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

3000 character(s) maximum

I would not know.

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

3000 character(s) maximum

Invest in hands on automation and independent groups of people who can build from the ground up. Do not invest in large groups that copy paste and mass produce the same solutions with the same vulnerabilities and conflict of interest.

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

There is a theorem in statistics that states, the average opinion of n independent experts is n times more accurate than the opinion of any single one. Therefore a singular government entity can always benefit by investing in independent private contractors, where the key term is independent. If they all copied their solutions from the same textbook then the gains are void.

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

I'd try solving my own problems real hard before asking for help, because it allows me to gain experience with the problem at hand which makes it way more difficult for people to cheat me when I ask them for help.

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

The Rapid Iterations methodology is better for R&D with unknown horizon than an action plan.

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

Use of our seas by criminal organisations for smuggling drugs etc..

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

Loss of sovereignty over our seas to foreign powers who feel we cannot police same.

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

3000 character(s) maximum

Interconnector locations. Whole territory nonetheless.

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

3000 character(s) maximum

Radar. Subsea observing systems. Mapping and recording. Naval infrastructure and personnel. Highly skilled technical naval staff. ROVs and AUVs.

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. Owners and operators of communication cables, Internet etc.. should fully finance security of this infrastructure which does not belong to or service the state.

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 with regards to EU and neighbouring countries but no to 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. Clear statement of neutrality and the preservation of same. Clear and unequivocal commitment to remain out of NATO and commitment to peacekeeping.

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

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

3000 character(s) maximum

A tiny navy with outdated or non-existant equipment trying to police a sea area ten times the size of Ireland's land area full of critical undersea infrastructure. Using our very limited resources on humanitarian missions in the Mediterranean. Treating our naval personnel and defence forces personnel in general terribly so we can't recruit or retain talent, reducing numbers and effectiveness. A fear of forming alliances, such as with NATO, for fear of affecting our "neutrality" when neutrality only means something when you behave in a neutral way and others recognise that neutrality, or don't see it as a vulnerability.

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 threat to undersea cables as they're part of a wider network and not just Ireland. Also emerging is our move towards offshore wind, making that infrastructure critical too and undefended by our tiny navy. Cyber threats to our infrastructure and institutions.

Increase the size and capabilities of our navy,. including radar and sonar. Increase our air force to include fast moving capable jets and well as patrol aircraft. Invest in cyber defence of critical infrastructure. We can't have critical institutions like the HSE running obsolete software.

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

3000 character(s) maximum

Specifically areas with critical infrastructure. Cooperation and coordination with UK and EU allies would help offset the burden by making us stronger together.

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, ships with sonar. Out of the box thinking, drones. They appear to have upturned the battlefield and are relatively inexpensive. Ireland's current military technology is a joke through decades of underinvestment. But there's an opportunity there to modernise without the ball and chain of old thinking and ways of doing things. Other than that, submarines. Surface vessels are ever more vulnerable (look at how the Russian fleet was forced to retreat from Ukraine). Smart investment would be submarines from the French similar to the ones Australia was going to buy before the US and UK convinced them to but nuclear subs from them instead. We don't need nuclear subs that can spend weeks at sea underwater as we only need them for defence.

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 to a limited degree. It should be the defence forces gathering information and making security decisions. Guidance should be given to private sector entities to ensure all infrastructure is monitored as well as possible.

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 join NATA and give up the neutrality charade.Russia doesn't think we're neutral..Israel doesn't think we're neutral.

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

Only so far as details won't be leaked that affect national security.

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

Our undersea cables and pipelines are very vulnerable to sabotage.

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

Drug smuggling by sea we have many little inlets along our coast, especially the west and south coasts.

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

3000 character(s) maximum

The Irish sea to protect pipelines and cables. The west and south coasts for the transatlantic cable and drug smuggling.
Our waters should be patrolled regularly, continuously.

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 have numerous suitable vessels and a fully functioning Navy, at the moment our Navy seems to be totally under staffed, under funded and under-resourced.

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, there should be no private sector involvement. it should be run by the state.

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, there should be co-operation with the EU, NATO, and other international maritime organisations as appropriate.

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 there should definitely be an action plan.
Consult with NATO and the EU to determine what our strategy should comprise of.
Purchase the necessary ships, equipment etc. to fulfil our declared strategy.
Pay our men a decent wage so that they can remain in the Navy and still afford a normal life.

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

At present maintaining our maritime security is wholly inadequate, it is high time that this is remedied.

Contact

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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. Unauthorised submarine activities in EEZ waters, Irish territorial waters endangering civilian lives and government infrastructure activities.

2. Narco Sub traffic through the north Atlantic into Ireland's western seaboard owned by cartel and rogue state bodies. 'Narco subs have gotten bigger and more sophisticated to travel longer distances at sea and could possibly be armed with weapons to resist capture.'

3. Underwater Unmanned Areal Vehicles used to:
Sabotage transatlantic cables
Vandalism
Interference
Target Irish naval vessels on the surface
Target civilian vessel activities
Coral reef pollution, fish species harm
Smuggle drugs, contraband, weapons, and other illegal merchandise compromising national security

4. Seabed Warfare:
Mines
Torpedoes
Deployment of alien government owned underwater hydrophones
Electronic warfare devices
Illegal divers
Weapons concealment
Alien government subsurface reconnaissance activities against Irish maritime traffic and shipping

4. Unauthorised/ unwelcomed alien naval wargame activities in EEZ waters too close to territorial threshold that can pose risks to civilian populations in event of live munition misfire striking a civilian ferry, village or town on land.

5. Boat drones used as diversions to panic population or authorities to through off approaching threat coming to shore from the coast.

6. Coastal waters used to launch aircraft/ UAV attacks by surface vessel.

7. Air attacks against Irish naval vessels launched from Irish, Celtic Seas and Atlantic.

8. Exposure of vital sea infrastructure to subsurface, low air altitude attacks. Examples: Offshore Wind Farms, Gas refinery, Transatlantic cables and pipes etc.

9. Lack of costal defences to protect vital shipping ports from surface, subsurface, and air attacks impacting civilian populations. 'Food, Water, Medical, power, and heating etc.

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. Dramatic increase in foreign submarine and underwater UAV activates.

2. Increase in alien naval presence to conduct future sabotage attacks on Ireland impacting other counterparts in the UK and EU.

3. Organised criminal factions acquiring capabilities to attack naval vessels and air corps aircraft that have potential to conduct lethal impact to evade capture.

4. Environmental damages to maritime life and vital infrastructure by extreme weather events at sea. Example: Current shifts, Warming water temperatures, earthquakes on seabed, and waterspouts etc.

5. Vital subsurface infrastructure targeted for damage and attack.

How to prepare?

While Ireland acquires sonar capabilities for naval vessels on the surface, the Navy should explore and acquire a expeditionary submarine capability to operate in deep waters to fill a gap of the limitations of naval vessels sending divers down to the seabed from the surface. This would also serve as a benefit to ease pressure and hassle on surface resources to intervene threats deeper underwater.

Acquiring naval countermeasures to engage subsurface threats that endanger crew onboard naval ships, naval bases, and civilian vessels if torpedoed by intruder submarines/ subsurface UAVs.

Pursue electronic warfare technologies to counter cyber-attacks on offshore windfarms or other maritime infrastructure linked to bandwidth communication networks to the national grid.

Implement a multiagency communication network to alert navy, army, and air corps of threat or attack likely to take place to minimalize impact. This includes protocols to link Gardaí, Coast Guard, Ambulance Service, Red Cross and Fire and Rescue in event of civil impacts that may also be impacted.

Evacuation Protocol to clear infected areas of maritime incident or disaster to prevent catastrophic human life loss. Implementing a National Alert Broadcast System to critically inform civilians what to do to protect themselves and help the vulnerable unable to assist others in disaster events.

No fly, Sail zones to divert shipping and Aircraft in an area deemed hazardous to approach or travel through.

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

3000 character(s) maximum

Yes, the priority should be focused in all of Ireland's territorial water domain and the first 150 - 400 miles into Ireland's EEZ waters after entering from Ireland's coast.

This would allow a buffer zone to distance a maritime security threat from the country's coastline as the most crucial to protect inhabitants and vital national infrastructure operating along the coast.

Would recommend engaging with members from the National Maritime Institute of Ireland to further elaborate

on specific areas seen as the most important to police within Ireland's jurisdiction. Those with vital infrastructure present should be prioritised as the most important to focus.

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

3000 character(s) maximum

Naval Ship deployment with radar, sonar and countermeasure capabilities. Ships fitted with Air defences, and Anti-Submarine warfare technologies such as lightweight torpedoes, and mines/ depth charges.

Invest in a small fleet of four smallish Diesel/ eclectic expeditionary submarines for the navy not just for anti-ship/ submarine warfare, but deep sea expeditions in transatlantic inspections of infrastructure with diving crews, repairs, cooperation with the National Maritime Institute of Ireland to assess coral reef ecosystems for universities, environmental bodies and agencies that play a role in retaining protected infrastructure fuelling the Irish economy.

Access to orbital satellites own by the EU naval tracking stations to safeguard Irish naval vessels operating and making them aware of potential threats in the surrounding waters around them when at sea.

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, they should.

Using private sector agencies can benefit financial assistance to fund and facilitate certain aspects of resources used in the strategy that don't necessarily need to be in the umbrella of defence forces directly.

A role that the private sector could play is investing in additional personnel to be employed to participate in expeditionary missions that cooperate with maritime security. Example, engineers to maintain submersible

vehicles used for deep sea operations to repair transatlantic cable damage and critical infrastructure evaluation that could use naval expeditionary submarines to travel to areas at sea where infrastructure is located.

Invest in part-time staff used as extra resources to assist naval operations at sea on naval vessels and bases to increase manpower for planned complex operations requiring additional assets to maximise effect. Some equipment not used in constant naval or security operations can be invested by private investors to save tax payers money on additional costs on a yearly basis.

Reserve forces could be funded by private investors which can use skills used in naval sector to be used also in private sector like gas refinery, electricity and transport etc.

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

Considering the situation in the world today, a form of sharing information between other neighbouring governments in the EU should be increased to monitor activates and be aware of movements that could Transend into other areas beyond Ireland's geographic limits.

Sharing vital data or information on red flagged entities moving around, toward or intending to travel through Ireland's maritime domain would make the country aware of what impacts could occur if something resides currently as not a threat suddenly becomes an unprecedented threat.

Some type of broader initiative lead by another country which allows Ireland to be informed of potential threats before they occur days in advance would enable preparedness to brace for the worst before it occurs. Perhaps some type of early warning/ notification arrangement can be put in place to allow NATO countries such as the UK, France and Norway that potential dangers to the state are due to pass by or dangerously close to it's waters.

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, I would agree.

Such an Action Plan would follow in this format:

Clarity of the scale of the challenge at present

Points of the most critical evaluated dilemma

Gather resources of interest to face the challenge

Eliminate the least likely to be selected

Consider the personnel required

The costs to consider

Implementation of risks that could occur

Recovery/ countermeasures

Backup/ Emergency measures

Draft prototyping the selected approach

Assess/ evaluate performance of prototype

Apply Improvements

Re-evaluate

Additional recommendations

Finalise for satisfaction of standards to be met

Fully implement to operate live

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 part of my own proposal approach to this security strategy, I would encourage the Department of Defence to consider Ireland procuring a expeditionary submarine capability which was stated earlier in this survey.

There exists a submarine program currently being ran between the Swedish and Dutch navies to procure a diesel/ electric submarine to meet the demands of the unique challenges facing their maritime securities. This particular program has various aspects which would be in my point of view be very ideal to revolutionise maritime security strategy due to it's unique security challenges of transatlantic cables, pipes and general national subsea interest etc.

This program is ran be SAAB and is focused on the new A26 Oceanic submarine range, also known as the Blekinge-class submarine.

Further detail of this submarine are acquired below which is provided in the URL provided below:

https://www.saab.com/products/oceanic

If the navy where to have four of the Oceanic class submarine introduced as a possible solution, this would give Ireland a capability to operate security parameters not just supporting naval operations above water, but below the surface underwater. It would achieve greater expeditionary missions in below subsurface environments to assess/ protect subsea infrastructure in Irish waters and achieve a creditable layer of critical stealth to evade detection of hostile actors that seek to undermine Ireland's maritime domain as a sovereign nation regardless of multinational alignments.

Please do keep in touch for further discussion on further communication on the subject of this maritime security strategy.

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 marine 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/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, 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 and immediate 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 (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 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.

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;

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 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 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. This should include immediate and full enactment of the Marine Protected Areas Bill and a significant increase in the number of MPAs - immediately.

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.

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

3000 character(s) maximum

(1) A major ship incident in Dublin port blocking the shipping channel
(2) Damage to gas / electric inter connectors by foreign interests
(3) Damage to comms cables by foreign interests
(4) Marine incident on a major ferry

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

Threats
(1) A war between Russia & NATO
(2) International terrorist act

Challlenge
(1) Extent of sea area
(2) Lack of personnel interested in Naval career
(3) Lack of political support for international military cooperation

Preparation
(1) Better tech & surveillance of marine infrastructure
(2) Better deterrence of hostile actors
(3) Naval bases on eastern & western seaboards for better cover… would also help recruitment. Dun Laoghaire currently has loads of capacity

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

3000 character(s) maximum

It should focus on regions of highest risk

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) Aerial and underwater surveillance
(2) Effective rapid response & deterrence

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

(1) State should provide the protection & deterrent because there should not be private armies / navies
(2) Operators / owners could fund like shipping companies pay for lighthouses

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 cooperate with EU & NATO on this.

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

Key focus should be equipment, personnel, locations of bases, recruitment, building political support, international cooperation

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

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

Ireland's maritime domain is vast— with a potential jurisdiction of over twelve times the size of its landmass— and hosts critical infrastructure including a growing number of undersea cables and offshore renewable energy installations as well as containing a number of major shipping routes.
The most significant current threats include:
•Sabotage or interference with subsea infrastructure, such as telecommunications cables, electricity cables and energy pipelines.
•Unregulated maritime activity, including illegal fishing, smuggling and unauthorised vessel movements.
•Cybersecurity risks to maritime systems and port operations.
•Search and rescue limitations in remote offshore areas, especially as offshore wind expands off the country's west coast.
•Impacts of the climate and biodiversity Crises.
•Major maritime pollution incident.
•Hybrid actors causing disruption and uncertainty to potential future market investors.
The main vulnerability is the potential for subsea cable damage (including data cables- Ireland is a major transatlantic hub for Europe). This can include two categories, accidental (likely most frequent) and deliberate (usually by States or shadow States).
Recent developments include:
May 2023: An armed Russian naval vessel was monitored off the west coast of Ireland. The Defence Forces confirmed the presence of four Russian navy and commercial vessels traveling off the Irish coast during that period.
November 2024: The Russian intelligence ship Yantar was observed operating drones in the Irish Sea, close to subsea energy and internet infrastructure. The Irish Defence Forces monitored and escorted the vessel away from the area.
January 2025: The UK ordered Russian vessel, believed to be mapping underwater infrastructure, to leave UK waters and Defence Secretary John Healy told Parliament how he has changed the Royal Navy's rules of engagement so it could intervene against "grey war" threats.
January 2025: At least 11 Baltic cables have been damaged since October 2023 — the most recent being a fiber optic cable connecting Latvia and the Swedish island of Gotland.
Emerging global reaction:
January-2025: At a summit of Baltic Sea Allies Mr Rutte announced the launch of a new military activity by NATO to strengthen the protection of critical infrastructure. "Baltic Sentry" will enhance NATO's military presence in the Baltic Sea and improve Allies' ability. Ireland's role as a major European hub for data centres makes it a prime target for cyber-attacks and physical subsea cable sabotage. Ireland is an important node in digital infrastructure connectivity for Europe, which includes internet traffic, cloud services, financial markets and supply chain logistics. A maritime strategy and increased resource and capability is required to reflect Ireland's increased role and investment in the maritime space. It is essential that the State strengthens maritime security to ensure a minimum level of 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

The most urgent threats for ORE security are addressed in the answer to Q1 above.
Looking ahead, the biggest emerging threats include:

- Hybrid threats from State and non-State actors targeting critical maritime infrastructure.
- Climate change impacts, such as rising sea levels and more frequent extreme weather events, which could disrupt port operations and offshore installations.
- Increased geopolitical tensions in the North Atlantic and Arctic regions, potentially affecting Ireland's strategic maritime position.

These threats present a risk, not just to the infrastructure itself, but also to the State's reputation and to the attractiveness of Ireland's offshore sector to foreign investment.
The greatest emerging threats lie in the field of hybrid attacks.

- Increased risk of cyber attacks on critical infrastructure as more systems become digitised
- Hybrid attacks are a growing risk. In particular, drone technology is developing rapidly and has been used in Ukraine to successfully target energy infrastructure. In addition to drones, there is increasing concern about State sponsored attacks using unmanned underwater vehicles to carry out acts of sabotage on subsea cables.

An emerging challenge is the lack of adequate repair capabilities. We need repair vessels to ensure swift remediation of any damage done to critical offshore infrastructure, whether nefarious or otherwise, and we need specialised trained technicians to carry out such repairs.
For example, in a hypothetical scenario, if one repair vessel is deployed a second must be ready-to-deploy to ensure there is always capacity available. A swift repair capability is an effective deterrent.
To prepare, Ireland should:

- Ensure there is an effective detection and deterrence strategy, including surveillance in all domains (land, air, sea and subsurface).
- Invest in maritime domain awareness technologies, including satellite surveillance (through collaboration with international partners) and autonomous monitoring systems.
- Invest heavily in the Naval Service, with a particular focus on recruitment and retention.
- Strengthen inter-agency coordination between the Naval Service, Coastguard, the National Cyber Security Centre, EirGrid, MARA and environmental authorities.
- Expand training and simulation capabilities for emergency response and cyber defence.
- Develop an all of society approach to defence and security encompassing not just State perspectives but working closely with civil society in developing comprehensive plans.

The wind energy industry is concerned about security of offshore renewable energy infrastructure on several levels. Since subsea cables and interconnectors are crucial, but increasingly vulnerable, assets in energy and communications networks, there is growing demand for explicit terrorism and sabotage coverage in insurance policies.

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

3000 character(s) maximum

In addition to existing subsea cable locations, the Maritime Security Strategy should focus on specific geographical areas that are earmarked for offshore renewables development, in addition to areas related to gas and telecoms. The Irish Government has reasserted firm targets in the Future Framework for offshore wind development: 5 GW by 2030, 20 GW by 2040 and 37 GW by 2050. As such, the Strategy should prioritise these areas accordingly and tie-in to areas identified in the final national ORE Designated Maritime Area Plan (DMAP). As mentioned further in the following section, we recommend a threat based risk assessment framework for security considerations to be carried out as part of the DMAP process, in order to ensure collaboration at an early stage and avoid the potential for conflicting maritime policies. Early engagement and transparency in the National DMAP spatial planning process is essential, to ensure offshore wind developers can plan confidently and collaboratively. East Coast: Following Corio's withdrawal from the Sceirde Rocks project, all 5 of the remaining 'Phase 1' offshore wind farms are proposed off the East Coast, in the Irish Sea. Protecting these critical offshore infrastructure assets should be a priority. South Coast: 'Phase 2' of the State's offshore wind development framework is located off the South Coast as set out in the South Coast Designated Maritime Area Plan. The geographical area of this initial proposal is approximately 8,600 square kilometres in size, extending from the High Water Mark on Ireland's south coast to the 80-metre depth contour and/or the edge of the Irish Exclusive Economic Zone (EEZ). There are four separate sites for ORE designated in this DMAP. An auction for the first of these chosen for development, Tonn Nua, will take place later this year. As well as several dozen wind turbines this project will include two offshore substation platforms and associated undersea grid connection cabling. The south coast is also home to other critical offshore infrastructure such as the Celtic Interconnector to France and Cork harbour. West Coast: This is another important area for the State's offshore wind development ambitions although the specific locations for ORE development have yet to be confirmed. This will be subject to the national ORE DMAP on which the Government commenced working on this year and aims to have complete by 2027. It is anticipated that the National DMAP will identify sites off the Atlantic coast for ORE development, including Floating Offshore Wind (FLOW). It is important that these areas are prioritised in the Strategy and will require enhanced monitoring and emergency response infrastructure. Dublin and Cork Ports: As major commercial hubs, they are critical for economic security and should be prioritised for cyber and physical security upgrades. In addition, Sea Lines of Communications (SLOCs) to all Irish ports and between Irish ports and Northern Irish Ports, (ie Belfast)

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

3000 character(s) maximum

In the first instance, defence and security requirements should be based on a comprehensive and public, threat-based security and risk assessment carried out by the State.

- Surveillance: the State needs to provide a capacity to exercise surveillance over our maritime domain from both air and sea, utilising the latest technological methods, including coastal radar and subsea hydrophones. Resilient communications networks, including secure satellite and fibre-optic systems, specialised vessels and drones for rapid response inspection, and enforcement.
- Intervention: A credible capacity to respond to threats is essential. The State must be able to take decisive action when a vessel or actor is judged to pose a risk to critical infrastructure, including export cables from offshore wind farms.
- Remediation: The ability to rapidly respond to adverse incidents—whether accidental or hostile—is a vital component of national resilience and an effective deterrent. This includes having specialised teams and equipment ready to investigate and recover from collisions, structural damage to offshore assets or deliberate sabotage. In more serious scenarios, the State must be equipped to manage explosive submersive devices placed near interconnectors, turbines or subsea cables. Partnerships with commercial marine operators, naval EOD (explosive ordnance disposal) units and international allies will likely be essential, if not already in place.
- Capability: In order to ensure there is the necessary capability to rapidly respond to and remediate adverse incidents, investment should be made to develop the capabilities required to rapidly repair damaged infrastructure, including the technology, resources and personnel needed to carry out such repairs.
- Integrated command and control systems for real-time maritime surveillance and incident response, ran by the Naval Service.

Naval Service Recruitment

To that end it is essential that the strategy commits to significant investment into the Naval Service with a particular focus on recruitment and retention. The best equipment and vessels in the world are useless without trained, capable and well-motivated personnel to operate them.

The Naval Service is missing patrol days (31 in the year to April 2024) due to a shortage of personnel and is struggling to maintain and operate the existing fleet. ,

In 2023 68 Naval Service personnel were recruited but 95 left. Last year Department of Defence Secretary General Jacquie McCrum told the Public Accounts Committee that in the first three months of 2024 some 31 personnel were recruited and just 14 had left and, while this may be a hopeful sign of improvement, the Naval Service is still not fully staffed.

It is understood that the recruitment shortfall is most serious in technical roles like engineers, radar, sonar, etc so these skills should be a priority when it comes to recruitment and retention.

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 private sector should certainly be involved in a structured way. The private sector, especially owners and operators of offshore wind farms, ports and telecoms infrastructure, should be part of the development of the strategy. Additional engagements similar to this one, but focused more on energy, would be welcome: Tánaiste addresses Valentia Island Subsea Cable Security and Resilience Symposium.
There is significant scope for future collaboration, and the Government could work with the offshore wind energy supply-chain, where many companies are involved in radar, acoustic monitoring, the use of drones etc. To see where there could be opportunities to work together.
We would also welcome clarity from the State on exactly what might be required of the private sector when it comes to the security of our offshore infrastructure, in terms of funding, who is responsible for what, and for the State to be conscious that the more expensive it makes it to develop offshore energy, the more expensive that power will be for consumers.
The private sector's roles could include:

- Sharing threat intelligence and participating in joint risk assessments.
- Co-investing in security infrastructure, such as surveillance systems and emergency response assets.
- Training and drills in coordination with state agencies to ensure readiness.
- Government should facilitate formation of Triple Helix (State, Enterprise and Higher Education Institutes (HEIs)) and Research Technology Innovation platforms such as the former Irish Maritime Energy Resource Cluster.

Structured data-sharing protocols between offshore wind developers and government agencies will be needed with secure, digital tools for incident reporting, in line with NIS2 and ISO 27001 standards.
It should also be noted that, while we would welcome strong collaboration with the State in line with the above, any requirements to provide security services above and beyond what would be considered practical or reasonable would have significant impacts on the feasibility of offshore wind projects.
Defence and security of the State's maritime area should be provided by the State, with support from the private sector where practical and reasonable.

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 essential. Ireland should deepen collaboration with:

1. European Defence Agency: Ireland has been involved with the European Defence Agency since 2004. Efforts around maritime security and projects such as the Maritime Surveillance (MARSUR) partnership are vital and should be developed and strengthened further.
2. Continue engagement, information sharing, collaboration with bilateral partners: UK, U.S. (regarding data /telecom cables), Iceland, etc.
3. EU partners through initiatives like the Permanent Structured Cooperation (PESCO) and the European Maritime Safety Agency (EMSA).
4. Neighbouring countries (UK, France, Norway) for joint surveillance and emergency response protocols.
5. Proactive involvement in the Common Information Sharing Environment (CISE)

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, a detailed Action Plan is critical. It should include:

- Clear timelines and milestones for capability development.
- Defined roles and responsibilities across Government departments and agencies.
- Cross-governmental commitment to resourcing adequately.
- Performance indicators to measure progress.
- Funding mechanisms and resource allocation.
- Public-private coordination frameworks.
- An annual report to the Joint Oireachtas Committee on Defence and National Security.

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 strategy should be adaptive, with regular reviews to incorporate emerging technologies and threat landscapes.
- Community engagement is vital, especially in coastal areas, to build awareness and resilience.
- It is also critical to engage with the offshore wind energy industry as the likely owners and operators of very significant amounts of offshore and maritime infrastructure.
- Consider establishing a National Maritime Security Centre to coordinate strategy implementation, intelligence fusion and stakeholder engagement.
- Greater cross cutting and Integration of all state actors is essential to avoid silos or duplication.

The wind energy industry is concerned about security of offshore renewable energy infrastructure on several levels.

Further Text Linked with Question 1:
Offshore renewable energy projects are major capital investments. Financial institutions, public stakeholders and insurance providers must be assured of a clear and credible security regime—both nationally and at the project level—to enable financing and underwriting.

Since subsea cables and interconnectors are crucial, but increasingly vulnerable, assets in energy and communications networks, there is growing demand for explicit terrorism and sabotage coverage in insurance policies.

The industry is increasingly concerned about the risk of malicious interference with offshore infrastructure, ranging from minor damage by protestors to terrorist attacks and deliberate sabotage by hostile State or shadow-State actors.

There is a growing need for coordinated protection and rapid response capabilities from the Irish Defence Forces and the Naval Service in particular.

Contact

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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

One of the most pressing vulnerabilities is the lack of active enforcement and monitoring of Marine Protected Areas (MPAs), Special Areas of Conservation (SACs), and Special Protection Areas (SPAs). Without active monitoring and enforcement, these protected areas remain nominal. This is particularly concerning given their role in safeguarding key ecosystem functions, such as fisheries reproduction, carbon storage, and biodiversity conservation.

Coastal erosion is also a growing threat to infrastructure and community safety, particularly in low-lying areas. Rising sea levels and increased storm activity are amplifying this threat, especially in areas that already lack adequate monitoring and response capacity.

In addition, the ongoing degradation of vital carbon-sequestering habitats such as seagrass meadows and estuarine ecosystems leaves Ireland more exposed to environmental disruptions, including flooding and biodiversity loss. These ecological stressors diminish our resilience and increase operational risk in the maritime domain.

Another vulnerability is the lack of integrated environmental intelligence within Ireland's maritime situational awareness systems. Environmental data remains siloed within research institutions or civil agencies, rather than being fully integrated into defense and security planning. As a result, we may fail to anticipate or respond adequately to threats that emerge from ecological decline, pollution, or resource depletion.

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

Climate change will continue to act as a force multiplier, amplifying existing threats. We foresee major challenges in the form of ecosystem collapse, shifting fish stocks, rising sea levels, and more extreme weather events. These will complicate marine operations, disrupt economic activity, and increase the likelihood of maritime emergencies. Ireland can best prepare by expanding the Naval Service's mandate and capacity to include environmental monitoring and MPA enforcement. Real-time ecological surveillance, data integration across agencies, and meaningful interdepartmental coordination will be necessary to meet these emerging threats.

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

3000 character(s) maximum

Yes, the Strategy should absolutely prioritise certain areas within Ireland’s maritime domain based on ecological sensitivity, socio-economic importance, and infrastructure vulnerability. Ireland’s maritime territory is vast, but resources for enforcement, monitoring, and response are finite. Therefore, focusing strategic attention on high-risk and high-value zones is both practical and necessary.

One clear example is Bantry Bay, and specifically Whiddy Island, which houses critical petroleum reserves and has a legacy of environmental disaster. The 1979 Betelgeuse explosion serves as a historic reminder of what is at stake when environmental vulnerabilities intersect with infrastructure risks. The ecological significance of the bay, combined with its industrial use, makes it an ideal case study for integrated security-environmental planning.

Other areas of concern include Roaringwater Bay, Clew Bay, Tralee Bay, and the Shannon Estuary, regions that host extensive biodiversity, shellfish waters, MPAs, aquaculture activity, and in many cases, renewable energy infrastructure. These zones are already under multiple pressures and should be prioritised for both protection and surveillance.

In addition, proposed MPAs under the National MPA Network should be mapped and included in future strategic enforcement plans. Prioritisation should also consider Ireland’s commitments under the EU Biodiversity Strategy, which calls for 30% of marine areas to be protected by 2030, with 10% under strict protection. Without clear security mechanisms in place, these designations risk becoming symbolic rather than operational.

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

3000 character(s) maximum

The Naval Service should be properly equipped to undertake proactive environmental patrols and respond effectively to incidents that threaten Marine Protected Areas (MPAs), designated habitats, or sensitive infrastructure. This includes investments in vessel-based and remote sensing technologies capable of detecting pollution events, illegal dumping, anchor damage to seabeds, or unlicensed activity within protected zones. In addition to equipment, it is essential to invest in specialised training for Naval Service members to build capacity in environmental law enforcement, habitat monitoring, and ecological risk assessment. As the responsibilities of the Naval Service evolve to reflect a broader security mandate that includes ecological protection, personnel must be supported with the knowledge and tools to engage meaningfully with environmental protocols and science-based enforcement.

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. The private sector, particularly actors involved in offshore renewable energy, aquaculture, and port operations, should be engaged in coordinated risk management. Their role should include participation in surveillance networks, contributing data to national monitoring efforts, and supporting emergency preparedness planning. Strong public-private collaboration will be necessary to protect shared interests in vulnerable marine zones.

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 will be essential to meet the cross-border nature of marine threats. Ireland should strengthen partnerships with EU neighbours, NATO, and other North-East Atlantic states, particularly for joint enforcement of MPAs, pollution control, and fisheries management. Shared environmental intelligence and access to EU platforms will enhance Ireland's maritime situational awareness and responsiveness.

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, a National Maritime Security Strategy without an accompanying Action Plan would risk being seen as aspirational rather than operational. A robust Action Plan should include specific roles and responsibilities, timelines, and budget commitments for key government departments and agencies.

It should clearly designate the Naval Service as the lead entity responsible for environmental enforcement in Irish waters, including the protection of MPAs and oversight of pollution and dumping incidents. It should also include a schedule for mapping enforcement needs across existing and proposed MPAs, based on ecological sensitivity and threat assessment.

The Action Plan must support cross-agency collaboration, including with the Department of the Environment, the Marine Institute, NPWS, and local authorities. Funding should be allocated to enhance surveillance technology, training for enforcement personnel, and public awareness around marine protection as a national security issue.

Finally, the Plan should contain measurable outcomes, such as reductions in illegal dumping, improved ecological health indicators within MPAs, and increased surveillance coverage of at-risk zones. These targets will provide accountability and ensure that the Strategy is implemented with ambition and urgency.

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 Maritime Security Strategy must go beyond traditional defense concerns and explicitly include environmental protection as a core strategic function. MPAs and other ecologically sensitive areas are part of the nation's soft infrastructure. Without enforcement, they are functionally imaginary. Ireland has historically relied on the Naval Service to address environmental threats at sea, including illegal dumping, damage to marine life, and safeguarding of offshore infrastructure. These roles must be formalised and supported. Environmental degradation is not a peripheral issue, it is a direct threat to national maritime security.

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

Russian interference of shipping cables and fisheries

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

Bigger navy and sonar capabilities, with air support

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

3000 character(s) maximum

Yes with security for the European Atlantic coastal countries

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

3000 character(s) maximum

Navy coastal infrastructure protection of Irish sea, stronger coast guard service , more air support

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, more collaborative operations, fishing vessels could have more involvement, if the government stop arresting and putting oppstiicals on there way, bad blood here.

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 , were not capable to do this ourselves, its quite embarrassing tbh, for years theres been no protection

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

Secure the irish ec waters ,navel vessels with bigger range better paid staff ,all about people

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

Invest in costal towns killybegs, Castletownbere and galway, use there airports kerry donegal and galway airports, infrastructure there just built onwhats there.

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

Ireland's maritime security is undermined by a chronic lack of capacity and integration. The most immediate threat is our inability to monitor or control activity within our own EEZ, leaving us vulnerable to foreign intelligence-gathering, illegal fishing, environmental harm, and hybrid operations.

Our western seaboard is a blind spot - vast, unpatrolled, and largely unmonitored. This has made Ireland an open corridor for international drug cartels, who land maritime shipments with little risk of detection or interdiction. This not only endangers Irish communities, but risks diplomatic friction with the UK and EU partners who may perceive Ireland as a weak link in European border control. There has already been a case where an agent of one of the Mexican cartels was apprehended along the west coast in the recent past and he was, no doubt, the tip of an iceberg.

The fragmentation of capabilities compounds the threat. The Naval Service lacks the personnel and operational ships to maintain maritime presence. The Air Corps is under-equipped and disconnected from naval operations. We also lack fixed-wing aircraft or interceptors capable of responding to unknown or hostile aircraft near our airspace.

Our inability to control, or even adequately observe, undersea cables and critical energy infrastructure is a severe vulnerability in the context of increasing global cyber and infrastructure sabotage. Russian submarines, ships and planes have increased their presence in our waters and already there have been several cases of Russian connected ships in the Baltic cutting cables. So it is not far-fetched to assume that similar operations have already been planned out by someone in the GRU or SVB regarding Irish infrastructure, in fact, it is a certainty that they have such plans.

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

Emerging threats include:

+ Hybrid sabotage of undersea communications infrastructure
+ Foreign-state intelligence mapping our seabed and energy assets
+ Weaponised migration routes via maritime channels
+ Climate-driven instability in our maritime zone
+ Escalating narco-trafficking and the arming of non-state actors

We must prepare with a shift in posture from passive monitoring to active sovereignty enforcement.

Ireland should urgently develop and deploy underwater autonomous drones (UUVs) for continuous surveillance and protection of subsea infrastructure. We must also invest in a fleet of 15–20 multirole fighter aircraft - such as the Saab Gripen - to give us credible airspace control and interception capabilities. Without this, we cannot respond to incursions or unknown aircraft using Irish airspace as a corridor.

A restructured and fully integrated maritime defence force - merging naval and air capabilities - is essential. Maritime security cannot be a land-centric afterthought.

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

3000 character(s) maximum

Yes. The most urgent focus areas are:

+ The West Coast and North Atlantic approaches, where we face drug landings, illegal fishing, and undersea sabotage risks
+ EEZ subsea infrastructure corridors, particularly around communications cables and offshore wind farms
+ The Irish Sea, requiring stronger bilateral management with the UK
+ Deep-water ports, such as Foynes and Cork, which may be vulnerable to hostile intelligence activity or strategic cargo

These priorities must be matched by assets. There is no point identifying critical regions without deploying the ships, aircraft, drones, and personnel to control them.

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

3000 character(s) maximum

The following are critical:

+ Acquisition of 15–20 multirole fighter jets (e.g., Saab Gripen) for airspace control, interception and deterrence
+ Underwater autonomous drones (UUVs) to patrol, map, and monitor subsea cables, pipelines, and other sensitive infrastructure
+ Fixed-wing maritime patrol aircraft with radar and signal intelligence capability
+ High-endurance naval patrol vessels, properly manned, and continuously deployed
+ Drone surveillance and radar coverage of remote coastline and EEZ
+ A Maritime Security Operations Centre, integrating Navy, Air Corps, intelligence services, and customs in real time
+ We should also invest more in coastguard operations and buy search and rescue helicopters without the involvement of flaky private operators like the company involved with the Bristow helicopter fiasco
+ Better pay and conditions to retain Naval and Air Corps personnel
+ Outreach with schools and colleges to encourage young people to take up careers in the (hopefully) much expanded naval and air services

Without these, our current posture of "ah, it will be grand, the Brits/Americans will protect us" is indistinguishable from strategic negligence. Our neutrality doesn't give us the right to just sit on our backsides and do nothing for our own defence.

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 only in a supporting and advisory capacity.

Recent events surrounding the CHC–Bristow helicopter contract demonstrate the danger of outsourcing core sovereign functions to profit-driven, foreign-owned private companies. Essential capabilities - such as surveillance flights, search and rescue, or military aviation - must be retained and operated by the State.

The private sector may assist in:

+ Sharing threat intelligence (e.g., from telecoms operators about cable disruptions)
+ Participating in resilience planning and infrastructure audits
+ Supporting R&D into autonomous monitoring systems

But critical operations - interception, interdiction, emergency response - must remain publicly owned, publicly operated, and democratically accountable.

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 essential but cannot be a substitute for national responsibility.

Ireland should deepen cooperation with:

+ EU member states, particularly through PESCO projects and shared surveillance data
+ UK authorities, to manage shared sea spaces, migration, and narcotics interdiction
+ NATO, via the ITPP framework, for training, technical expertise, and crisis coordination

However, we cannot expect other nations to take us seriously if we contribute no meaningful assets. Cooperation begins at home - with credible capabilities and clear sovereignty.

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, absolutely. The Strategy must include an Action Plan with binding targets, including:

+ Annual investment timelines for ships, aircraft, drones, and personnel
+ Key deliverables (e.g., “first Gripen squadron operational by 2028”)
+ Accountability structures to prevent inter-agency turf wars
+ Legal reform proposals to enable interdiction and data sharing
+ A new structure for joint operations between the Naval Service and Air Corps

This should be reviewed annually by the Oireachtas with public transparency.

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 current posture invites intrusion. We are now seen as an open flank - for drug traffickers, foreign intelligence actors, and illicit maritime operations. This has not gone unnoticed in foreign media. There are more and more hostile articles and stories popping up about Ireland's negligent approach to security and 'freeloading' and I believe may lead to a massive backlash from our friends WHEN (not if!) Russia or China decide to conduct a grey zone attack against the west from our waters.

We urgently need a unified Maritime Defence and Surveillance Command, equipped with manned and unmanned air, sea, and subsea assets. The functional integration of the Air Corps into a maritime security structure, with both fixed-wing and rotary capabilities, is long overdue.

Ireland should also recognise that maritime and aerial defence must now take precedence over a traditional land-based Army. The threats we face - undersea cable sabotage, narco-trafficking, airspace incursions, and hybrid surveillance - do not arrive by tank across our land border. They arrive silently by trawler, cargo ship, drone, or surveillance aircraft. Defence planning must evolve accordingly.

A modest investment in 15–20 modern fighter aircraft would allow Ireland to enforce its airspace and credibly coordinate with EU and NATO partners. Likewise, underwater drones must become a core asset for real-time monitoring and defence of subsea communications and energy infrastructure.

This is not militarisation - it is sovereignty. Maritime and aerial security are not luxuries. They are the basic foundation of Ireland's communications, energy independence, trade integrity, and credibility as a sovereign state. If we are to remain neutral (I'm not in favour of neutrality myself) it should at least be a credible neutrality like what Switzerland has or Sweden had during the Cold War where we can actually defend ourselves! We must stop hoping others will guard our borders and start acting like defence matters.

An Roinn Cosanta
Department of Defence

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

3000 character(s) maximum

How do you protect miles of cable from bad actors. When will Europe wake up to the fact Russia has become a aligned threatening power not to mention China..

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

That's not my role I'm not an expert just a concerned citizen

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

3000 character(s) maximum

Again no expert I suppose you need military, naval, and cyber professionals to advise

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

3000 character(s) maximum

No idea

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 would say NO
This is too important to have any players beyond the state involved in the security
Of course they will need to be informed where needed

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

None
Yes definitely our partner countries in EU need to be party to the plan

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 definitely an Action Plan with time scale and delivery by dates.

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

It’s urgent

An Roinn Cosanta
Department of Defence

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

3000 character(s) maximum

Vulnerabilities;
Undersea; Cables, cannot detect submarines or deter surface vessels from interfering
If we are neutral we must be able to defend ourselves. Defence requires significant monetary investment as well as effort by government and people to understand and respect the need for Defence. We must not freeload on NATO as we are not members. If we were to become members we would be required to invest in defence as well
Threats
Russia
Russian or current (Trump) American attempts to undermine the EU and NATO

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

Increased world tension. Breakdown of rules based order. Rogue America

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

3000 character(s) maximum

No we must protect all of our EEZ

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 in undersea detection, cybersecurity, anti-submarine capability. Air cover. Retention of Naval personnel by restoring past pension arrangements, equal sea-shore rotation (month on month off) requiring two crews per ship. Similar to overseas and merchant sea service it is vital that Naval personnel sea service time (180-220 days per year) is tax-free. Allowances tend to pus people into punitive top tax bracket this losing value as an incentive to remain in the Navy doing sea service.

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

Not really in defence where only outsourcing should be non-military cleaning and Facilities management work to enable defence forces personnel to train. Perhaps in terms of IT or cybersecurity. Some security of bases etc could be outsourced.

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

All of the above, we should co-operate with and support the EU, co-operate with NATO and continue to provide UN service

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

Retention of personnel to enable training and expansion
Acquisition of undersea detection and Anti Submarine Warfare capability
Improve operation of drones from ships and ships surface weaponry.
Build a multi role ship capable of operating helicopters or transporting military assts overseas (e.g. fully equipped Army Company-Battalion, field hospitals, aid to civilians) This would also enable us to evacuate Irish nationals and those who assist us from war zones when necessary
Acquisition of fighter aircraft and primary radar to detect and intercept intruder aircraft and provide some defence
Restore army to 3 Brigade size and structure with anti-air warfare capability, increased use of drones and ability to destroy hostile drones. Improved army mobility and firepower

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

To re-iterate need to retain personnel in the Defence Forces by restoring prior pension arrangements which encouraged people to serve 20 + years [redacted]. Sea service and overseas deployment should be tax-free. As a people we need to be encouraged to respect our defenders more. [redacted] ! The just have a respect for serving your country that politicians and others fail to encourage and sometimes even discourage in Irish people. As a first step serving personnel should never be referred to as 'public sector workers' but as members of the armed forces.

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

3000 character(s) maximum

Lack of situational awareness of surface and subsurface activity in Irish sovereign waters and EEZ.
Lack of naval and security presence at sea.
Size of the Naval service and Reserves.
Length of response time of naval or air assets to critical incidents.
Drug smuggling activity in Irish coastal waters.
Activity of Russian vessels in Irish EEZ.
Vulnerability of undersea cables and energy infrastructure and locations where they make landfall.
Reduction of numbers employed in Marine activity, transport, fishing, etc.
Limited boat building capability. Absence of shipbuilding capacity in Republic of Ireland.
Lack of political will and urgency to deal with defence issues, procurement and enlistment.
Lack of dedicated minister for defence.
Lack of dedicated maritime ministry.
Environmental / habitat destruction or sabotage.
Protection of commercial ports.
Naval base is defenceless to air or sea attacks.

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

Protecting offshore renewable energy infrastructure.
Protection of offshore islands.
Activity of foreign fishing fleets in Irish EEZ.
Activity of foreign vessels exploring or exploiting offshore resources in our EEZ.

Increased threat of pollution due to increased trade to Northern Europe.

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

3000 character(s) maximum

Shore to Continental shelf margins.

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 for naval vessels.
Coastal Radar.
ASW weapons both ship launched and from fixed wing aircraft or helicopters.
Anti ship missile systems either land launched and/or ship based for deterence
Develop use of uuv and usv for surveillance and striking targets.
Network of acoustic monitoring devices offshore for advanced warning.
Space based synthetic aperture radar

Develop capability similar to the UK Royal fleet auxiliaries.
Create a naval millita to increase presence and awareness.

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

State can involve private sector but should have similar capabilities that are under direct state control and ownership.

Offshore infrastructure developments should have provision for security monitoring and protection systems as part of the design. Incorporation of radar, sonobouy and cctv systems for protection of the installation and for national defence on offshore renewable platforms should be standard.
National defence should be part of the planning process for new offshore developments.

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

Practical cooperation with France or the UK is necessary for Ireland to get experience in conducting military operations at sea.

However Ireland should aim to be able to defend itself from invasion or interference from other nations or hostile groups.

Joint procurement with EU countries could reduce costs and gain capability quickly.
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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

Any action plan should have short time intervals. Actions need to be taken sooner. Ireland is behind others in terms of defence. Capabilities have been lost over time by delay and procrastination.

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

Containerised sensors and weapons could be procured to provide additional capability for current P60 and P60 class vessels as an interim measure.
Future naval vessels should have more anti submarine and anti aircraft capability rather than being constabulary focused as the current P50, P60 and P70 class vessels are.
Greater use of uncrewed systems both surface and underwater.

Attack from sea or air is how external actors will initially impact Ireland. Our focus should be on these for our first line of defence.

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

3000 character(s) maximum

Lack of resilience in infrastructure.
Currently the risk of accidental damage to undersea infrastructure is greater than that posed by any hostile actor.
The UK have policies to respond to such accidents by obliging all operators using this infrastructure to share bandwidth in the event of loss of a critical piece of infrastructure, Ireland has no such policy and relies on the operators to cooperate with each other.
Critical gas pipelines have no built in resilience and this is the greatest threat to the national energy supply, it will not be possible to protect this supply without more pipelines being built.

In short, the biggest threat is the vulnerability of the infrastructure to accidental damage and to catastrophic failure of the infrastructure itself.

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's clear that there is an emerging awareness of how vulnerable undersea infrastructure is, these vulnerabilities are not new and there have been many instances where this risk has been successfully mitigated. There is also an emerging risk of bad actors exploiting these risks and testing the mitigation strategies.
The challenge for Ireland will be a step change in risk management, regulation and policy as well as significantly demand for shared assessments from the EU.
Our EU partners are likely to see these activities as part of a security strategy in the military domain.

In short I believe the biggest challenge will be in the area of skills and resources and what structure these will be under. Do we need to develop these capabilities within the military or develop a civil infrastructure defence team and hire people form the private sector with suitable skills?
Can civilians work in the military in this strategic area?

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

3000 character(s) maximum

The strategy should focus on risk management and risk reduction, priorities focused on geographic areas will hinder the effectiveness of the strategy

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

3000 character(s) maximum

Build additional gas pipelines and gas storage on the island.
Invest in risk management skills and hire experienced professionals from the private sector.
Invest more in the national cyber security organisation.

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, it will be impossible to create the same level of capability in the navy as we require experienced professionals with various skills and abilities not currently available in our navy

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, our neighbours and EU partners are key stakeholders and rely on us as we rely on them. Undersea infrastructure by definition involves other countries and it would be irresponsible to not cooperate fully on our shared infrastructure security

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

When I read this it's obvious that this means a political action plan and I don't think it's much use at all. There is an absolute need to have public support for this strategy and an action plan at government level could jeopardise public confidence in the process, there are better ways to communicate with the public on this and foster national pride in our growing national capability in this area.

In short my answer is no.

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 structure of how this plan is delivered and operates is key to its success. This model will need to be flexible and aligned with the available resources. It also needs to be outside of political control.
A strong focus on existing threats from accidental and catastrophic failure of infrastructure should be the first priority as we lagging behind our neighbours in this area.

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

3000 character(s) maximum

We are unable to detect any military ships, planes or submersibles in our massive sea area, which includes critical infrastructure of vital global importance. Any attack on the sub sea cables would wipe out confidence from other countries, particularly when one of our key industries is financial data processing over those cables. Plus, you know, the Internet.

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 have no military detection or response ability and we are scared to form a military alliance that would breach our neutrality.

Solution:
Form a defence alliance.

Allow the ships and submarines and necessary air forces of neighbouring countries (Britain, France, Spain, Netherlands, etc) to patrol our waters. In exchange, offer them unrestricted access to our ports and maintenance facilities and airports where necessary.

As well as boosting Irish military cooperation and training with our neighbours (and friends), this would give Ireland greater exposure to the military capabilities we should be purchasing for ourselves.

Plus some extra trade around our ports from providing supplies, maintenance, security. And also tourism if the ship crews are allowed ashore.

This form of cooperation should not breach the spirit of our neutrality and would give Ireland some much needed breathing room while we purchase and develop our own defence ability.

Neutrality is not an excuse. Sweden and Finland were neutral and they have some of the most formidable military forces in Europe.

Ireland's biggest problem is money. We have enjoyed the financial benefits of investing almost nothing in our military for decades. We're a relatively successful country now. It's time to invest 5% of GDP in developing our island's security. That will take time and mistakes will be made. Projects and budgets will be delayed and cancelled. That's a weakness of all governments during peace time.

We need a stop gap measure. Form a strong defence alliance for our seas while we build the knowledge and skills necessary for us to take over some of the defence roles ourselves.

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

3000 character(s) maximum

If a specific region is needed then start with the area around the cables, plus routes needed by friendly navies to transit and secure that transit.

But I see no reason to limit it. Allow all geographical areas to foster cooperative training and skill sharing. Prohibited activities would include offensive exercises and live weapons training unless requested and approved in advance with Irish forces on board.

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

3000 character(s) maximum

If we want to be self sufficient and not have to rely on other countries then...

First and foremost we need a 24x7 military radar coverage of all of our territory, including maritime aircraft and sonar buoys.

We need multi role fast response fighter aircraft with at least 2 aircraft ready to launch at all times plus the ability to launch more within an hour. Forgot American planes, they are too expensive to maintain and too old now. Consider Sweden, Czechia or Korea for their modern aircraft suitable for small air forces.

We need ships. We should always have at least one ship out at sea with 2 others available for rotation, new interceptions and emergency response. Modern blue sea ships are available with advanced radar, sonar and offensive packages and smaller crew sizes. Consider the Italian and French offerings. Purchasing second hand from major navies is an option. The ability to land helicopters for refit and refuel should be available to extend the ship's reach.

Ireland needs to make our military forces attractive as a career. We do this by creating excitement. Nobody wants to work on a ship with no radar, no missiles and a sad old gun. Nobody wants to fly a plane with propellers and no missiles. Give new recruits something exciting to play with and pay them and supporting roles appropriately. It is time to spend money. Which brings me to my last point...

Military spending is a massive opportunity for waste and corruption. Learn how to write proper protective contracts. Because that is the other failing of our government.

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 have any knowledge or expertise in this area.
But too many cooks spoil the broth. If adding them early would cause delays or conflicts of interest, then ignore them. Military defence should be the priority.

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

See above. A new alliance agreement is needed.

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

Speed, efficiency, consider future costs, focus on recruitment through creating excitement. Strong contracts. Limit useless consultancy projects. Learn from other small countries.

Create a separate minister of Defence and supporting staff.

Run projects in parallel (radar, jets, training, procuring ships, etc) with strong protection of projects from changing government or external interference.

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 waters cover a massive area. We cannot protect them properly in the short or medium term. Stop gap steps are needed. Unfriendly nations have too much access to our waters. We have friendly nations near us. Use them. Let them in.

If/when disruptive groups object, show the people of Ireland the repercussions of our under sea cables being attacked or damaged. The loss of confidence in Ireland, collapse of our critical financial sector, massive job losses and property repossessions.

We don't need a fully functioning defence force to protect Ireland from attack by a foreign country.

In the short term, we need detection.

In the medium term, we need the ability to scare off a minor threat.

In the long term, if we do get attacked, we need the ability to hold off that attack for 1 hour while any allies react.

Ireland can never hope to hold off a full attack by Russian forces and paratroopers and special forces by ourselves. If Russia wants Ireland now, they can take us in minutes. And Ireland is a valuable target with easy access to the Atlantic and Western Europe. There is a reason Britain had plans to take Ireland by force during WWII and Churchill almost activated that plan. Ireland is in a strategically vital location. During a war to take Europe, we will be attacked and our neutrality will be laughed at. We need to find ways to become strong in the areas that matter (detection and building relationships with friends).

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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

In most significant priority order:
A1.1. Interference with or sabotage of Critical Underwater Infrastructure CUI, subsea pipelines, subsea power cables . interconnectors, subsea fibre optic cables.
A1.2. Old and possibly mis-flagged ships used in hybrid threats of ship wreck, cargo or oil spill, cargo shedding, dragging anchor close to seabed infrastructure.
A1.3. Ships, factory ships, trawlers fishing and or exploiting other resources in Irish waters and from the Irish seabed illegally,
A1.4. Reports, nefarious or otherwise, of mines, unexploded ordinance, UXO or improvised explosive devices, IEDs placed within navigation channels ,harbour approaches and in Irish waters more generally that would severely restrict shipping till swept and cleared. With significant worsening of international relations, the risk of these hybrid warfare dangers,without warning increases.
A1.5. Interference with physical aids to navigation, ATONs around the coast.
A1.6. Growing numbers of small craft, dropping drugs guns and other illegal cargoes to remote points around the Irish coast, or dropping to the seabed with Lobster pot float for later collection.
A1.7. Cyber / hybrid and other threats to radio nav systems, jamming, interference with messaging,
A1.8. Marine traffic in Irish waters without active mandated transponders or other mandated systems,
A1.9. Vessels deploying underwater vehicles and other systems without licence or permit.
A1.10. Uncontrolled growth in frequency of use of autonomous surface, subsea and airborne craft without regulation.
A1.11. Increase in AIS and other system spoofing (misreporting of position and ident) of marine craft
A1.12.Naval and hybrid threats: increase in navy submarine traffic/presence in Irish waters.
A1.13. False small vessel distress as decoy for other activity.

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

Some threats identified in answers to Q1will grow and become very significant:
A1.1. Interference with critical underwater and off shore infrastructure.
A1.2. Ships used in threats: wreck. run aground. oil spill, dragging anchor over CUI.
A1.3. Illegal harvesting / exploiting resources from Irish waters/seabed.
A1.4. Threat of mines, UXO or IEDs in navigation channels ,
A1.6. Small craft, with drugs illegal cargoes ,
A1.7. Cyber threats to radio nav, spoof messaging, infrastructure interference such as offshore wind power interruption.
A1.9. Deploying underwater vehicles and systems without licence or permit,
A1.10. Use of autonomous surface, subsea and airborne craft without regulation. A1.12.Increase in navy submarine traffic/presence in Irish waters.
A newly emerging threat is that of worsening international relations generally with growing tension between a unipolar American dominated world and a multipolar world Ireland should stay out of large block tensions. The rights and wrongs are never single sided. We were not part of the Roman Empire and were not always a willing part of the British Empire, rather a colonised part thereof that eventually got independence and self determination with significant underdog strife and effort. . We should not seek to afford the continuation of any empire we are not part of. Change is inevitable in the shifting sands of time.
Preparing for this changing world and adjusting to emerging threats needs increased technical response capability with a sufficient fleet of multi purpose naval vessels, autonomous surface vessels and marine robotics subsea & Airborne systems allowing rapid deployment/response. remote presence and AI and human in the loop interaction wit threats. We need a dynamic and technically capable Marine defence system. Supported by a High Tech National Lab in Field Robotics that spans across civil and military requirements for support in this specialised technology area.

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

3000 character(s) maximum

No in terms of North, South, East, West - we should seek to monitor and protect all coasts and waters around Ireland.
There is less need for monitoring and protection of deep seabed areas further offshore in our extensive Atlantic areas. Nevertheless we should have a monitoring and protection capability in such zones(more likely robotic in nature) as well as busier channel areas and inshore waters.
Naval base/ support should include additional complimentary base locations to the main navy base in Haulbowline. This is for reasons of supporting rapid response around our coasts and territories as is the practice with locations of lifeboat cover and coast guard stations.
Among others, for reasons of maintaining maritime defence force, other personnel and technology capability readiness levels honed, as well as supporting Irish overseas missions in post conflict and peace keeping undertakings internationally and through the UN, operations in overseas maritime territories should be part of the strategic commitment of Irish marine defence. both personnel and technical capability readiness will be maintained high with continued overseas activities peace keeping and collaborative training with partners. .
Example:, as a trusted nation internationally with neutral status and not involved in large alliance blocks, we can play a role in peace keeping, patrolling in maritime areas, in rescue, in disaster recovery, in mine counter measures post conflict and other areas., where other vessels, flags and passport holders are not as welcome.

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

3000 character(s) maximum

Input here is focused on high tech field robotics and marine engineering, monitoring, response and intervention capability. Strategic investments in Engineering technology, infrastructure, and capabilities are required both within and outside of the defence forces in supporting strategic areas. education, research, at sea operations, training and advanced technical areas with dual function, defence and civilian. Advanced technical areas include Robotic systems: AUVs, ROVs, ASVs UAVs, drones,Sonar and mapping, and much more.These are the domain of Robotic/Computer / Electronic engineering. With section word limit of 3000 characters A more complete list of technology is included in Q8. Please refer to this detailed list.

A 4.1. Internationally marine defence is moving to greater use of technology, robotic systems , smart monitoring, control and intervention systems in tandem with traditional naval fleet operations. The vessel fleet should be transitioned to multirole vessels , maintaining required level of presence and patrol and rapid response while supporting the change to being equipped / supported by / capable of deploying/ operating robotic platforms.

A4.2 Strategic investments in technology, infrastructure, and technical/ engineering personnel to operate increased level of autonomous systems is required.

A4.3. Ireland should support the navy by establishing a National Field Robotics Lab that works with the navy operationally with specialist expertise and infrastructure / robotic equipment. The NationalLab should also support multiple other statutory roles and services of government departments and semi states, International examples of such labs: NOC, Southampton UK, Ifremer Brest and Toulon, France, WHOI USA, This National Lab should engage in and lead international field robotics research, train specialist naval / civilian expert engineers too PhD level, Train specialist technicians(ROV/AUV pilots. Sonar / lidar / radar technicians, for careers in critical roles in civil, commercial sector, and in particular military. This lab should bring focus and critical expert mass/numbers And avoids splintered and duplicated resources across multiple departments at smaller scale, within Navy, Environmental protection, forestry, fisheries, blue lights responders, fire, ambulance, coast guard, gardai,etc.

With no current National Field Robotics Lab in Ireland, The closest existing lab is the Centre for Robotics and Intelligent Systems www.cris.ie at UL with approximately25 current researchers and specialist Marine engineers. CRIS is funded through competitive research funding, Irish (RI, EI, HEA, etc) International research funding (Horizon Europe, ERDF) and collaborative work with industry . CRIS has worked with the Navy on multiple projects.

The National Lab should be equipped with Field Robots, ROVs, AUVs, ASVs, UAVs, support work boats, laboratories, test pools, 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

As outlined in the previous question answer, the National Maritime Security Strategy should involve setting up a specialist National Field Robotics Research Lab (Similar to NOC-Southampton - UK, Ifremer – France or WHOI - USA. This National lab with specialist equipment, expert research and operational staff and infrastructure can partner with and support the high tech Field Robotics Needs of Naval operations, maritime monitoring and protection.

The best opportunity for setting up this National Lab is to build upon the success of the CRIS (Centre for Robotics and Intelligent Systems, www.CRIS.ie) at uL which operates in the competitive funding landscape nationally and internationally as the only such expert lab in Ireland, North and South. CRIS has 25 Researchers, significant robotics infrastructure, 3000m depth rated Smart ROV, intervention/small work class, AUVs, multiple ASVs, long endurance long range marinized drones, numerous multicopters, Inspection class precision flight control ROVs, Sonar, lidar, hyperspectral, vision, imaging systems, and has developed world leading sub seacontrol systems software - OceanRINGS.

The lab could be set up as a collaborative venture between UL and Government Departments / Defence, with possibility of input and support from other departments, Environment, energy, Offshore Renewable Energy, Transport, Port Companies, Fisheries. Geological Survey, and more. , As such the National Lab could be state /semi state. It could also be set up as a PPP with vcommercial involvement, Port Companies (such as SFPC), Offshore Energy Companies, or renewable consortia such as the Shannon Energy Task Force partners, etc. The National Field Robotics Lab would have funded service Level commitments to Navy, GSI, MI, National Maritime College coast Guard, Gardai, aircorps, forestry, Agriculture, Coilte, National Parks and Wildlife Service, etc, ….

As with International equivalent labs in UK, France, USA, the National Field Robotics Lab would remain active and engaged in internationally funded competitive research programmes such as Horizon Europe.

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

Recently, international / global relations are more strained than before. Irish people are committed to neutrality and defence role of peace keeping. We should stay with this and avoid siding with powerful blocks that are becoming more antagonistic to each other. Some argue we should become more aligned with our European neighbours. Others warn of a slow steady move away from neutrality. This is an important balance to get right in Irish interest and not to be over influenced by economic partner military views, nor to ignore international relations changing without reevaluating our defence and peace keeping principles. The EU has been very successful as a project for peace. Now European common defence is moving up the political agenda in relation to territories to the east and elsewhere. We must:
Avoid short term alliances that trap us within future conflicts,
Not give in to 'If you are not with us, you are against us'
Increase spending on defence appropriate to monitoring and protecting home land and sea territories and assets and in line with Defence and Peace keeping in overseas and assisting in post conflict resolution.
Avoid economic -partner country seeking to have us align in strong military with weapon systems suitable to over seas intervention for political aims other than very clearly defence and peace keeping. No large change to offence weapons systems, no nuclear weapons, no fighter aircraft for strike first overseas capability, no breaking away from international law in self interest as is done by leading nations in strong military blocks both western and other.
If international relations worsen between large blocks with increasing risks of both proxy wars and direct conflict, we should stay out of such, not get inadvertently dragged in by alliances formed in more peaceful times. Some criticise Ireland's neutral stance in WW2, Ireland was not a belligerent, and we would still have British or American Military bases on our territory if we had joined that conflict. Small nations have no compulsion to join the foreign self interest politics of larger nations that seek to manipulate international relations and suspend international law, ICC, ICJ etc when it suits selfish interests.
Given the above in relation to Irish Foreign Policy, We should collaborate actively with our neighbours within the EU, collaborate in common defence in Europe, in Pesco and as a neutral nation – partner with NATO and our close Atlantic neighbourcountries including, UK, Iceland, Faroes, Norway, and possibly Canada and USA, but not as full NATO members. Collaborate in defence training, in UN / International peace keeping and post conflict resolution.
A National Field Robotics Research Lab that works with and supports Irish Navy should engage in European Horizon and other international research funding in non military. Defence areas and should engage in collaborative defence research compliant with Irelands neutrality and defence policies.

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.
Action Plan, suggested key elements to include:
1. Consolidate phased plan for upgrading Naval Fleet to include Multi-Purpose naval vessels with Dynamic Positioning and capability for support of complex of automatic robot systems as new at sea mission standard.
2. Develop Navy and support agency / labs / service Review people plan.
3. Study requirements and international best practice in area of National Field Robotics Labs supporting navy and government/semi states specialist collaboration requirements across other areas.
4. Set up a National Field Robotics Research lab on a phased basis
a. Consolidate existing National Lab relevant capabilities in Navy, University research sector and others (UL CRIS, NMCI, Navy HQ, MI, GSI, …)
b. 3 year start phase , Develop National Field Robotics Research Lab in suitable location, e.g. co-located with a Port Company. with access to waterways, ocean and access to suitable airspace, air corridor to open airspace. . Building, test tanks, specialist engineering . robotics labs, labs for marine systems ROVs, AUVs, ASVs, Towed systems, sensor systems. , airborne UAV / Drone systems
c. 5 year - Expand National Field Robotics Research to full capability
5. Size of National Lab/ funding level required?: This has yet to be developed and detailed. A good indicator – NOC, Ifremer, WHOI etc, employ similar numbers of engineers as marine scientists . Ireland does not yet have a National Lab equivalent, However the Marine Institute performs partly similar role but without the technology / engineering focus of NOC . Ifremer / WHOI. The Marine Institute, which has a role in Marine and fisheries science and organisationally reports to Department of Agriculture Fisheries and the Marine, does not even have any employee grade in Engineering, yet it has a marine science role as that of NOC, etc but not including the technology research aspects, For Ireland to correct the Gap of no National Lab in Field (Marine and airborne and land based) robotics, the expected numbers of employees in the fullness of time would be similar to those employed in the Marine Institute with its Marine science focus. The National Field Robotics Lab should have equivalent funding for personnel and capital funding in lab facilities and marine robotics technology.

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

3000 character limit for Q4 meant detail of the technology recommended could not be fully detailed. A More complete list of the recommended technology necessary to be supported and relevant to Q4 is thus included below.
The advanced technical areas for Maritime monitoring and defence include Robotic Engineering systems spanning the following: (autonomous underwater vehicles AUVs,remotely operated vehicles ROVs, autonomous surface vehicles ASVs unmanned aerial vehicles UAVs, drones,Sonar and mapping,, precision mapping, navigation and control systems, imaging sensor systems, sonar, synthetic aperture, interferometric, side-scan, multibeam, 3D sonar, LIDAR, sub sea and airborne, ultrasonic transducers, hydrophones, signal and image processing, radar systems, over the horizon, primary, secondary, tracking radar systems, video, high def, high zoom, stabilized platforms, hyperspectral imaging, infra red, night vision, low light, , advanced comms, evaporation duct comms, satellite comms, encryption and coding, microelectronics control, propulsion, vectored propulsion, manipulation, intervention, high dynamic flight control, power electronic systems, fluid dynamics, marinized rugged system design marine electrics and electronics, and more., These technologies are almost all systems incorporating advanced transducers, specialised electronics, micro controllers, Digital signal processors, DSP, application specific integrated circuits ASICs, multicore parallel processors, with embedded code, computer control systems. Such systems are the domain of Robotic/Computer / Electronic engineering.
While many naval personnel and marine scientists will use such technology, a leading maritime navy or other . organisation that employs such advanced technology that is rapidly growing in technical complexity over time requires significant numbers of robotic.electronic.computer engineers with Field robotics application focus..

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

3000 character(s) maximum

We don't have any propper Navy service to patrol our waters. No radar for sea and air treats.

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

Russia and China will do anything to damage our under sea cables etc.

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

We need a larger navy, radar. There must be a navy base on the West Coast ie Rossaveal Harbour in Connemara with the new deepwater Quay being built it would be perfect. The goverment also has land at the Harbour which they could use for offices 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

Yes. They should help secure and patrol their cables etc too

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 it needs to be a calibration with EU etc

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. Investment and more staffing

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. I find it amazing that there's no navy or aer corp vases on the west coast which we have our largest sea in the West

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

3000 character(s) maximum

Overall a poor technical/operational capability in monitoring Ireland's large offshore (12 nm, EEZ and Designated Continental Shelf) and coastal regions (covering airspace, surface and sub-surface environments). Chief activities that are carried-out in this space include national Sovereignty, Sea Fisheries Protection, Search & Rescue, Safety at Sea, Pollution, Contraband/Drug Smuggling. Main assets that need protecting include Natural Resources (Fisheries/AquaCulture), Critical Infrastructure (Submarine Cables, ORE) and natural environments. Requires engagement and oversight from multi-agencies (Defense, Coast Guard, SFPA etc)

Current Shortcomings
1. Inability to comprehensively monitor our coastal and offshore maritime areas.
2. Low to middling collective capabilities/expertise in key space/aerial/surface and sub-surface mapping and monitoring technologies
3. A historic record of relatively low investment of funding/resources in this strategic area

Threats/Vulnerabilities
1. A poor to middling capability in detection and classification of bad actors or potential bad actors impacting sovereign defence - ability to detect/classify/track foreign state actors (airborne, surface/sub-surface)
3. Fishery Protection - shortcomings in illegal fisheries in Irish/EU controlled waters – possessing Irish-based tech/capabilities
4. Contraband - Although a member of MAOC(N) – shortcomings in Irish/EU controlled waters – possessing Irish-based tech/capabilities
5. Safety at Sea – Reasonable coastal coverage but may be issues with supporting further off-shore Search and Rescue missions
6. Oil Pollution and Shipping Emission monitoring - shortcomings in Irish-based tech/capabilities
7. Critical Infrastructure (Surface/Sub-Surface) – using mapping & monitoring technologies to safeguard offshore wind-farms, submarine pipelines, interconnectors and Telecom cables.
8. Cybersecurity – as this affects all digital systems involved in monitoring and protecting our coastal/marine areas

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. Spaceborne - need to ensure we're utilising upto date EO technologies for monitoring Maritime areas
2. Airborne - Ability to monitor Ireland's Sovereign Airspace (Radar Systems & Monitoring Aircraft), Ability to carry out our own Search and Rescue, Monitoring, top-cover etc not just in Coastal areas. Consider role of Drones to augment some of the Coastal monitoring work? Ensure improved on-board ISR capbilit
3. Surface - Improve capability of Navy to patrol Irish waters (12nm & EEZ) - requirement for more vessels /personnel ? Review requirements for supporting ORE - consider use of un-crewed surface vessels
4. Sub-Surface - Review how best to protect submarine assets – Sonar, Distributed Acoustic Sensing (DAS)

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

3000 character(s) maximum

In so far as a balance is struck : 1) value/impact of and event (e.g. a Euros5m Drugs haul versus a Euros25k Illegal Fisheries fine - 2) its spatial-temporal extent (what geographical area needs to be monitored, for how long and how many of these events usually happen per week/month/year) - and also 3) the overall cost/benefit to Ireland - this cost of monitoring/taking action versus the savings gained.

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. Governance: Poor Governance (leadership, strategy & policy initiatives coordination, legislation) to address these shortcomings at a national level & 'Advisory Committee' to implement/carry out the role/function of Governance - could also extend to consider roles of inter-agency Culture, Change Management Digital Transformation.
2. Funding/Resource Sharing: Poorly funded/resourced national agencies (to some degree at least) and lack of 'joined-up' approach across various Agencies; Air Corps, Naval Service, IRCG, SFPA, Revenue etc - e.g. data, methodologies and digital infrastructure could be shared, and bespoke information services then generated for the specific needs
2. Upskilling/ Training: Inadequate skillsets in Platform/Sensor technologies, Earth Observation (including Remote Sensing & In-Situ), Geospatial & AI technologies covering Space, Airborne, Marine (Surface & Sub-surface) - allied with Data Processing and Information

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 - this could be handled through Maritime Security Governance Framework and associated Committee

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

Strengthen relation with EU agencies; Frontex, EMSA, EFCA, MAOC(N) as well as various Copernicus entrusted entities - participate in these EU committees/meetings etc. Also, for sure EDA and NATO Partnership programmes

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

Draft Irish Maritime Security Action Plan
Risk and Threat Analysis
Situational Awareness and Information Sharing
Capability Development and Interoperability
Law Enforcement and Maritime Governance
Protection of Maritime Infrastructure and Routes
International Cooperation
Research, Innovation, and Technology
Environment and 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

Irish Maritime security plan should not be viewed under the narrow lens of 'security' only but should be considered against the broader 'Marine Ecosystem' backdrop - dealing with all aspects relating to Coastal /Marine in Ireland - from the work of Marine Institute, MARA, INFORMAR etc through to DMAP, MSP, MPA as well as the broad array of activities associated with these environments;, Aquaculture, Fisheries, Tourism, Environment etc

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

3000 character(s) maximum

The fact that we can't deploy air or sea assets is very bad for an island nation, we need to invest in new ships and have ports on the west coast like Limerick, Galway and Killybegs this would allow the naval service to deploy faster to any emergency or treat far faster than from Cork, also have air assists located in Shannon and Knock airports would increase reaction times for the naval ships.

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 threats would come from ships sailing through Irish waters carrying drugs or other items into Europe. The communications cables that are off the coast are very vulnerable and the Defence Forces would need to be able to monitor them via under water vehicles that are controlled by ships but also the navy would need air assists like maritime aircraft to search for submarines. The navy would need ships that can carry helicopters that could drop sonar boys.

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

3000 character(s) maximum

Yes the west coast is more vulnerable so the strategy should be more focused on the western coast line because it covers from Donegal to Cork, the Eastern side has the British mainland so any threat would not likely come from that area. If it did the British would give us a chance to get assists in place. Having naval bases on the west coast would help in relation to recruitment of personal in the Donegal Galway and Limerick ares and other western countries this would help in the work life balance and improve morale within the service.

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 start by getting dedicated maritime patrol aircraft such as the C295 as Ireland already operates this aircraft it would speed up operations, these aircraft can be use in Maritime Potrol Aircraft and also as Anti-Submarine /anti-surfaced warfare rolls, this would help if these were deployed from airports on the west coast, Ireland would need to buy at least six more aircraft to allow for crew rotation and maintenance The navy could start by get Holland - class offshore patrol vessels made by Damen Schelde Naval Shipbuilding, the Netherlands navy signed a contract in 2007 for four vessels at a cost of €467 million this type of vessel would be an improvement on the current fleet because it has an NH90 helicopter on board and only needs a crew of 55 to operate it and at 108 metres in length that would be ideal for Ireland as it starts to build a strong navy.

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 think so as this would be a security risk and could leave Ireland at risk if we don't do proper verification of the people that might want to work in this area, look at what is happening with the new Coast guard search and rescue helicopters this is putting people at risk.

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 working with other partners is valuable in this area we could work with the Royal navy and the French and Spanish navy also. This would be a good way in which personal from each country could work together. This would also help in the gaps that air in our navy we could have Irish naval officers on French and British ships that operate in Irish waters that would build on the experience of our navy and would help in establishing what assists Ireland needs.

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

First establish naval bases on the west coast and start recruiting as soon as possible, this would help in establishing a relationship with the local community in the surrounding ares of Killybegs, Galway and limerick and other areas like Sligo, Letrim, Mayo.
Get air station Finner back in operation and get Knock and Shannon to be bases for maritime aircraft.
Have three naval operation areas the Irish Sea command off the Eastern sea areathe Celtic sea command off the south coast and the Atlantic ocean command broken down into two operational areas of Atlantic West and Atlantic north,. This would allow for better control in these areas.

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

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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

Russian interference in our and European underwater cables.
Russian Shadow fleet sanction breaking and violating our territory at sea.

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

Without a doubt Russia us the biggest threat to Europe.
We are this most vulnerable part of this European block. An easy underbelly to exploit for the Russians.
We have to up our game and secure(with European help) to patrol and deter any illegal activities in our and European waters.
The drug trafficking through Irish waters continues which again shoes how poorly out waters are protected.

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

3000 character(s) maximum

We need to expand our Naval base in Hawlbolin, even invite some of our European partners to station ships and personnel there.
We also need to use Shannon Airport to do the same.
Our Western and Southern fringes are particularly vulnerable.
A joint task force with out nearest neighbours would go along way to achieve this.

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

3000 character(s) maximum

As stated above. Investment in proper bases for Airforce(Shannon airport). Navy (Cork Harbour).
Technology to monitor and detect unwanted and illegal infringement of our waters.
Would it be so bad to invite the UK to station some of its Navy and airforce in Ireland?

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 should invest of course with private suppliers of said infrastructure.
But the Department of Defence should run the organisation.

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

I dont think we need to join Nato just yet.
But much closer cooperation with France and UK, Spain and Portugal.With all of us putting a proper security "web" along the Western fringes of Europe together in sharing all services, information and bases.

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

As stated above.
We need to wake up to the fact that we are a team player in Europe.
We are wealthy and have done a great job in transforming the country in the last 40 years.
We need to step up to the plate and act as a proper country in Europe.
Austria, Switzerland and Norway all have a good security model. Why not us.
It'll also secure our country and infrastructure.

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 we should become a proud nation.
We need to step up and become more visual to our and European enemies.
We need to protect our seas and environment from exploitation from outside of Europe.
We need to take more of a driving seat role and not rely on other countries to come to our aid.
Those days are gone.
We have done a great job to come out of the woodwork and become a fully multinational, diverse and welcoming place to live and work.
Now we need to protect it.

An Roinn Cosanta
Department of Defence

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

3000 character(s) maximum

Undersea cables is an obvious one and probably the most highlighted as being vulnerable to attack / interference by bad actors. Another major factor is Ireland being used as a gateway for large drug shipments into europe from South America. If we look at maritime security we are talking about whats under the water, whats on the water and whats in the air above the water.

Currently we are blind to all three as we have no resources to adequately identify, never mind react, to any of these threats.

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 to Ireland is that we actually adequately address these threats as opposed to just talking about it and kicking the can down the road. We have seriously underinvested in this for a very long time and i have a real fear that we will not move in a direction that increases this security.

To prepare for this we need only look at other nations with a large maritime zone and the resources that they have put in place. We don't need to reinvent the wheel but rather build on the knowledge that is already out there. Other EU nations have long held the veiw that Ireland doesnt pull its own weight with regards to defence and i think that if we were getting serious about addressing this shortfall that we would find that the UK / EU would be more than willing to offer help and advice.

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

3000 character(s) maximum

At present, the seas to the east, south east and south are already well patrolled due to the proximity off other states. I think our main vulnerability lies from the south west seas up to the north west. It would be more beneficial to concentrate on these areas and come to joint agreements on patrols etc with other states close by

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

3000 character(s) maximum

Air assets. Ireland need to ensure that the planned primary radar is put in place along with any corresponding surface to air missile capability. It would be best to have some type of layered defence that could react to long / medium and short range threats. We then need fast jets in order to be able to perform an air policing role to be able to identify any possible threats and react to same.

The fast jets should be actual proper jet capable of interception as opposed to just trainer aircraft. Something like the Saab Gripen (E) would be a great consideration due to the cost, relatively low maintenance costs, short take off etc. This aircraft (or similar) would have both air to air and air to sea capabilities, has good interoperability with other European aircraft and systems.

Other support aircraft for maritime / air surveillance roles would also be required (or an upgrade of existing aircraft with more advanced systems). The relevant infrastructure to support this would also be required. Due to the lead in time it takes to acquire fast jets, the government need to be looking at this now and not down the road. Even if we ordered aircraft today, we could be waiting probably 3/5 years for these to arrive. We should be using this time to train and qualify pilots on them and get the required infrastructure in place.

We need to look at our maritime vessels also. Outside of fisheries protection, what capabilities do our current vessels offer? Consideration should be given to purchasing or possible refit of existing vessels to be able to engage air and maritime threats, with more advanced undersea and aerial detection.

Stand alone maritime radars / radar buoys etc so that areas of specific concern can be monitored continuously.

Ireland should have closer engagement with the European Space Agency, so that from an EU wide perspective, that we can better leverage and increase the amount of space based assets (Satellites) for surveillance and detection of maritime threats.

It would be prudent to also look into how all of these different assets engage and work together and how information can be shared in real time.

The main thing on all of this is that we need to get moving straight away and not sit on our hands on this.

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. The security of this infrastructure is not solely for the government to bare. Private industry could be leveraged to provide some of the infrastructure required to support the installation of this security. Some of the required technologies that could benefit maritime security already exist within private industry so they should be leveraged to provide this at a competitive price to the state, as they will benefit from it.

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

While i do not think Irelands interests are best served by being a NATO member, i fully believe increased defensive cooperation with the UK and EU partners is essential. Cooperation means that assets, knowledge and responsibilities can be better shared and means that we are much better able to react to any threats.

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

I think that the action plan should be clear and have real deliverables and expected timeframes. It needs to be focused and clearly outline where we stand on procuring equipment (and what this equipment will be), having any necessary infrastructure in place and a high level overview to how we respond to threats of various kinds.

The public need to see action as opposed to just discussion on these matters.

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 just want to reiterate that maritime security relates to under the sea, on the water and in the air. I think unless these three areas are discussed the plan will be pointless as we will still have glaring vulnerabilities. The cost to implementing this will be high but in my opinion, the cost of not implementing it will be higher. We may not suffer the consequences of it but it could be our children or our children's children that bare the cost of our inaction.

The world is going backwards in relation to stability and security and Ireland must not take our position of relative safety for granted.

An Roinn Cosanta
Department of Defence

Contact

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

3000 character(s) maximum

Tampering with undersea cables and the inability to patrol our seas against bad actors. Notably russia

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

An axis of Russia and China. Also factory fisheries plundering our fish stocks already happening and we are powerless to docc BBC anything about it. Also zero air defence we can't tell whats in our sovereign airspace

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

3000 character(s) maximum

No the entire area

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

3000 character(s) maximum

Massive upweight of investment in our navy and create an air force with jet interceptors

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 should all be defence forces

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 certainly be part of any European defense pact.

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

Yeas. Build zero based budgeting. Understand the equipment we need from the bottom up and invest accordingly. Needs massive investment in my opinion to get to even a barely acceptable level of security

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

It’s an absolute disgrace that this state and all the governments up to now have let us become an absolute joke and laughing stock when it comes to sir and maritime security
.Absolutely disgraceful. And the action to fix should be a priority and fast tracked. The writing is on the wall for a significant conflict in the next 3 years. And we are the very weakest link in Europe. Shameful

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

3000 character(s) maximum

Our biggest threat is government indifference to our maritime security. The Irish government has shown no interest in the naval service or even modest attempts at safeguarding the seas around this country. The terretorial Walters need to have a naval presence or our claim to them will be ignored by bigger nations. There is a growing threat from the Russian federation at present who encroach on our territory. they are merely testing our response . Ireland is also fast beiecoming a destination for major South american drug cartels. A lot of their contravand comes by sea.

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

To prepare for future threat. the state needa to invest in aircraft capable of reconnaisance and long range patrolling. Also ships capable of going to sea for long periods. more than 1 ship with helipad. A naval base in Galway and proper incentives for naval service personnel both full time and reserve to stay on
Future threats are similar to our current threat. Drug cartels and the Russian federation

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

3000 character(s) maximum

Any area that have potential natural resources should be prioritised.

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

3000 character(s) maximum

without people yoy have no capability to do anything. Naval personnel both reserve and full time. Patrol vessels with helipads. aircraft capable of long range patrols

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 state should own and operate critical infrastructure
Too often has the country suffered due to private sector inrerests

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

first and formost the state needs to be able to security the nations on a reasonabe basis, if extraordinary circumstances arrive then eu partners.

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

if any action plan is included, it should be tested robustly every 3 to 4 years.also action plans need to be constantly updated
An action plan should consist of Co ordinated operation from aer corp and naval service for interest drug shipments or to interest and drive off foreign playersassing on the edge of our territory. Large scale fisheries operations should be regularly practised

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

Yes building up the naval reserve is crucial to a fully manned naval service

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Department of Defence

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

3000 character(s) maximum

Under water security of Critical assets.
a) Pipeline
b) Power cables
c) Data cables

Also the landing sites of these assets.

Security of Sea lanes that allow cargo ships to travel to/from Irelands ports.

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

Under water security of Critical assets.
a) Pipeline
b) Power cables
c) data cables

Also the landing sites of these assets.

Security of Sea lanes that supply cargo to Ireland.

Build a capability to scan and measure the current assets, asses if anything has changed since original install, then regular scanning to mark up any threats either on the seabed or buried below.

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

3000 character(s) maximum

Yes.

a) Critical assets
b) Sea lanes
c) Major Port entrances (i.e, Cork harbour)

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

3000 character(s) maximum

Scan of current assets to ascertain a baseline and then regular monitoring to trigger any delta's from the baseline (i.e. threats).

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.

There are several very well skilled Private sector companies who have resources (people, vessels, equipment) who could be deploy tomorrow to source the data data required to provide an accurate picture of the Critical assets.

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.

Clearly Irelands EU partners and neighbours (UK) should be part of the overall solution.

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

Ireland has people, vessels and equipment that can be deployed to suppliment the defence forces.

Please reach out to discuss further.

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Department of Defence

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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

Threats:

Hostile attack on or sabotage of offshore infrastructure, both surface and sub-surface, regardless of ownership. within our territorial waters, in our EEZ and in the extended area of the continental shelf we have claimed.

Drug and gun smuggling from the Caribbean and Americas, both via the Azores, Madeiras and Greenland or Iceland and directly, on board merchant vessels, in smaller vessels, in submersibles and by aircraft with transponders disabled into unregulated airstrips.

People trafficking using both merchant vessels and smaller craft.

Movement of terrorists, criminals and foreign agents via merchant vessels and smaller craft, or by aircraft with transponders disabled into or out of unregulated airstrips.

Delivery of air launched missiles targeting western NATO members across Irish airspace by belligerent aircraft.

Open military attack on Ireland by an enemy.

Key Vulnerabilities:

No primary defence and security radar network. We rely totally on the aircraft crossing into Irish airspace across our maritime domain into Irish airspace having their transponders turned on so that they can be seen by Air Traffic Control systems.

We have no passive sonar network, nor does our Navy have any Anti-Submarine Warfare capacity. We rely totally on the good intent of all actors in the sub-surface maritime domain.

Our maritime law lacks specific provision of jurisdiction and defined offences that would enable the Navy to take enforcement action against parties engaged in hostile activity against or sabotage of offshore infrastructure, or environmental offences, in our EEZ or the extended area of the continental shelf we have claimed.

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

Threats:

Asymmetric attacks by terrorist or undeclared belligerents on offshore surface and sub-surface infrastructure, including oil & gas platforms, data cables, gas pipelines, electrical interconnectors, offshore wind and tidal energy farms, and port facilities.

Transatlantic smuggling of drugs and guns on merchant vessels, or smaller craft and submersibles that can land their cargo in uncontrolled coastal locations or tranship to other small vessels at sea.

People trafficking or movement of terrorists, criminals, saboteurs and foreign agents by merchant vessels or smaller craft.

Transatlantic and trans-Celtic Sea smuggling, people trafficking or movement of terrorists, criminals, saboteurs and foreign agents by aircraft not squawking transponder codes and flying into or out of uncontrolled landing strips.

Preparedness:

1. The future Navy should own and operate a passive sonar network that covers the entire sea area we claim legal jurisdiction over, including the EEZ and our continental shelf claim, but prioritizing our territorial waters and the areas where there is critical infrastructure beyond that limit. Garda, Customs and Coast Guard should have permanent access to the system for monitoring, enforcement and search and rescue purposes.

The Navy's ships should be equipped for Anti Submarine Warfare, with modern sonar suites and ASW UAVs, and armed with anti-submarine torpedoes and modern defensive anti-aircraft, long & medium range anti anti-missile and point defence systems.

The Navy should own, secure and operate a number of naval air bases and a naval air wing with sufficient maritime patrol aircraft and dual purpose ASW/SAR helicopters to effectively monitor and defend our seas against sub-surface threats,

It should also own and operate a Coastal Defence Regiment equipped with anti-ship missile batteries with which to defend our coastline in conjunction with the fleet in case of hostilities. Collocate the regiment's batteries with naval air assets to provide an adequate geographical spread.

2. The future Air Force should own and operate a primary radar network capable of detecting all aircraft regardless of transponders up to at least 50 miles off our coast. Garda, Customs and Coast Guard should have permanent access to the system.

The Air Force should have sufficient supersonic jet interceptors to intercept aircraft that are not squawking transponder codes once in our maritime jurisdiction and escort them, squawking transponder codes that Air Traffic Control can detect for air safety, either out of our maritime jurisdiction or to a landing at a controlled airfield where they can be inspected by Customs, Gardaí and Immigration.

Interceptors must be supersonic jets. Turboprop and subsonic jet aircraft are incapable of intercepting modern civilian jets. They must also be armed and equipped with defensive countermeasures on all interception missions in case the bogeys turn out to be hostile.

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

3000 character(s) maximum

No, it should not focus on geographical areas. It should address the following sub-domains:

1. Defence of our territorial seas and coastline.

2. Security of our maritime borders.

3. Safety of lives at sea within our EEZ.

4. Protection of critical coastal and port infrastructure.

5. Protection of oil, gas and offshore wind infrastructure within our EEZ.

6. Protection of data cables, gas pipelines and electrical interconnectors within our EEZ.

7. Protection of the fisheries and the environment in our EEZ and the extended area of continental shelf we claim.

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. A passive sonar network owned and operated by the future Navy, focusing on port approaches, potential illicit landing areas, and areas where there is offshore infrastructure such as oil and gas platforms, data cables, gas pipelines and electrical interconnectors.

2. A primary radar network owned and operated by the future Air Force, capable of detecting all aircraft over our maritime domain whether not squawking transponder codes to a range of 200 nautical miles (370 km) offshore. This range would give sufficient warning time - up to 30–60 minutes for a fast-moving aircraft - to assess potential threats and coordinate an appropriate response, including interception, escort, and inspection on landing by Garda, Customs and Immigration.

3. A Naval fleet equipped with modern ASW systems, including "warning shot" capability, anti-submarine and anti-torpedo torpedoes, and anti-aircraft and anti-missile defences capable or dealing with surface and submarine launched drone and missile attacks.

4. A Naval Air Wing consisting of maritime patrol aircraft with submarine detection sensors and dual purpose helicopters that can be either armed and equipped for ASW duty (with "warning shot" capability) or used for long range SAR. All aircraft should be equipped with anti-missile and anti-drone countermeasures when airborne in ASW or patrol mode.

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 private sector must be involved insofar as it is the responsibility of owners to inform Defence and Security agencies of the location, nature and vulnerability of infrastructure they own.

There is no constitutionally permissible role for mercenary, sometimes called private military contractor, forces hired by infrastructure owners in Ireland's defence and security (see Article 16.6.2° of Bunreacht na hÉireann).

It will be up to government and perhaps the courts to decide whether that constitutional prohibition should apply where our maritime jurisdiction extends beyond our territorial 12 mile limit. I suspect the Supreme Court would decide that it should apply everywhere that Irish maritime law has jurisdiction.

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 a desirable future goal. However as a country that is militarily neutral by government policy and may wish to continue to remain so in the event of war in which our near neighbours are belligerents we must, as envisaged by the Hague conventions, prioritize our own ability to police our maritime domain and airspace.

Even were we to decide to apply to join the NATO alliance we would not be accepted given our current lack of effective Defence Forces. Since the Emergency successive governments and their advisors have seen Defence and National Security as a matter of being prepared to deal with a violent Republican insurrection, even to the exclusion of considering all external threat vectors.

Furthermore, with the future of NATO in doubt because of increased American isolationism we should focus our defence and security cooperation efforts on the EU, or at least the EU Member States with whom we share common defence and security interests, particularly border control and defence & security acquisition.

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

Such an approach could take longer to actually do anything than the Moriarty Tribunal did to produce a final report. Worse yet, choices made early in that follow-on segment of the process would be out of date by the time they were proposed

Short answer: No!

The strategy committee should identify the domain expert forces and agencies that will be responsible for developing and implementing its various parts.

Strategic policymakers should not attempt to become the planners and implementors of the measures needed to implement their policies, those are not their primary purposes or skill sets.

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

Maritime Defence and Security is not an administrative matter, nor should it be managed in any way by Civil Service administrators.

Maritime Defence and Security must be led and managed by the responsible forces and agencies, namely the future Navy, the future Air Force, An Garda Siochána, Revenue Customs, Immigration, and the Coast Guard.

Those forces and agencies must report directly to cabinet and to the responsible Ministers, their reporting and management must not be filtered by Third Parties such as Department General Secretaries, that is not the purpose of the Civil Service.

Consideration should be given to establishing a specialist Port and Maritime Border Policing organisation within An Garda Siochána or a division of the Military Police Corps with civil jurisdiction to operate in conjunction with Revenue Customs and Immigration and protect port infrastructure.

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Department of Defence

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

3000 character(s) maximum

Threats
What comes into the country via ships like the MV Matthew. Along with drugs anything else could be deliverd using the same methhod, including weapons and trafficked people.

Russian subs and spy vessels as Russia is clearly gearing up to war with Europe on some level. Ireland would be a very weak spot for them to harm the EU, easily the weakest in fact.

Drones launched from sea to destroy infastructure are easily deniable.

In case of war with Russia we need to be able to defend ourselves.

Vulnerabilities
Undersea cables are our responsibility and we cannot fulfill this role. Russis is already targeting such areas near Sweden etc.

Trasnport of troops, vehicles and materiele is currently something we need others for. While our airlift capability is insignificant I don't believe we have any naval capacity to move our soldiers at all. If we the EU as a bloc is to defend itself in the east we'll have to find other ways to transport to the area.

Disaster relief. If we had a ship like the Dutch Karel Voorman we'd have a great asset for helping ourselves, our partners and neighbours.

ASW we cannot detect or counter submarines. We need both capacities.

Public perception. The navy is unfortnuately visibly underfinded and not staffed with ships tied up. We need to make the job appealing AND buy the craft and equipment. There's a certain amount of faith required here - we can't wait for one to commit ot the other. Increase pay and improve conditions while being pubic about what we're purchasing/what's coming down the line.

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

What I said above for threats.

I have no real knowledge of how the navy functions but in terms of preparing we need the technology and craft to react to individual hostile vessels - subs, spy ships etc. We can't engage in full scale conflit alone but would never need to. But being able to deal with single vessels should be fully something we can do alone.

We should join battle groups (if there's a naval equivalent) and have a clear and publically advertised role in these groups.

The division of the ARW into three wings, one naval is a positive development. We need the helicopters - launched from sea or land to give them the safe option to act in this manner regarding boarding vessels etc.

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

3000 character(s) maximum

Yes, the undersea cable areas especially with ASW gear and the larger craft around there.

OPVs should be widespread for the other areas.

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 wonder would we be better served with just a small number of modern and fully capable frigates with ASW helicopters and the rest being OPVs. I am unqualified to answer this question really.

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

Perhaps yes, they could offer incentives to naval service staff - particularly funding for relevant third level courses.

However, the public perception element could be negative if handled poorly. I imagine PBP would call them "mercenaries" or some such. Silly but headline grabbing.

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 said above partnership would be essential. Without that we'd need a much bigger navy to be able to fully defend ourselves. EU partners and neighbours should be the focus here. NATO is a bridge too far especially consdidering the influence of a US that has shown itself to be at the very least unreliable.

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

I think it should. Especially considering the fact nobody in Ireland really knows what any of it entails due ot never really having one before. I have no idea about what the priorities should be.

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 real obstacle to this is public perception. Do parties really think they'll get political capital from the huge cost? That will depend on how the public reacts. Get ahead of the inevitable PBP-style lambasting of anything military please, of you will find it almost impossible to succeed. I've enjoyed reading some more details of the MV Matthew operation - don't be afraid to celebrate things like this.

As a suggestion, commission a documentary on the Irish naval service when you have something new and positive to show - go from early days to the future (again once you have something shiny to finish the show with). Get someone like Ray Goggins to present it. I wish things like this weren't important but public perception and politics is the currnet battleground for our defence forces' future.

An Roinn Cosanta
Department of Defence

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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

Subsea telecoms cables carry over 99% of data into and out of Ireland, with Ireland currently connected to the global network via 14 subsea cables. A rise in subsea cable security incidents has increased concerns about disruptions to this critical undersea infrastructure (CUI). The most significant threat is a coordinated physical sabotage or attack on a subsea cable where a cable is cut in Ireland's territorial waters, Exclusive Economic Zone or on the high seas. The worst-case scenario would involve multiple cable cuts that disconnect the entire island of Ireland from the global Internet.

An EU-wide mapping and coordinated risk assessment of submarine cable infrastructures has been agreed by the informal EU Expert Group on Secure and Resilient Submarine Cable Infrastructures and will be published in Autumn 2025. The risk assessment approach flags a number of threats, vulnerabilities and dependencies, consolidated within several risk scenarios. This analysis is broken down between physical and cyber security threats and vulnerabilities which considers both intentional and unintentional damage, and reviews dependencies across supply chains and geographies, as well as technical, legal and administrative elements.

Other significant threats to subsea cable infrastructure are likely to include:

- Coordinated sabotage or attack on cable landing site – by means of a physical attack or cyber intrusion
- Disruption of maintenance capability – caused by market dynamics resulting in temporary shortage of maintenance vessels in EU waters or sabotage of a maintenance vessel in EU waters
- Disruption of supply chain – caused by market dynamics resulting in temporary supply shortage of key components
- Unintentional damage caused by human activity such as fishing or anchoring
- Natural events leading to physical damage on multiple cables or landing stations – for example adverse weather events which can lead to knock-on effects such as a storm preventing access to cables that need to be repaired.

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

There has been a global increase in hybrid warfare or grey-zone activity targeting CUI in recent years, particularly in the Baltic Sea. In the maritime waters of Ireland, known non-state actors have previously been observed by Irish authorities acting in a questionable manner near telecommunications & energy CUI. Future hybrid threats may utilise a mix of methods, including cyberattacks, physical sabotage and economic coercion to achieve their goals.

EU Member States, supported by the Commission and the European Union Agency for Cybersecurity (ENISA), published a report on the cyber security and resilience of Europe's communications infrastructure and networks (the 'Nevers Report'). The report recommends cyber exercises, stress testing and sharing best practices to protect critical infrastructure.

In February 2024 the European Commission issued Recommendation (EU) 2024/779, which aims to improve the security and resilience of submarine cable infrastructure through better co-ordination at both national and EU levels. The measures set out in the Recommendation were fully endorsed in the report by Special Adviser Sauli Niinistö, published in October 2024 (the 'Niinistö Report').

Recommendation 2024/779 includes actions to address challenges faced by submarine cable infrastructure, ensuring their reliability against potential threats. To support its implementation, the Commission has set up the Submarine Cable Infrastructure Expert Group, comprising representatives from Member States' authorities and ENISA, to offer guidance and expertise to the Commission.

Amid rising geopolitical tensions and hybrid campaigns targeting the EU, submarine cables in Europe have suffered several incidents. To address these concerns, the Commission and the High Representative adopted the EU Action Plan on Cable Security on 21 February 2025 (the 'Action Plan'), building on existing collaboration with Member States, North Atlantic Treaty Organisation (NATO) allies and the private sector. The plan outlines a series of co-ordinated actions designed to counter these threats and enhance the resilience of submarine cable infrastructure, across all stages of the resilience cycle, from prevention, detection, response and recovery to deterrence.

The prevention stage of the Action Plan reaffirms the goals and actions set out in Recommendation 2024/779. Furthermore, the Expert Group plays a key role in actions under response and recovery stage, notably regarding repair vessels. Through this work, Member States including Ireland are supporting the Commission in conducting a consolidated, Union-wide assessment of risks, vulnerabilities and dependencies, covering both the cyber security and physical security of submarine cable infrastructure and its supply chains.

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

3000 character(s) maximum

An EU-wide mapping and coordinated risk assessment of submarine cable infrastructures has been agreed by the informal EU Expert Group on Secure and Resilient Submarine Cable Infrastructures and will be published in Autumn 2025. The mapping of cable infrastructures is based on various public sources and covers capacity, technical specifications, ownership, registered incidents, landing sites and information on installation, maintenance and repair processes. Ireland's National Maritime Strategy should use the output of this process when considering geographical areas to prioritise its focus.

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

3000 character(s) maximum

Improving situational awareness is essential. The Niinisto Report recommends that operators and national authorities should implement real-time monitoring systems to detect and respond to threats promptly. Collaboration with international partners is also vital given that submarine cables often span international waters. This includes coordinating security measures, sharing threat intelligence and establishing clear protocols for responding to incidents affecting multiple countries.

The following strategic investments in technology, infrastructure or capabilities should be considered:

- Promote and partly finance/fund the use of advanced monitoring systems (e.g., Distributed Acoustic Sensing, SMART cables etc.) on existing and future commercial systems
- Prepare a report to promote the use of new technological solutions for detection of cable incidents
- Launch a dedicated surveillance drones programme (air, surface and underwater) to boost the development and deployment of such capacities
- Explore possibilities of carrying out joint naval exercises between Member States, Non-Member States and NATO to protect submarine cables
- Funding the renewal of emergency repair vessels where appropriate
- Development of a Critical Undersea Infrastructure group and consideration of its forming into a subgroup of the Government Taskforce on Emergency Planning
- Development of improved incident observation and information flow in the Irish state by developing a National Situation Centre
- Develop interaction, notification processes and sharing of information with all CUI stakeholders, including industry
- The adoption and implementation of the Critical Entities Resilience (CER) Directive and the Network and Information Security 2 (NIS2) Directive should be prioritised by their responsible Departments, due to the crucial role they play in preparedness.

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 private sector should be involved with the National Maritime Security Strategy as indicated in the Niinsto Report - the EU needs to further strengthen its support promoting the resilience and preparedness of the private sector. This is particularly relevant to telecommunications given the relatively limited regulation and Government oversight of the industry. The strategy should develop proposals for effective coordination between public authorities and private entities, at a minimum creating a structure for the timely and secure mutual exchange of sensitive information which is essential during crises.

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 in the Niinisto Report, strengthening cooperation with NATO and like-minded partners could provide additional means and help to share the costs of improved subsea preparedness. The report illustrates that international cooperation can enable development of a comprehensive EU stockpiling strategy which will better prepare the EU to absorb shocks, disruptions and supply/price volatility to ensure its capacity to function under all circumstances.

International cooperation should be a key piece of the National Maritime Security Strategy, as seen in the Yantar incident in 2024, the vessel was “observed by the Norwegian, Irish, US, French and British militaries accompanying a Russian warship, the Admiral Golovko”. It was also reported that The British Royal Navy ship, HMS Cattistock shadowed the Yantar in the Irish Sea. The Yantar incident highlights the need for cooperation with neighbouring countries and EU member states.

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

An accompanying Action Plan detailing how to implement the strategy would be useful to all partners and stakeholders involved with the National Maritime Security Strategy, ensuring clear responsibility and accountability of action.

The key elements of this Action Plan could mirror those outlined in the EU Action Plan on Cable Security which has the following four objectives:

- Prevention - stepping up security requirements and risk assessments on submarine cables and prioritising funding into the deployment of new and smart cables allowing to increased redundancy and resilience
- Detection - enhancing threat-monitoring capabilities per sea basin to build a comprehensive situational picture and allow earlier alerts and response
- Response & recovery - improving the efficiency of the EU-level crisis framework for swift action on incidents impacting submarine cables and establishing an EU Cable Vessels Reserve to shorten the time to repair damaged cables
- Deterrence - enforcing sanctions and diplomatic measures against hostile actors and the 'shadow fleet', making full use of the Hybrid Toolbox to address hybrid campaigns, and fostering 'cable diplomacy' with global partners.

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

[redacted] a strong policy position to encourage and boost investment in Ireland's national and international subsea telecommunications connectivity. This position is underlined and supported in Ireland's National Development Plan – 2021-2030 as well as under Dimension 2 of Harnessing Digital – the Digital Ireland Framework, which both respectively highlight the importance of strategic investment to the State of enhancing high-quality, secure and reliable connectivity to global networks. The [redacted] Digital Connectivity Strategy outlines that Ireland wants to ensure that international connectivity infrastructure is "resilient, suitably diverse, and robust so that [it] can serve the demands of the national requirements."

European policy seeks to strengthen the EU's own subsea cable infrastructure and minimise dependence on non-EU entities. Especially relevant is the EU's determination that each cable route should have sufficient redundancy (i.e., a minimum of two subsea cables). The European Commission's Path to the Digital Decade 2030 sets out digital targets to be achieved by 2030 in areas related to digitally skilled citizens, digital infrastructure, digital transformation of businesses and digitalisation of public services. In addition, the European Commission's funding programme - the Connecting Europe Facility (CEF) Digital - aims to provide support and catalyse public and private investment in digital connectivity infrastructure between 2021 and 2027.

The strong policy positions at national and EU-level aim to increase the security and resilience of subsea cable systems. Ensuring that sufficient network diversity and redundancy is in place ensures that Ireland will mitigate both the natural and man-made threats posed to its networks and services.

An Roinn Cosanta
Department of Defence

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

3000 character(s) maximum

1. Sabotage of undersea cables and pipelines.
2. Destruction of Windfarms.
3. Disruption to our fishing fleet.
4. Attacks on shipping bringing cargo to Ireland.
5. Attacks on shipping passing through our maritime area.
6. Rogue states positioning naval assets in our area in order to attack aircraft.
7. 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

1. The immediate threat is an attack on the undersea cables and pipelines.
2. Increase the strength of the Naval Service so that there are two crews per ship and patrol in the areas where the cables and pipelines are.
3. Purchase 4 or 5 Airbus H225 helicopters configured for maritime surveillance.
4. Purchase primary radar system capable of monitoring and identifying all shipping.
5. Purchase of 30 metre to 35 metre fast patrol boats for littoral patrolling.

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

3000 character(s) maximum

The strategy should focus on:
1. Patrolling along undersea cables and pipelines.
2. Littoral patrolling.

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. Increase strength of Naval Service to have
   two crews per ship.
2. Purchase Airbus H225 helicopters configured
   for maritime surveillance.
3. Purchase fast patrol boats for littoral patrolling.
4. Purchase radar system.
5. Purchase Sonar 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

The Maritime Security Strategy should involve the private sector who should support the PDF in any way they can.

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 should play a big part in order to identify and monitor all shipping and small craft in our maritime area.

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. There should be an Action Plan that will detail how the strategy will be implemented.
2. The key element of the Action Plan should be the provision of 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

1. Two crews per ship.
2. Radar.
3. Airbus H225 helicopters armed for quick reaction.
4. RBS 15 anti ship missile system.

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