports nearly everything and we only have a small handful of big ports, which can park a big boat at. so if they are attacked etc what do we do ?
As a nation I am lead to believe we are Defenceless. This is SCARY, EVERY other nation in the Europe and the world has a capable navy except Ireland, do Irish politicians know something the rest of Europe doesn't?

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Biggest treat, attack to gas pipelines, those data cable's under the sea and port blockades. Not forgotten the billions of narcotics coming in every week.

A big treat could be in the form of fines from Europe or further impact on foreign relations. You're only as strong as your weakest link and IRELAND is by far the weakest link. If as a nation we can't protect the pharmaceutical companies from powerloss or data protection then we are doomed.

Perhaps get maritime UAV's or more capable boats for navy.
And those small submarines robots to monitor under the water. Probably need help from UK navy or American to help train.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland's maritime domain?

3000 character(s) maximum

Yes, towards the areas around gas pipelines, Sub-sea cables and where the most likely sources of narcotics (drug smuggling) which I assume is towards South America. And the west coast of Ireland is vast with lots of piers and no one keeping an eye on it. I read today that the government was planning a new naval base in Galway or out west. That is the smartest idea I have heard from the government in years.

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Investment:
Technology
Use those drones, (maritime Uav) to monitor what is above the water. I don't know if the navy have these but we need ones that can go out for miles and stay up there for hours. Also underwater drones to monitor everything.

Infrastructure: Additional naval base on the west coast of Ireland, Galway or Rosaveal.

Capability: Invest in navy, better boats which can see under the water or have helicopters etc. Sensors that help detect or track bad actors.

Get more K-9 units in ports and ensure the navy have K-9 units to detect drugs.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Because they are not under the influence or control of the government how can we really rely or trust them to do the role of protecting critical national infrastructure?

I think everyone would rather see the government invest in IRELANDs navy , who signed up to protect our nation and are military. If it's a private sector then I would fear it's the government just filling the pockets of their mates who just so happen to have started a security company. You can't blame the Irish public for not trusting the government,

By investing to get the Irish navy up to scratch to protect these critical infrastructure etc the people of Ireland will understand and appreciate it, plus Europe and the rest of the world can sleep a hell of alot better knowing paddy is properly guarding his area.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring

countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Absolutely, Irelands navy and air force have barely been given enough money to keep the lights on, let alone be able to prevent an attack on our critical infrastructure or essential gas pipelines. I don't know exactly what the navy have, but I think if they were up against any other navy ships they would be mostly defenceless.
So we need other nations experience, equipment and training to help get Ireland up to an acceptable standard. From what I can tell NATO is just a group of countries looking for peace and to share military development. It's not like Ireland is ever going to go to war with anyone.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes it MUST have an action plan, otherwise it is just another government document which will sit on a bench until it gets reviewed in 5 years time, and repeat that cycle until something happens and its too late.

The action plan must have a senior government official as the chair as well. Not a junior minister who is afraid to speak out.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

Please take it seriously, as a nation of Islanders the Irish people seem to think like people who are connected geographically to the mainland and the rest of the world.

If we/ye don't offer this important document the correct level of respect and commitment it deserves, I fear that, we will all be reading back over this document in the near future under candle light and wondering why the government chose to do NOTHING.

An Roinn Cosanta
Department of Defence

Contact

Contact Form

Please answer the below questions in the boxes provided. There is a 3,000 character limit per question. When you have completed your answers please hit the submit button at the bottom of the page.

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Bad actors using proxy vessels to drag anchors, rupturing undersea cables, gas pipelines, and electricity interconnectors, pose a significant and current threat. In addition fishing activities pose disruption threats to undersea cables Other vulnerabilities include people smuggling, criminality, human trafficking, cyber sabotage, and pollution.
All of these threats are well known to the government.
It is the present inability of the state to respond to these dangers that poses the real threat to our maritime security.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

It is submitted that the greatest threat is inaction. The second greatest threat lies in relying on the support of other nations or private sector owners and operators.
Cooperation is essential, but it will only be forthcoming from other EU member states if Ireland demonstrates substantial effort in the first instance.
Any significant initiative by Ireland will require a leadin time of five to seven years before becoming operationally effective, due to the demands of political decision-making, legislative reform, budgeting, procurement, and training.
Accordingly, it is imperative that interim measures be implemented as soon as possible to commence protective actions.
This will provide time and space to allow for critical state assets to be acquired.
Private sector companies with unique dual-use capabilities can be appointed to provide services to the State until such time as Ireland is in a position to independently fulfill its security of energy/ communications supply obligations.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland's maritime domain?

3000 character(s) maximum

It is only practicable that Ireland's efforts be initially confined within its 12-mile territorial limits.
The United Nations Convention on the Law of the Sea (UNCLOS) provides the framework governing activities on the high seas. Ireland's territorial waters fall under its sole jurisdiction and, consequently, are its sole responsibility. This carries with it obligations under EU law to protect critical energy and communication infrastructure. Directive 2008/114/EC, Regulation (EU) 2019/942, Trans-European Networks for Energy Regulation,Seurity of SupplyRegulation2017/1938 (EU).

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Public Procurement and proper utilization of existinfg assets and intelectual property that is presently available with proven ability to provide in an already established cost competitive manner .

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

It is an essential feature in all developt countries that the private sector aid the state in its defence requirments. The State cannot react, adopt and change to meet all Maritime Security threats.
Eirgrid do not have an aerial platform of its own to protect its grid . Board Gais does not have a aerial platform to protect its pipeline. All of these State and semi State agencies employ and contract with the private sector to carry out essential security tasks at their direction and under their control.
However it is submitted that the State ought provide an overarching protection service for undersea cables and pipelines because of their vunerability to external aggression. The state in this instance is the only lawful authority to adequately control and direct the policing of subsea cables and pipelines.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring

countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

This question cannot be answered until such time as the State demonstrates, commits and establlishs an active operational response to the known Maritime Security threats that currently exist. The Government is under increasing pressure from EU member states, multinational communications, and energy companies to strengthen the security of vital infrastructural cables and pipelines located close to Ireland's coast.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

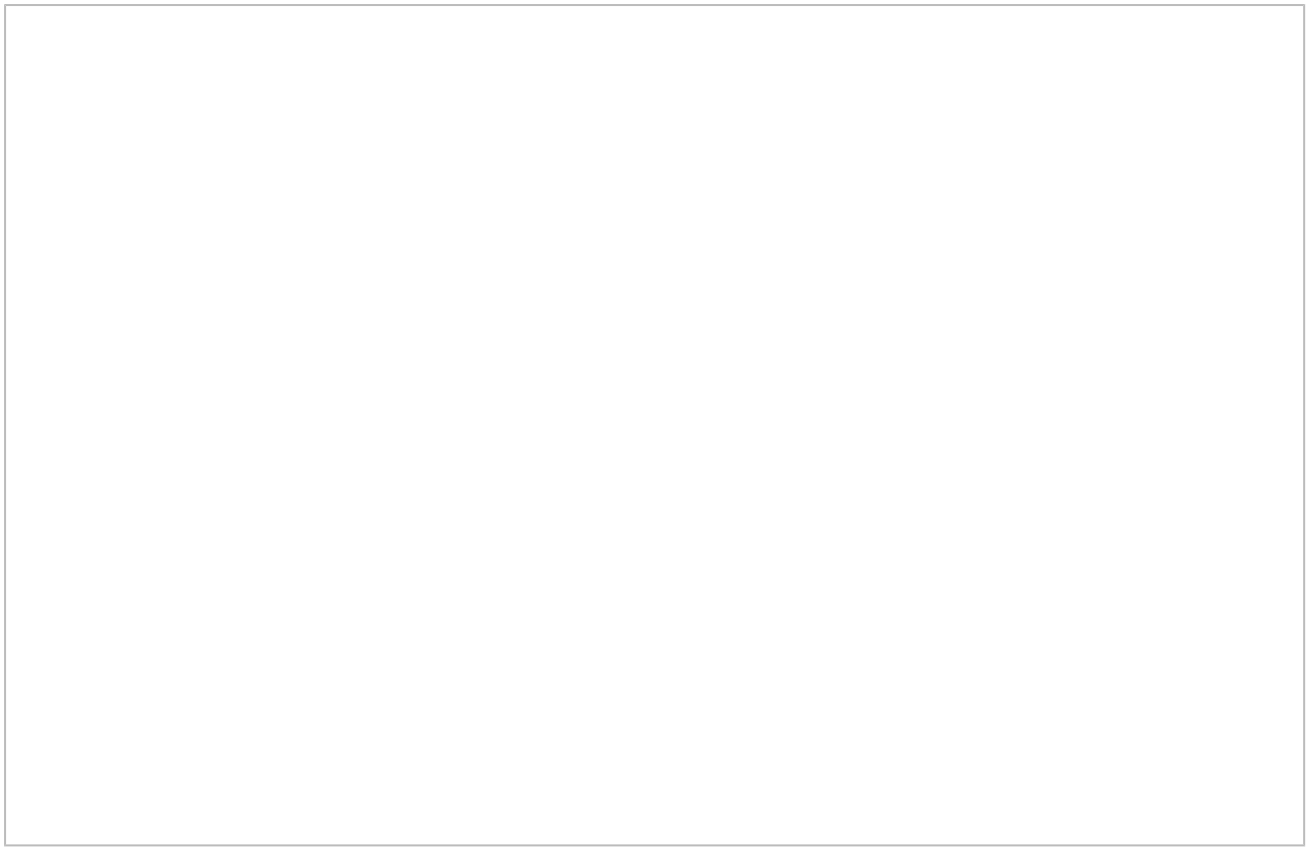
3000 character(s) maximum

Yes.The following action plan should be implemented.
1. The state should through its procurement process invite the private sector to tender for the provision of protection services for critical underwater structures or appoint a private sector directly in accordance with Regulation 32 of S.I.No.284 of 2016. European Union(Award of Public Authority Contracts) Regulations 20.
As of now within the private sector there are several opeational helicopters licenced by the Irish Aviation Authority to carry out the following operations.
These operations include;
1.Reconnasance
2.Curated Patrolling.
3.Digital Recordings multispecteral cameras
4.Monitoring.
5.Intelligence gathering and sharing
6.Transport of key personnel.
7.Emergency response.
8 Interdiction.
9. Pollution control.
10.Deterance.
11.Compliance: Ensuring the Government meets Level of Ambition 2 as per the Commission on Defence Report 2023.

These interim action plans will allow the State time to acquire its own assets .

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum



An Roinn Cosanta
Department of Defence

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland’s maritime security?

3000 character(s) maximum

1. Irelands lack of awareness of what vessels operate in Irish EEZ
2. Transatlantic cables at risk of bad actors.
3. Blatent disregard for Ireland soverenty of its EEZ by other states
4. Lack of awareness of sub surface activity in Ireland EEZ
5. Risk to Ireland's gas and electricity connectivity infrastructure.
6. Lack of investment in naval service resouces such as hardware, technology and manpower.
7. Reliance on "friendly" nations that may or may not have Irelands interests central in their intensions/actions.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland’s maritime security and how would you best prepare for them?

3000 character(s) maximum

1. Increasing threats from Russia operating off Irelands coastline.
2. Drug lords landing drugs off Irelands coast line with ease and impunity.
3. Threats to Irelands power infrastructure including wind turbines at sea.
4. Irish governments inept attitude to defense in general.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

The strategy shoud prioitise Irelands EEZ surface and sub surface especially on the west coast.

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

1. Investment in sonar capability for naval service.
2. Drone technology for maritime survalence
3. New Naval vessels with capability to launch helicopters at sea.
4. Increased co-operation with Aer Corp to police sea domain.
5. Naval vessels equiped with actual means of deterent.
6. Investments in navel personel, pay and rewards, retension etc.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

No the National Maritime Security Strategy should not involve the private sector. A dedicated minister of Defense with co-operation of naval service should have responsibilty for critical maritime infrastructure alone.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Yes, Ireland should co-operate with its neighbouring countries and partnership programmes to meet its obligations to other memberstates of the EU. But we must no rely on others. Co-operation should be from a position of strength not weakness. Meaning, Ireland should have its own inteligence gathering ability, ability for surface and sub surface survalance and deterence.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

1. Implementation of LOA 3 as soon as possible.
2. Focus on naval service personel numbers.
3. Implementation of sonar capability as soon as possible.
4. Increased focus on new naval base on west coast.
5. Assign dedicated minister for defense.
6. Publish timelines and adhere to these time lines.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

No.

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

In order of what is the most significant threats in my opinion are as follows

Threat to undersea cables.
Foreign hostile nations activity in Irish waters and mapping sea floor topography.
South American drug submarines.
Overfishing.
Illegal immigration.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Biggest emerging threats would be in my opinion the threat to our undersea cables in which we have a global responsibility to protect and preserve. Currently we do not have the means to do so. This would go hand in hand with deterring any foreign nation with hostile intentions in our waters. These are the biggest threats to our maritime security at the moment.
It's important not to overlook the other issues aswell as being the biggest and most significant threats doesn't mean that they are the most occurring or have the biggest economic affect on our country.

To best prepare for them would be in an ideal world to increase our defence budget to 1% of gdp as a minimum. This would allow for better recruitment retention within the naval service and thus operate our current fleet to its optimal potential. Splashing and splurging on new ships and equipment will only work if we have the manpower first. So investment in recruitment and retention ie better pay and living conditions in the naval base is a good way to keep people interested. Then and only then can we start to look at modernising our fleet. In the meantime we can use our patrol vessels in conjunction with marine nationale (the French navy) and the Royal Navy to detect, surveil, and deter any unwanted activity in our eez. The purchase of the new maritime surveillance aircraft in the air corps is also a good step in the right direction, with its ability to detect submersibles close to the surface. More joint exercises with the aircorps and other countries navy's would better prepare us and instruct us to better police our waters, this can also act as a deterrent.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland's maritime domain?

3000 character(s) maximum

If we are struggling to prioritise one area over another this is because we don't have the resources and means to patrol everywhere. Fix one problem first then move onto the next. With where we stand now it makes more sense to patrol the southern parts of our eez more. But in an ideal world we would need to have this capability all around our island.

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Sonar, primary radar, surveillance aircraft and recruitment and retention resources.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

The more help we get the merrier.
A nationalist and keen supporter of everything Irish would argue differently, relying on third party companies is an insult to the defence forces capabilities but short term it makes sense given the rise in global tensions recently. Long term we should be able to go without any help from the private sector.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Yes yes yes.

No brainer. And other countries would be happy to help as it means less resources can be spent protecting our waters for them if we can do it ourselves or be trained to by them.
Get us more involved in PESCO and to a degree NATO.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes, creating standards and SOP's can better our reaction time to possible threats. It's important to keep them compatible with friendly countries procedures too, to allow for more continuity in an international response. This can be refined by more involvement with countries like France and the UK. Having an action plan with other countries will allow for better response capabilities, this should be standard with any military organisation if there isn't one already.

Key elements should include joint patrols, having all parties on the same page and shared intelligence.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

I'm not qualified enough to make those decisions and I believe we are making the correct steps in the right direction. Anything that is to be done will have gone through many debates and questions before being implemented so you have my trust anyway.

An Roinn Cosanta
Department of Defence

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Completely inadequate naval fleet including surveillance, military and coastguard operations.
Also, given the incredibly large territorial waters compared to the island territory, a more flexible and multi-layered approach to surveillance and patrolling is needed. Standard military vessels are incredibly expensive on their own, so a more multifaceted and multi disciplinary layered approach would be far more effective.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Illegal fishing - given the size of our territorial waters and the vast improvement in technology, a more agile surveillance network could be established in Irish waters with a response fleet kept closer to shore saving vast amounts of revenue and resources. Think WW2, and how radar enabled the British RAF to conserve fuel, rest pilots and preserve machinery allowing a rapid deployment towards incoming attacks and incursions.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland's maritime domain?

3000 character(s) maximum

Yes, the western coast and southern coast. Eastern coast is close to British waters and would require significantly less.

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

1. Drone technology
2. Network of radar buoys and underwater sonar.
3. High speed response craft of significant firepower but with an emphasis on speed, manoeuvrability and operating as a fleet.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Yes, but any and all investment should be financed and built by the Irish state itself. Utilising foreign countries may negate and expose vital secrecy and involve far too much international exposure and potential infiltration. Private companies prioritise innovation and cost-cutting, so they could deliver reasonable options without breaking the bank

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Definitely with other EU nations, particularly France & Spain.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

An Roinn Cosanta
Department of Defence

Contact

Contact Form

Please answer the below questions in the boxes provided. There is a 3,000 character limit per question. When you have completed your answers please hit the submit button at the bottom of the page.

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Looking at this from a subsea perspective, there are a number of threats and vulnerabilities as follows:
The current uncertainty about timelines in regulatory licensing framework makes Ireland vulnerable to being by passed for future infrastructure projects. This is of particular concern for any repairs that may need to be carried out in Irish EEZ. The ongoing uncertainty around this and lack of engagement by relevant departments has made this extremely concerning for the industry. This impacts not only those cables landing in Ireland but any cable tranversing the EEZ. The best way to protect subsea cables is to have resilience through a number of different routing options and to have a regulatory environment which allows a quick repair. This is a key international concern for the industry with Ireland and the main current vulnerability.
Greater stakeholder collaboration and data sharing can ensure more effective security and in the case of an event, rapid determination of any non deliberate or bad actor activity. The main threat to subsea cables remains fishing and anchoring (which can assist in identifying potential threat actors). In addition, fishermen can be a key source of data of what is happening along our coast. AIS/VMS tracking is key and the ability to enforce that requirement for applicable vessels and share that data among stakeholders is key to continue to ongoing positive relationship between seabed users.
Understanding the nature of seabed assets and seabed users and ensuring that there is a register of such with a system that requires seabed assets owners to be proactively notified of other development activity in their vicinity could limit potential damage.
Knowledge is key, so having a centralised data collection, reporting and response database would be beneficial to all parties. This would have the key contact details on the government side together with the key contacts for industry to allow real time data sharing. This is currently being done on an ad hoc basis but is working very well.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

The current geopolitical uncertainty and lack of a supportive regulatory framework will continue to be the key challenge. Engagements like this Consultation is key for all parties (government, regulators, industry, seabed users) to get a key understanding of what the real risks are and how we best collectively mitigate is key. Our energy requirements are increasingly focussed on either transversing the seas or sea based. This is going to be a key focus area in the future.

Key to preparing for all these potential issues is understanding our assets, where they are based and how they can best be protected.. There is probably not a one size fits all. Protecting our important fishing waters is probably different as to how we might protect a subsea cable or an offshore wind farm.

Focussing on what the potential threats are and how they can best be protected and, if something does happen, what the impact will be for Ireland and how quickly any issues can be resolved. Running a simulation exercise to understand impact and readiness would be a very beneficial exercise. Understanding exactly what the impact would be in Ireland if one or two subsea cables were the subject of an attack (likely limited) up to if a large number of subsea cables were impacted would be important together with the likely timeline of when the cables could be back up and running. This would give a lot of intel on how prepared everyone is - including industry and regulators.

For subsea assets, given that they connect with at least one other country (sometimes multiple countries) ensuring that there is co-operation with other government and regulatory authorities will also be important.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland's maritime domain?

3000 character(s) maximum

For subsea cables, one of the best ways of ensuring resilience is to have multiple routes so therefore focussing on one specific geographical area doesn't particularly help. Once assets are mapped and it is understood where the biggest risk (likely to be power) that has the biggest impact on Ireland is then concentrating on this geography may have some benefit.

While there has been no consultation with subsea industry in relation to ongoing maritime spatial planning, we would not be generally supportive of dedicated subsea corridors (as it goes against diversity as being key for resilience) unless these were going to be controlled and protected by navy and protected as non fishing areas (similar to the position in Australia).

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

One of the key items would be a centralised database for data collection, reporting and response with a clear owner at government/regulator level. This shouldn't just cover subsea cables but all maritime risk. Communication needs to be between government/regulator and seabed users and between seabed users and government/regulator and also between seabed users also - ongoing communication between all interested parties is key.

Investment in additional preventative and enforcement capabilities should also be prioritised. This ranges from ensuring that protection is given to subsea cables from fishermen up to ensuring the tracking of foreign threat actors.

AIS/VMS tracking is key and the ability to enforce that requirement for applicable vessels and share that data among stakeholders is key to continue to ongoing positive relationship between seabed users.

For subsea cables, there has been a lot of discussion at European level at investing in repair ships. While the industry would always welcome such investment, these are private assets with private repair agreements in place. What is now key is to have the regulatory framework in place in Ireland to allow repairs to happen immediately. This may require further key investment.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

This is absolutely key for subsea cables. Subsea cables are privately owned and already have protections in place to first of all protect against certain threats and, if something happens, a system in place to ensure that they have available cable and arrangements with maintenance providers to ensure that they can carry out speedy repairs. Understanding what operators have in place to ensure speedy repairs would be key for government as is government addressing the need to ensure that owners can effect a speed repair. At the moment, it is unclear as to whether emergency repairs are capable of being carried out in Irish EEZ without a full maritime usage license the timeline to which achieve is currently unknown but likely to be a time frame of greater than 6 months.

Working in collaboration with industry and other interested stakeholders is key for a proper engagement. Back in 2019, a subsea liaison officer was appointed by the then Foreshore Unit and a meeting held between foreshore unit and subsea cable owners/operators/developers and that was extremely beneficial in getting to a level of understanding for both groups. Unfortunately this great initiative is no longer continuing and attempts to engage policy makers and policy implementers to meet with industry have proved difficult.

Engagement with the National Cyber Security Centre (which is key for cyber security) has been very positive and beneficial to both industry and hopefully NCSC as they work through their implementation process. This has helped both the industry to be clear on requirements and [provide direct input into proposed NCSC policy.

Industry is very open to engagement with Government/Regulators and has a huge amount to learn and benefit from such engagement which can only be beneficial to ensuring a robust, targeted and tested maritime security process for Irish waters.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Given Ireland's unique position as an Island with a strong connection to the UK, international co-operation with the EU and with the UK together with other international maritime and defence organisations is key. Similar to the challenges that the UK have experienced (who have an extensive defence force) ensuring the security of such a large area of coast needs co-operation with neighbouring countries

Subsea cable by their nature tend to be international in nature with landings in at least two, if not multiple jurisdictions. To ensure the full security of the subsea cable the more co-operation and sharing of information that occurs at government level the better for the industry. Subsea cable owners themselves are more than familiar with engaging with different regulators and interested organisations so having this level of co-operation at government level would be beneficial as well. The more cooperation and engagement with different partnerships and organisations this would aid in ensuring a targeted maritime security strategy which adopts best practice and with the ability to be at the fore of these issues.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes. This is where the engagement with industry to put practical measures in place to increase overall security will be key. An action plan with timelines would be of great assistance. The action plan should follow on from when assets have been identified, where they are based, what impact is if something happens to them, how they can best be protected and how quickly they can be reinstated if something happens. This should build out beyond individual threat to single assets but to multiple assets and would need to be carried out in conjunction with overall security strategy (maritime and terrestrial).
Action Plan should also identify proposed approach to information sharing both between government, regulator, industry and seabed users and between governments/regulators and other national governments/regulators.
Technology is continuing to evolve and approach to technological advancements in the maritime space should also be addressed in the Action Plan - including potentially Ireland creating a regulatory framework which would allow such technologies to be tested in our maritime area.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

Addressing the regulatory issues on repairs is key to overall maritime security. Without that, the various protections which the cable industry has put in place over the last 150 years are going to be impacted by any event that occurs in Irish EEZ and this is going to have a very direct impact not only on Ireland but on UK and Europe capacity.

Having continued ongoing dialogue with industry is also key.

The issue of capability of repair ships has arisen quite a lot in the last couple of years. We would see this as a solution that would need to work with industry who owns the assets, has the cable to carry out repairs and has the skilled workforce to allow such repairs to be carried out. A joint approach would be ideal with the potential of government to make repair ships available (particularly closer to shore where smaller vessels can carry out a repair) would be beneficial to both industry and national security.

Contact

Contact Form

Please answer the below questions in the boxes provided. There is a 3,000 character limit per question. When you have completed your answers please hit the submit button at the bottom of the page.

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Ireland's maritime area is seven times its landmass, equating to circa 13% of EU waters. The oceans, ubiquitously referred to as the 'global common', has traditionally followed a doctrine of freedom of the seas, governed by the codification of regulation provided by the United Nations Convention of the Law of the Sea (UNCLOS) in 1982. While the rules-based international order has traditionally ensured Ireland's maritime area has been relatively benign, recent geopolitical events, underpinned by contrarian attitudes to international norms has now created challenges and high levels of risk for an island nation which is heavily reliant on its sea-trading economy to support its national population.

Ireland's main threats emerge from several discrete, yet interconnected thematic areas which encompass several critical vulnerabilities in the current maritime security environment:

- Limited Maritime Domain Awareness (MDA): Ireland's vast EEZ remains under-monitored. The 2022 Commission on the Defence Forces (CODF) report highlighted major gaps in naval surveillance capacity. This challenge directly impedes the ability to ensure safe passage through our jurisdiction, enforcement of fisheries protection, environmental regulation, and interdiction of illicit maritime activity.
- Vulnerability of Subsea Infrastructure: Ireland is a global hub for undersea cables linking Europe and North America. The CODF Report flagged this as a strategic vulnerability in the face of hybrid threats.
- Under-resourced Naval Capabilities: The limited number of operational Naval Service vessels constrains Ireland's ability to project maritime security and respond to incidents in real time.
- Energy Security: As an island, Ireland is heavily reliant on the import of hydrocarbons for its energy security. All future planned interconnectors will be in the maritime domain; therefore, the risk of a catastrophic failure remains viable and requires significant mitigation.
- Cyber Threats to Port and Shipping Systems: As port operations and shipping become increasingly digitised, they are exposed to cyberattacks targeting vessel navigation systems, port logistics, and customs clearance infrastructure.
- Environmental and Safety Risks: Maritime accidents, oil spills, and the risk of pollution remain serious concerns due to high levels of merchant and energy traffic through Irish waters.
- Illegal, Unreported and Unregulated (IUU) Fishing: IUU fishing remains a persistent threat, with implications for environmental sustainability, food security, and economic sovereignty, particularly given enforcement challenges across Ireland's vast maritime zone.
- Climate Change and Rising Sea Levels: Rising sea levels, coupled with an increase in the frequency and severity of storms, directly threaten port infrastructure, coastal installations, and critical energy assets located within the maritime domain.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

The recently published Defence Policy Review (DPR) provides a pragmatic review of the emerging threats and future challenges across the maritime domain. The DPR correctly acknowledges the 'recent increase in suspicious activity by foreign forces in Ireland's EEZ' and the threats associated with such activity. It would be remis to omit that 'friendly nations' currently can utilise Ireland's EEZ with impunity as Ireland currently lacks the deterrent capability to adequately monitor sub-surface and surface related activity.
Related to the points above, key emerging threats include:

- Hybrid and Grey-Zone Maritime Operations: The 2024 update to the EU Maritime Security Strategy (EUMSS) anticipates an increase in sub-threshold activities, such as, unmarked naval vessels monitoring critical infrastructure, requiring more advanced detection and response tools.
- Expansion of Offshore Renewable Infrastructure: The development of offshore wind farms and related marine energy installations introduces a new class of critical underwater infrastructure.
- Autonomous Maritime Systems and AI: The rise of autonomous surface and underwater vehicles creates both opportunities and challenges for maritime security.
- Cybersecurity of Maritime and Port Systems: The evolving threat landscape underlines the need for enhancing understanding of the following key issues:

  Compliance with IMO Resolution MSC.428(98) and EU NIS2 Directive across ports, ferries, shipping lines, and offshore assets.

  Enhanced cooperation with EU agencies (ENISA, EMSA) and NATO's CCDCOE for joint cyber defence planning.
- Climate Change-Driven Maritime Risks: More frequent and severe weather events, along with increased coastal erosion, will affect navigation safety and port operations. This requires resilience planning in both infrastructure and emergency response training.

Challenges will include:
- Detection of unauthorised or hostile autonomous systems. In the event that a vessel is detected, what will be the national decision making process for such events, who has the lead in this area?
- Legal and operational frameworks for intercepting or neutralising rogue systems. Risks of autonomous systems being used for smuggling, intelligence gathering, or sabotage.

The opportunities for Ireland however are immense:
- Ireland can position itself as a testbed for ASV/AUV deployment and innovation in the North Atlantic, creating a cluster for R&D, testing, and regulatory development.
- Perform collaborative research on AI enabled surveillance, underwater acoustics, and autonomy system cybersecurity with Irish Defence Forces, Coast Guard, and EU maritime security bodies.
- Leverage EU funding opportunities (Horizon Europe, EDF, CEF) for dual-use (civil/defence) autonomous maritime systems projects.
- NMCI can develop autonomous system incident response and detection simulations, providing realistic training environments for Defence, Coast Guard, and port security teams.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland's maritime domain?

3000 character(s) maximum

While Ireland has a vast maritime area there are key strategic areas that should be prioritised. Irelands extant reliance on imported energy, in particular hydrocarbons and the importance of strategic Sea Lines of Communication (SLOC's) should not be overlooked. As an island nation, approx. 95% of Ireland's trade is imported/exported via the sea and as the only mode of transportation with the potential to grow out to 2050, Ireland needs to ensure that national ports and critical SLOC's remain open to support the national economy.

The points below acknowledge the need for surface, sub-surface and above surface monitoring as the maritime space is a complex environment. Additionally, the development of a 'live' Recognised Maritime Picture must be a key strategic priority. Ireland currently lacks a National Maritime Intelligence Centre (NMIC) and given the multitude of agencies operating across the maritime sector, it would be an excellent use of resources to ensure that there is one point of effort for monitoring and managing maritime intelligence.

Irish Sea Corridor
- Remains a critical enabler for sustaining the sea bridge between Ireland and the UK.
- Presence of extant critical underwater infrastructure requires a continuous security presence, as the will

the near-term ORE developments scheduled for the Irish Sea.

- The development of a Forward Operating Base for the Irish Naval Service as outlined in the Commission on the Defence Forces (CODF) Report would be a strategic investment in securing this corridor.

South Coast

- As recognised during World War 2, the strategic importance of Cork Harbour and Bantry Bay should be recognised as both will be key enablers for Ireland's future ORE development.
- Planned interconnectors between Ireland and France will need to be monitored with continuous deterrence provided across the maritime domain.

West Coast (and Approaches)

- The west coast of Ireland contains many risks and vulnerabilities that will require continuous review and risk management.
- Moneypoint is a critical national element in supporting Ireland's energy needs. Current and future plans for Moneypoint will increase the risk profile of this site and awareness of activity across the west coast is necessary.
- Planned development at Shannon and Foynes Port will enhance maritime traffic in this area and will require ongoing review.
- Potential for greater EU/NATO cooperation on the west coast could be useful mitigation while the INS procures and develops its fleet capability. Such cooperation would support and enhance training opportunities and provide additional data for the development and maintenance of a national RMP.

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

There are key enablers that can be invested in to ensure that Ireland can adequately safeguard its maritime interests, which are vast and complex. Based on UNCLOS, Ireland's rights and claims across its maritime jurisdiction must be upheld and enforced. While technology will be a force enabler and multiplier, the 'presence' of naval assets at sea is the international norm for securing national interests at sea.

To achieve this will require the following:

- Maritime Domain Awareness can only be achieved by having modern surveillance capabilities that cover the air, surface and sub-surface. These will be achieved by investing in modern radar technologies and it is essential that Ireland explores space-based radar initiatives through the EU, achieving an effective cost-effective solution. Investment in drones, AUVs, and unmanned surface vessels to augment MDA, patrol, and search-and-rescue operations.
- Naval Vessels will need to be modernised to ensure that the INS has the relevant capabilities to effectively monitor Irelands maritime jurisdiction. The current fleet has not been designed to ensure a balanced fleet, with the extant fleet not having basic surveillance and defensive capabilities. The future fleet should include a modular design allowing for capabilities to be fitted as required.
- Information sharing initiatives with the EU/NATO need to be explored and Ireland's participation in CISE is a welcome development. Linked to this there must be cognisance that most EU partners will use 'SECRET' systems for certain data/information sharing, a capability that the INS does not have at present and will need to be developed.
- As outlined in the EU Maritime Security Strategy and associated Action Plan, the development of a dedicated National Maritime Intelligence Centre should be prioritised. This centre should include a dedicated cyber unit for shipping, ports and maritime infrastructure, with NMCI contributing to cyber training and maritime

threat modelling. Collaborating with Cyber Skills Ireland, the NMCI continues to develop its maritime cyber security capability.

- The recent investment in the NMCI's simulation suite will allow the NMCI to continue to support all of Ireland's national maritime agencies to advance their levels of operational level preparedness.
- The Naval Reserve has been highlighted in the CODF and DPR as a strategic objective and the NMCI believes the college can be an enabler for supporting the reinvigoration and modernisation of the Reserve. Many of the NMCI's alumni could provide competence and knowledge in key areas that would complement the extant naval workforce. Additionally, the NMCI does envision an east coast presence in the future and could use this to amplify supports to naval force training.

It should be noted that the purpose of all these systems is to observe and identify the unknown threats and actions that may exist, hence why an integrated system is required.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

The national and international importance of subsea cables has become an international political issue that will require significant collaboration to ensure coherent approaches are developed. It will be critical to ensure that all parties are aware of their relevant responsibilities and associated accountability. This will ensure that investments are targeted and reflect industry and government needs, and Ireland should conduct a mapping exercise of skills needs and capability deficits.

Additionally, there must be cognisance that industry, in particular the ORE industry will likely have made payments to government during the consenting process. It is reasonable to expect that the government will ensure the state has relevant capabilities to deter acts of sabotage or aggression form occurring. It may be worth conducting a study of how other jurisdictions manage this area.

It is important that future ORE platforms in Irish waters can be used to mount sensing equipment, that will feed into Ireland's MDA and RMP. These platforms will be located off various coastlines and could be used to significantly extend surveillance coverage of Ireland's territorial waters, e.g. via radar and EO/IR cameras. To achieve this, NMCI suggests a critical aspect will be the terms of future lease / licence agreements for ORE. Specific provisions should be included to ensure the State has the right to install, operate and maintain such equipment on ORE platforms. All data arising from such equipment should remain in the ownership of the State and specifically not with the ORE developers or operators. Terms of leases should include the right to transmit these data via the data cables that will be laid to connect the platforms; and to access the data at a suitable shoreside installation. It would be important to involve potential ORE developers in a consultation process regarding such terms, at an early stage, to allow an element of co-design to be undertaken, regarding the practical aspects of implementing such terms, which may impact the details in such clauses.

As outlined previously, the creation of an Irish NMIC may provide a useful national focal point for conducting annual risk analysis, to include a focus on Critical National Infrastructure (CNI) and Critical Underwater Infrastructure (CUI). This will assist in the development of relationships and enhance understanding of the wider maritime industry risk profile, including knowledge of incident management and annual exercises to determine national resilience in this area.

Lessons can also be learned from EU partners who have a more established and mature approach to maritime matters. A whole of society approach could be beneficial at the macro and micro levels.

Consideration could be given to making selected maritime domain data available to approved critical

infrastructure owners (CIOs), e.g. via the NMIC, to enhance their situational awareness as regards threats to their infrastructure.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

As outlined previously, Irelands maritime domain is immense and exists in a complex operating environment. While it is important that the state upholds its claims across Ireland's EEZ, it is pertinent to note that it is a shared space and has many users. International cooperation will be a critical national enabler, and Irish involvement in CISE and other EU initiatives will be strategic enablers.
NMCI recommends national involvement across the measures outlined below:

- EU Collaboration: Full alignment with EU maritime initiatives such as the Common Information Sharing Environment (CISE), the EU Coordinated Maritime Presences (CMP) model, and participation in maritime components of the Permanent Structured Cooperation (PESCO).
- NATO Cooperation (ITPP): Continued engagement through Ireland's Individually Tailored Partnership Programme with NATO, focusing on interoperability training and maritime situational awareness.
- Academic and Research Networks: NMCI is already engaged in international maritime research projects through Horizon Europe, in the maritime security domain; and supports enhanced educational and training exchanges under Erasmus+. Such applied research, educational and training projects, involving both the INS and the Irish Coast Guard, enable maximum benefit to be derived from the expertise of these organisations; and provide a basis for wider collaboration with similar EU partners, thereby enhancing cross-border cooperation and institutional capacity building.
- Such collaboration also strengthens Ireland's resilience by enhancing information sharing, standardising procedures, and improving training and readiness.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes, the NMSS should serve to provide a high-level coherent framework that offers a guiding reference point to all policy creators and maritime users. At a minimum the NMSS Action Plan should provide the following:

- Understand the national maritime domain by ensuring that Ireland has a developed network and near real-time monitoring capability across the sub-surface, surface and above surface.
- Share information with relevant national agencies and other international
- Deter any actors, state and non-state from operating in the Irish area of interest, in particular in areas of national CNI/CUI.
- Protect national CNI/CUI where necessary, ensuring the information sharing mechanisms allow for rapid decision making when considering interventions and associated actions.

The recent DPR acknowledges the maritime as a priority action area. It will be necessary to ensure that the legislative supports are in place to support the NMSS and associated action plan. This is not the case at present and an immediate review of the Maritime Security Act is required, a recommendation in the CODF. For example, the NS, the principal sea-going agency of the state, does not have the relevant regulatory authority to

operate as necessary to safeguard Irish national interests at sea.

Key elements of the Action Plan should include:

- Timeline and Milestones: Clearly defined phases for capability development, coordination structures, and technology deployment.
- Governance and Accountability: A lead agency empowered to coordinate implementation across government, industry, and academia (led by the NMCI).
- Funding Commitments: Multi-annual budgeting for naval assets, MDA systems, and maritime cyber infrastructure.
- Human Capital Development: A national plan for upskilling personnel in maritime security roles, including support for simulation and advanced certification programmes led by NMCI and similar institutions.
- Metrics and Evaluation: Regular reviews to assess implementation progress and adapt to evolving threats.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

The NMCI welcomes the national ambition to develop a NMSS as the maritime domain is a key enabler for the national economy. As Ireland's national centre of excellence for maritime education and training, the NMCI can provide a wide range of supports to contribute to the national effort. The NMCI recommends the creation of an Irish Maritime Security and Resilience Institute, hosted in partnership with higher education institutions and maritime stakeholders. This institute could support the NMSS by:

- Conducting applied research on hybrid threats, subsea infrastructure resilience, and maritime cyber defence.
- Offering postgraduate education and vocational training for maritime security professionals.
- Supporting interagency exercises and international engagement.

Aligned to NMCI aspirations for enhancing maritime education and training awareness across the education sector, the NMCI believes that Ireland must foster a national maritime culture that values and understands the importance of maritime security. This includes maritime education at all levels, public awareness initiatives, and a national dialogue on the blue economy's strategic value.

The maritime domain requires coherency and purpose and the NMCI believes that the creation of the NMSS will be a significant enabler for achieving initial steps in this process. The NMCI looks forward to engaging in this process and wishes the project team well in their endeavour.

Contact

Contact Form

Please answer the below questions in the boxes provided. There is a 3,000 character limit per question. When you have completed your answers please hit the submit button at the bottom of the page.

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

1. Climate Change - with rising sea temperatures and frequent heat waves endangering our marine biodiversity and affecting our weather; and rising sea levels threatening coastal erosion and inundation;

2. Ocean Acidification - the 'evil twin' of climate change, driven by human-induced CO2 emissions - with its horrendous impact on sea creatures and marine organisms that rely on calcium carbonate to build their shells and skeletons (such as oysters, corals and certain species of plankton). Ocean acidification will also have a significant impact on communities relying on fishing and aquaculture.

3. Oil spills from large tankers; Pollution from huge cruise ships;

4. Bottom trawling damaging the seabed and destroying maritime biodiversity;

5. Pollution from industry, particularly in coastal regions and estuaries.

Damage to submarine cables is relatively common. An estimated 100 to 150 cables are severed each year - mostly by fishing equipment or anchors (Safeguarding Subsea Cables: Protecting Cyber Infrastructure amid Great Power Competition). Surely then, this is a matter between the owners of the cables and the fishing and maritime industries and should not be a burden on the taxpayer or Department of Defence.

Even if these cables were the responsibility of the taxpayer, they run for thousands of miles outside our jurisdiction. It would not be possible for us to protect them over all of that expanse. We should leave them to the protections of international law and international maritime law in particular to which the owners have recourse. Furthermore, "Most countries are linked by multiple underwater cables, enabling data to be redirected smoothly if one or two lines are affected" (Safeguarding Subsea Cables: Protecting Cyber Infrastructure amid Great Power Competition).

What is particularly worrying is the lack of clarification from the Government about current policies/agreements to deal with the protection of undersea cables. Recent newspaper reports have indicated that the EU's new defence commissioner is in the process of developing a strategy, with the assistance of European and British navies, to police any threats to these cables off Ireland (Irish Examiner, January 24, 2025). During the Taoiseach's recent visit to Japan, he stated that Ireland has 'an individually tailored plan agreed with NATO, for example, in respect of cybersecurity co-operation and in terms of subsea cables' (Irish Times, July 3, 2025).

So, despite this consultation process, and before it has even begun let alone finished, it appears the Government has already developed its policy on undersea cables. Since the cables have been presented by the Government as one of the major areas in which Ireland is facing a military threat – and one of the core reasons for the Consultation on Maritime Security -- it is questionable if this Survey will really be 'informing' Government policy that has already been made.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

In relation to the Government and media preoccupation with geopolitical and military concerns, my own beliefs are;

1. Any military alliance with other countries, organizations or groups could draw us into war and this would result in our maritime territories being turned into battlefields with huge threats to our maritime (and overall) security and health;

2. Engagement in military alliances with other countries, organizations or groups would result in the presence of nuclear submarines in our waters and the stockpiling of weapons on our coastline. These are all legitimate targets in warfare (over which we will have absolutely no control). They also pose huge risks to the natural environment.

For as long as we remain a neutral country and stay out of other people's wars, these are not real threats. The other, and more serious and likely future threats to Irish Maritime Security are:

1. Continued and exacerbated climate change as outlined above;

2. Continued high levels and increasing levels of ocean acidification as outlined above, a real, direct, significant and imminent threat to island nations.

3. The collapse or slowing-down of the North Atlantic Drift, with disastrous consequences for Irish weather, climate and coastline;

4. Continued and exacerbated pollution from harmful agricultural and aquacultural practices, sewage, shipping and industry;

5. The development of a Liquefied Natural Gas (LNG) terminal and storage facility in the Shannon Basin, with its fire/explosive hazards. This will also increase our fuel-dependency on external sources and this, in turn, would almost inevitably compromise our foreign policy. A huge amount of US LNG comes from fracking which is very damaging to the natural environment. We should not encourage this industry;

Given all of these concerns, I believe we must remain neutral; declare our seas neutral; stay out of military alliances and other people's wars; and get to work immediately on climate change and ocean acidification. This should include the development of indigenous, sustainable and environmentally-friendly energy, guided by wildlife and environmental campaigns such as the Fair Seas Campaign (https://fairseas.ie) and all of its subgroups; full implementation and enforcement of all marine protection legislation and a significant increase in the number of Marine Protected Areas (MPAs) around our coast.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

I am not altogether sure as to the meaning or purpose of this question. Perhaps there is a meaning that escapes me. Water is all connected up - it does not recognize artificial or 'man-made' borders or boundaries. We know this from the great voyages around the world made by the 28,000 plastic ducks that were lost at sea from the Greek Ship, Evergreen Ever Laurel, in 1992. We need to protect our seas - around our whole island, and all waters within our jurisdiction and control - from the real threats - which come from climate change, acidification and pollution. However, special attention should be paid to already identified Marine Protected Areas. The number of Marine Protected Areas should also be hugely increased in line with the recommendations of the Fair Seas Campaign and its various and highly regarded subgroups.

If the government does make the mistake of allowing others to stockpile lethal weapons on our coasts - then they should definitely avoid areas of high density population, Marine Protected Areas (MPAs) and areas on geographical faults, such as Carnsore.

Q4. To most effectively safeguard Ireland's maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

1. We need to invest in research into climate change and ocean acidification and in developing ways of living to reduce and prevent climate change and acidification;

2. We need to develop strategies to reverse, if possible, the effects of climate change and ocean acidification to date, such as coastal erosion, loss of biodiversity, endangerment of specific species;

3. We need a comprehensive plan for the rehoming of people affected by coastal erosion and inundation;

4. We need controls on our fishing industry and fishing by other countries in our waters;

5. We need to ban all military shipping, including submarines, other than our own, from our waters;

6. We need tight controls on oil tankers and cruise ships, and other sources of pollution;

7. We should work to develop sustainable, environmentally-friendly natural energy from wind, sea and tide.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

We have all seen the detriment to national funds incurred through State/Private partnerships with the Liffey bridge at the Strawberry Beds, the new Children's Hospital and now, the recent cancellation of housing partnerships that sored to huge costs as examples. I would be opposed to any State/Private Partnerships having responsibility for our maritime health and security.

Private Companies have no loyalties to Ireland or the People of Ireland. They also engage in practices designed to ensure their own survival that would be costly to the people and the welfare of the country - such as built-in obsolescence, exclusive rights to maintenance and spare parts, increasing fees etc.

Our seas are part of our Sovereign Territory. They are the jurisdiction and responsibility of the People of Ireland.

Private Companies using our seas or seabeds for their own gain should be subject to very strict controls and should be responsible for their own property (as in any car park or under any tenancy agreement).

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

Little or none, unless in the case of research and developments to stop climate change and ocean acidification and to protect marine biodiversity.

Our partners in the EU and the UK are currently preparing for WW III and NATO is heavily invested in the toxic military industrial complex. None of this is good for maritime security or marine biodiversity. The absolute opposite is true. Manufacture, stockpiling and decommissioning of weapons are all bad for the natural environment (and thus, maritime health and security). War is disastrous for the natural environment (and thus, maritime health and security). NATO is not a maritime organization. It is in the best interests of Irish Maritime health and security to stay out of arrangements with the EU and NATO that have anything to do with military alliance or defence.

Our EU Partners, the UK (our neighbour), and NATO have their own agendas. They have little or no loyalty to Ireland, the Irish People, or our land and water territories.

The only international co-operation should be in relation to the very real, very significant and very imminent threat of Climate Change and Ocean Acidification. This should include research; climate action; and rescue and restoration for those affected by climate change, acidification and pollution.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Ireland's Maritime Security Strategy must be about Climate Change and Biodiversity. It must not be commandeered by the geopolitical power struggles and ambitions of other nations. We must focus on staying out of war and militarization which would pose additional and very serious threats to our maritime health and security, on top of what is now a clear and present danger - Climate Change.

Our plan should be the establishment of a strong and well resourced institution for climate change and maritime health, to identify current threats and increasing threats from climate change, ocean acidification and pollution; to explore and develop measures to stop and reverse climate change and ocean acidification; and to accommodate those affected.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

I am very concerned that this survey begins on the presumption of some kind of 'threat'. I am fully aware that by 'threat', the survey means to imply - 'military or armed/aggressive threat'. I believe this is just another ploy in the fear-funding strategies of the military industrial complex. The questions are designed to elicit military solutions (as if there were such a thing).

Ireland is a neutral country and we should stay that way. That is our best hope of security (from a military point of view). Given our neutral status and our freedom from a warring history, we do not need a military-style navy. We need a strong and well-resourced coast guard with a mandate to protect our natural environment and fishing industry and to carry out search and rescue. The vast majority of our eminent scientists tell us that the greatest threat to our security is Climate Change. We can see that today in Europe, with soaring and life-threatening temperatures and frequent heat waves, including oceanic heat waves.

Our focus should be on addressing climate change, acidification and pollution, protecting our natural environment, and keeping our people safe from war and aggression by remaining neutral and staying out of war. While we distract ourselves with political, geopolitical and economic issues and frighten ourselves into war, we are ignoring and neglecting the real threats - threats to the natural environment and biosphere. According to the Potsdam Institute for Climate Impact Research (https://www.pik-potsdam.de), we are now close to breaching the seventh ('ocean acidification') of the nine planetary boundaries (the life-support systems of our planet).

Ireland is an Island. Our seas give us the distance in time and space to stop and think. We need to do that and not be run away-with in this terrifying rush to militarism and war.

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

Foreign Actors using our waters to threaten Irish, EU & British infrastructure. As well as using our weak security to get close to ours and other countries for surveillance purposes. In addition, Ireland has had several drug and drug related smuggling issues and our weak security in the maritime space is obvious.

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

A continuation and expansion of the threats we currently face, more drug smuggling, more foreign governments using Irish waters to spy and threaten us and our allies.

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

West and South coast I would imagine would make the most sense, but I'm no expert and I think the focus should be on making sure the enlisted we have want to stay, that we can attract new people and that we resource the assets that they have as well as getting more ships/boats.

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

We should prioritise the infrastructure of our enlisted, they need better pay and opportunities. Then I think investment in detection equipment, both technical and also more assets to be able to physically detect and patrol.

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Private sector should be used in the construction or enhancement of existing maritime security, but we should not be reliant on the private sector for any component of our defence. They should be their to add capacity but only in a temporary framework.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

We should focus exclusively with our partners in the EU and Britain.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes, obviously.
I think we are starting from such a low starting point but we should aim for LOA3 as soon as we can. 1.5 billion I think was the number as the target for the defence for 2028 and I think that number should be doubled. As we are starting from such a low base, and we need such investment that a slow ramp up will mean that we will end up paying even higher prices for everything. Ireland should engage with EU partners to try and work with them on joint spending to get economies of scale as if we wait and go it alone we will not be in a position to negotiate on any price and end up using our money far less efficiently than we should.

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

Our maritime security along with our detection capabilities should I think be Ireland priority when it comes to defence. The new British plan of essentially specialising their army and defence into very specific areas should be were we also consider going, we will never have the numbers to contribute in any way to lots of areas of European defence but 1) we should consider our defence in the view of European defence and 2) we should specialise in that mindset to be able to actually add value to not just ourselves but Europe.

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

The lack of appropriate resources and infrastructure

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

Use funding to ensure safety and security of ports

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

Yes

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

Staffing

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Public Private Partnership could be effective with appropriate governance and controls.

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

International cooperation is key.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes. An action plan reviewed continually in terms of performance

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

As above

Contact

Contact Form

Q1. What do you see as the most significant current threats or vulnerabilities to Ireland's maritime security?

3000 character(s) maximum

The most serious threat to Irelands economy is underwater between power interconnector and communication cables

Q2. What do you foresee will be the biggest emerging threats/future challenges to Ireland's maritime security and how would you best prepare for them?

3000 character(s) maximum

We are pawns in the struggle between the dictators and the democrats

Q3. Should the Strategy prioritise its focus on specific geographical areas in Ireland’s maritime domain?

3000 character(s) maximum

I presume at this point in time we should prioritise the east coast but this could change with developments of power generation off the west coast

Q4. To most effectively safeguard Ireland’s maritime interests, what strategic investments in technology, infrastructure, or capabilities should be prioritised?

3000 character(s) maximum

I 'm not qualified to speak to his question. As a layman i wonder would the better use of assets be to use a larger number of smaller faster surface vessels (torpedo boats) rather than what we have now

Q5. Should the National Maritime Security Strategy involve the private sector who may be owners or operators of critical maritime infrastructure? What role could they play?

3000 character(s) maximum

Of course

Q6. What role do you think international cooperation should play in the new National Maritime Security Strategy? Should this increased cooperation include a focus on our partners in the EU, with neighbouring countries and through our Individually Tailored Partnership Programme with NATO or other international maritime organisations?

3000 character(s) maximum

My view is rather simplistic. If you are on a team you have to get in it if trouble starts because you might need help someday. I'm not saying we should get involved willy nilly like the Uk did in the Iraq war.

Q7. Do you think the National Maritime Security Strategy should be accompanied by an Action Plan that will detail how the strategy will be implemented? What do you think the key elements of this Action Plan should be?

3000 character(s) maximum

Yes but not qualified to state what it should involve

Q8. If there is anything additional you would like to propose or any general thoughts you have on maritime security, please let us know?

3000 character(s) maximum

An Roinn Cosanta
Department of Defence

Contact

Contact Form