

Addendum to the  
Environmental Impact  
Assessment Report

**NISA**  
*North Irish Sea Array*

Volume 6 - Summary Chapters

# Chapter 37

## Transboundary Effects





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## 37. Transboundary Effects

North Irish Sea Array Windfarm Ltd (NISA, hereafter referred to as ‘the Developer’) has been considering the Request for Further Information (RFI) issued by An Bord Pleanála (now An Coimisiún Pleanála) as well as the third-party submissions received following public consultation. At An Coimisiún Pleanála’s behest, the Developer has also continued to consult with stakeholders in respect of the 2024 planning application throughout 2024-2026. The Developer has refined elements of the design to respond to the third-party submissions, the continued public and stakeholder consultation and the RFI (further details on the design refinements are provided in Appendix A5.1: Design Refinements). Amendments are therefore required to Chapter 37 Transboundary Effects of the Environmental Impact Assessment Report (EIAR). Full details of consultation undertaken can be found in Appendix A1.2 in the Addendum to the EIAR.

For the purposes of clarity, this document shall be read in conjunction with the Chapter 37 submitted as part of the 2024 EIAR.

Any cross reference to a chapter, section, table, image, figure or appendix within this document is to another location within the Addendum to the EIAR unless explicitly stated otherwise. Any cross reference to anything included in the 2024 EIAR will be clearly labelled as such.

Text in bold is only used throughout this document to indicate where changes are required, and why they are required. Text in italics illustrates section(s) of the 2024 EIAR which are deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font.

Tables which have been updated from the 2024 EIAR, or entirely new tables, have been included in the Addendum to the EIAR. These tables can be identified by the “A” prefix in the table caption. Any changes within the updated table, in comparison to tables within the 2024 EIAR, are indicated by grey shading in the relevant cell, column or row, as necessary. The exception here is where a table has been replaced in its entirety

The section in the RFI relevant to Chapter 37 is indicated below.

RFI Section	RFI	Relevance to Appendix
2 (a)	The Irish Coast Guard (IRCG), through the Department of Transport, has raised concerns in relation to the layout of the proposed development with respect to search-and-rescue (SAR) access. The applicant is requested to consult with the IRCG, in addressing these concerns, and provide further information and clarification on such matters.	Design refinements have been made in response to this RFI (which are detailed in Appendix A5.1 Design Refinements). Reference to this is made in Section 37.2.
2 (b)	The EIAR under Chapter 17, Shipping and Navigation, states that as part of embedded mitigation, the fixed layouts for Project Option 1 and Project Option 2 comply with MGN 654 requirements (UK guidance, Maritime and Coastguard Agency, 2021). The applicant is advised that the Department of Transport Marine Survey Office (MSO) states that the proposed layout does not comply with guidance provided in MGN 654 and the MSO strongly disagrees with the summarisation of the risk to the safety of navigation posed to commercial shipping, fishing vessels, and recreational craft transiting in proximity to the southeastern corner and the Rockabill GAP.  The applicant is requested to consult with the Department of Transport MSO in addressing these concerns and provide further information and clarification on such matters.	Design refinements have been made in response to this RFI (which are detailed in Appendix A5.1 Design Refinements). Reference to this is made in Section 37.2.
6	The applicant is requested to review Chapter 5 in relation to site selection and the rationale for choosing this site for	While the proposed development boundary, as shown in Figure 1.1 of Chapter 1 of the 2024 EIAR,

RFI Section	RFI	Relevance to Appendix
	<p>development and provide further justification and rationale regarding the suitability of the site for the proposed development.</p> <p>and</p> <p>The Board notes that a number of observations have raised concerns in relation to the assessment of site alternatives and suitability of the site for development having regard to the location of the site within the recently designated North-west Irish Sea (NWIS) cSPA...</p>	<p>remains unchanged the Developer consulted with the NPWS in 2025 and 2026 (see Appendix A1.2 Consultation Report) to discuss the overlap of the proposed development with the NWIS SPA, in relation to potential ornithological displacement effects.</p> <p>The Developer, on foot of the RFI and discussions with NPWS, refined the WTG layouts for Project Option 1 and Project Option 2 to reduce the spatial extent of offshore infrastructure overlap within the NWIS SPA, compared with 2024 EIAR layouts.</p> <p>Reference to this is made in Section 37.2.</p>
8 (e) (vi)	<p>The applicant is requested to review Chapter 5 in relation to site selection and the rationale for choosing this site for development and provide further justification and rationale regarding the suitability of the site for the proposed development.</p> <p>and</p> <p>The Board notes that a number of observations have raised concerns in relation to the assessment of site alternatives and suitability of the site for development having regard to the location of the site within the recently designated North-west Irish Sea (NWIS) cSPA...</p>	<p>Design refinements have been made in response to this RFI (which are detailed in Appendix A5.1 Design Refinements). Reference to this is made in Section 37.2.</p>
10 (a)	<p>Having regard to information submitted in the EIAR, the NPWS underwater noise guidelines (NPWS, 2014), the strict protections afforded to marine mammals under the Wildlife Act 1976, as amended, in addition to observations from prescribed bodies and observers, the Board requires a comprehensive suite of noise abatement measures to be proposed and assessed in addition to the existing mitigation measures referenced in the planning application documentation.</p>	<p>Design refinements have been made in response to this RFI (which are detailed in Appendix A5.1 Design Refinements). Reference to this is made in Section 37.2.</p>
18	<p>The Board notes that the observation received by the Territorial Sea Committee on behalf of the Isle of Man, raises, inter alia, concerns in relation to the lack of consideration of designated Manx sites, with potential for transboundary impacts in particular in relation to birds, fish/shellfish, and marine mammals. The applicant is requested to address the Isle of Man observation.</p>	<p>The EIAR has been updated to consider the potential for transboundary impacts on marine features found in Isle of Man territorial waters, including features protected within Manx Marine Natural Reserves. Reference to this is made in Section 37.2.</p>

### 37.1 Introduction

There are no other changes required to this section. Refer to Section 37.1 of Chapter 37 of the 2024 EIAR.

### 37.2 Transboundary Effects

**The change to this section is an update to some of the ‘Summary of Transboundary Effects’ following updates in the EIAR chapters, in accordance with the RFIs detailed in the table above.**

**Accordingly, the table in Section 37.2 of the 2024 EIAR is deleted and replaced with the table below.**

Chapter	Summary of Transboundary Effects
<b>Volume 3: Offshore Chapters</b>	
Chapter 10 - Marine Geology, Oceanography and Physical Processes	There is the potential for some sediment plumes to advect in a net northerly direction and move into UK waters. However, the concentration of suspended sediments will diminish over time due to settling out of material and spreading due to tidal advection and dispersion. This will ensure that suspended sediment plume concentrations reaching UK waters will be imperceptible against

Chapter	Summary of Transboundary Effects
	<p>background levels. No other potential transboundary effects were identified. Refer to section 10.8 of Volume 3, Chapter 10: Marine Geology, Oceanography and Physical Processes for further information.</p> <p>Therefore, there are no likely significant transboundary effects on marine geology, oceanography and physical processes predicted.</p>
Chapter 11 - Marine Water and Sediment Quality	<p>No transboundary effects have been identified in terms of Marine Water and Sediment Quality receptors. Predicted changes to the physical process pathways (i.e. tides, waves, and sediment transport) are not anticipated to be sufficient to influence identified marine water and sediment quality receptors in international jurisdictions. Refer to section 11.8 of Volume 3, Chapter 11: Marine Water and Sediment Quality for further information.</p> <p>Therefore, there are no likely significant transboundary effects on marine water and sediment quality predicted.</p>
Chapter 12 - Benthic and Intertidal Ecology	<p>No transboundary effects have been identified in terms of benthic and intertidal receptors. Predicted changes to the physical process pathways (i.e. tides, waves, and sediment transport) are not anticipated to influence identified benthic receptors beyond the Ireland-UK border which lies 13.6km north and 36.5km east of the array area which is beyond the Zone of Influence (ZoI) in relation to benthic subtidal and intertidal ecology. Refer to Section 12.8 of Volume 3, Chapter 12: Benthic Subtidal and Intertidal Ecology for further information.</p> <p>Therefore, there are no likely significant transboundary effects on benthic and intertidal ecology predicted.</p>
Chapter 13 - Fish and Shellfish Ecology	<p>There is the potential for some sediment plumes to advect in a net northerly direction and move into UK waters. However, the concentration of suspended sediments will diminish over time due to settling out of material and spreading due to tidal advection and dispersion. This will ensure that suspended sediment plume concentrations reaching UK waters will be imperceptible against background levels. Given the predicted plume dispersal pathways, sediment plumes are not expected to reach Manx territorial waters. Therefore, sediment plumes and any associated sediment deposition are not anticipated to affect fish and shellfish receptors outside of Irish waters. The impact of temporary increases in suspended sediment concentration and associated sediment deposition was assessed as not being significant in EIA terms for all fish and shellfish species, including any mobile and migrating species protected in Manx Marine Nature Reserves that may pass through the fish and shellfish study area.</p> <p>Potential mortality or recoverable injury to fish and shellfish receptors due to underwater noise from construction activities and unexploded ordnance (UXO) clearance are predicted to be restricted to areas within Irish waters. It is concluded that any transboundary effects on fish and shellfish receptors that may result from underwater noise generated during construction, operation and maintenance, and decommissioning of the proposed development will not be significant in EIA terms. No other potential transboundary effects were identified. Refer to section 13.8 of Chapter 13 Fish and Shellfish Ecology for further information.</p> <p>Therefore, there are no likely significant transboundary effects on fish and shellfish ecology predicted.</p>
Chapter 14 – Marine Mammal Ecology	<p>Auditory injuries to marine mammals are not anticipated to occur in European Economic Area (EEA) states or the UK and Manx territorial waters as the impact ranges are not anticipated to extend beyond the Irish Exclusive Economic Zone (EEZ). However, there may be behavioural disturbance or displacement of marine mammals as a result of underwater noise as behavioural disturbance could occur over large ranges (tens of kilometres). Additional transboundary effects may arise due to disturbance to prey species. A screening exercise is presented in Volume 3, Chapter 14: Marine Mammal Ecology which considered the following potential impacts:</p> <ul style="list-style-type: none"> <li>• Auditory injury (permanent threshold shifts (PTS)) from geophysical surveys, (UXO clearance, other activities (e.g., drilling));</li> <li>• Disturbance from UXO clearance;</li> <li>• Disturbance from vessel activity and other construction activities (i.e., geophysical surveys);</li> <li>• Disturbance to prey species;</li> <li>• Collision risk; and</li> <li>• Increased concentrations of suspended sediments.</li> </ul> <p>As noted in Section 14.8 of Volume 3, Chapter 14: Marine Mammal Ecology, no likely significant effects are predicted to arise from any of these transboundary impacts. Therefore, there are no likely significant transboundary effects on marine mammal ecology predicted.</p>

Chapter	Summary of Transboundary Effects
<p>Chapter 15 - Offshore Ornithology</p>	<p>During the breeding season, connectivity with other sites is determined based on mean-maximum foraging ranges presented in Woodward et al., (2019), representing a standard approach to determining connectivity across Irish and UK projects and as agreed among Phase One projects. Even for species which have particularly large mean-maximum foraging ranges (e.g., Manx shearwater) it is unlikely that these receptors will travel beyond the Irish and Celtic Seas. Within the EIAR, regional populations are based on birds in both Irish and the west coast of the UK waters, and therefore potential impacts on relevant UK birds are accounted for within the assessment. Therefore, during the breeding season there is limited potential for any impacts from the proposed development on receptors outside of this region.</p> <p>During the non-breeding season, ornithological receptors are able to travel more widely and therefore receptors that disperse widely or undertake migrations have the potential to be impacted by the proposed development even if they originate from SPAs or colonies outside of Ireland and the UK. Impacts on these individuals are considered within the assessments presented in Volume 3, Chapter 15: Offshore Ornithology by incorporating the impacts assessed at the larger biogeographic scale, which incorporates all individuals that may have connectivity to the North-East Atlantic. Any likely significant effects would be considered in relation to much larger populations due to the inclusion of more colonies from a wider area.</p> <p>The assessment presented in Volume 3, Chapter 15: Offshore and Intertidal Ornithology includes regional populations which incorporates a regional population comprised of UK and Irish birds derived from those presented in Furness, (2015). Therefore, the likely significant effects of the proposed development on birds outside of Irish waters is assessed. Potential transboundary effects considered included:</p> <ul style="list-style-type: none"> <li>• Disturbance and displacement (including barrier effects);</li> <li>• Indirect impacts due to impacts on prey;</li> <li>• Collision risk; and</li> <li>• Migratory collision risk.</li> </ul> <p><u>Potential impacts to the Isle of Man</u></p> <p>Potential impacts on designated sites on the Isle of Man are predicted to be sufficiently small that any effects would be of negligible magnitude. In addition, due to the relatively small population sizes and the considerable distance from the project, any apportionment would be minimal.</p> <p>On the Isle of Man, colonies are relatively small, meaning their contribution is negligible. For example, the total kittiwake population on the Isle of Man is approximately 1,370 individuals (Burnell, et al., 2023). In contrast, the smallest regional non-breeding kittiwake population (during the pre-breeding migration period) is 713,137 individuals (Appendix A15.1 Offshore and Intertidal Ornithology Technical Baseline). This equates to just 0.19% of the total. Given this extremely small proportion, any potential impact attributable to Isle of Man birds would be biologically insignificant and effectively imperceptible. Therefore, the project will have no meaningful impact on the Isle of Man population.</p> <p>Further information on the transboundary assessment carried out for offshore ornithology is presented in Section 15.8 of Volume 3, Chapter 15: Offshore Ornithology. No significant effects are predicted to arise from any of these transboundary impacts. Therefore, there are no likely significant transboundary effects on offshore and intertidal ornithology predicted.</p>
<p>Chapter 16 - Commercial Fisheries</p>	<p>Based on the assessment of effects on commercially important fish and shellfish resources, which concludes that effects would be localised, temporary or short-term and not significant in EIA terms, it is expected that any impact on stocks within the Irish EEZ would become negligible in the context of the UK and Isle of Man EEZs, due to the distance of the proposed development from these EEZs and the dissipation of any stock-level effect over this distance..</p> <p>Effects on commercial fishing fleets could occur over a range of 100s of kilometres from the offshore development area (i.e. affecting fleets from other states that operate in the vicinity of the proposed development, including inside and outside of the territorial waters) and could therefore interact with non-Irish fishing fleets. Effects on these foreign commercial fishing fleets, in terms of reduction in access to fishing grounds and displacement into alternative grounds including other EEZs, have therefore been intrinsically considered throughout the commercial fisheries impact assessment process.</p> <p>No significant effects have been identified on foreign commercial fishing fleets in terms of reduction in access to fishing grounds and displacement into alternative grounds, including other EEZs. Refer to Section 16.8 of Volume 3, Chapter 16: Commercial Fisheries for further information.</p> <p>Therefore, there are no likely significant transboundary effects on commercial fisheries predicted.</p>

Chapter	Summary of Transboundary Effects
Chapter 17 - Shipping and Navigation	<p>Vessel traffic movements are transboundary in nature, including vessel routing within the Irish Sea. There is therefore potential for vessel routing to be displaced by the presence of the offshore development area. However, given the international use of Automatic Identification System (AIS) transceivers on commercial vessels (the primary data source for characterisation of commercial vessel movements in the assessment), the baseline characterisation of vessel traffic movements suitably captures both the receptors and the nature of this transboundary effect.</p> <p>The assessment presented in Volume 3, Chapter 17: Shipping and Navigation concluded no significant residual effects on shipping and navigation. Therefore, there are no likely significant transboundary effects on shipping and navigation predicted.</p>
Chapter 18 - Offshore Archaeology and Cultural Heritage	<p>There will be no direct impact on offshore archaeology and cultural heritage receptors beyond the offshore development area which is entirely within Irish waters. The indirect impacts identified in Volume 3, Chapter 18: Offshore Archaeology and Cultural Heritage have all been evaluated as having insignificant effects which is not significant in EIA terms. There therefore will be no transboundary impacts with regard to offshore archaeology and cultural heritage and not considered further.</p>
Chapter 19 - Aviation and Radar	<p>The airspace around the offshore development area is used by international civil aviation; however, the potential impacts of wind turbine generators (WTGs) as obstacles to aviation are localised and confined to within the array area. Within a 60 nautical mile range (111km), only Isle of Man Airport Primary Surveillance Radar (PSR) would have Radar Line of Sight of WTGs within the offshore development area. Although the proposed development is visible on the Isle of Man Airport, the Head of ATS at Isle of Man Airport has stated that the airspace above the offshore development area is not operationally significant to Isle of Man Airport for the safe provision of ATS.</p> <p>Therefore, it is considered that the residual transboundary effects of the proposed development in terms of aviation and radar are not significant in EIA terms. Refer to Section 19.8 of Volume 3, Chapter 19: Aviation and Radar for further information.</p>
Chapter 20 - Infrastructure and Other Users	<p>Considering the nature of the proposed development, the distance to the nearest international boundary, and no significant effect on infrastructure and other users receptors predicted within 12km of the proposed development, there are no likely significant transboundary effects on infrastructure and other users predicted.</p>
<b>Volume 4: Onshore Chapters</b>	
Chapter 21 - Land and Soils (includes soils, geology and hydrogeology)	<p>Considering the nature of the proposed development, and the distance to the nearest international boundary, no transboundary effects on land, soils, geology and hydrogeology are predicted.</p>
Chapter 22 - Water (includes hydrology, surface water quality and flooding)	<p>Considering the nature of the proposed development and the distance to the nearest international boundary, no transboundary effects on water, hydrology, surface water quality and flooding are predicted.</p>
Chapter 23 - Biodiversity	<p>Considering the nature of the proposed development and the distance to the nearest international boundary and the nature of the ecology assessed occurring landward of the High-Water Mark (HWM), no transboundary effects on biodiversity are predicted.</p>
Chapter 24 - Traffic and Transportation	<p>All equipment and components that must be transported from an overseas supplier's plant to a port for shipment to the proposed development in Ireland will be transported on the national road network / TEN-T network of that country, which has been designed to accommodate such loads. Given this, and the fact that the likely increase in traffic volumes due to the transport of equipment and components for the proposed development is expected to be low or negligible, the significance of the effect of this construction traffic impact on traffic operations will be negative, slight, and temporary.</p> <p>Therefore, there are no likely significant transboundary effects on Traffic and Transportation.</p>
Chapter 25 - Onshore Archaeology, Architectural and Cultural Heritage	<p>There is a potential for transboundary effects arising from visual impacts on the setting of archaeological, architectural, and cultural heritage sites within County Down in Northern Ireland. This will occur where the proposed offshore turbines are visible from the County Down coastline within the overall 60km study area (Figure A25.15a/b of Volume 7A). Ten sites or structures (as detailed in Table 25.13 of Volume 4, Chapter 25: Onshore Archaeology, Architectural and Cultural</p>

Chapter	Summary of Transboundary Effects
	<p>Heritage) have been assessed but in all cases the predicted significance of effect is imperceptible or not significant (Table A25.4 of Chapter 25).</p> <p>Therefore, there are no likely significant transboundary effects on onshore archaeology, architectural and cultural heritage predicted.</p>
Chapter 26 - Material Assets	<p>Considering the nature of the proposed development, and the distance to the nearest international boundary, no transboundary effects on material assets are predicted.</p> <p>Further information on the assessments carried out on material assets landward of the HWM is presented in Volume 4, Chapter 26: Material Assets. Information on the assessments carried out on material assets seaward of the HWM is presented in Volume 3, Chapter 20: Infrastructure and Other Users.</p>
<b>Volume 5: Wider Scheme Chapters</b>	
Chapter 27 - Air Quality	<p>Considering the nature of the proposed development, and the distance to the nearest international boundary, no transboundary effects on air quality are predicted.</p>
Chapter 28 - Climate	<p>The climate assessment concluded that a significant beneficial impact on climate will occur during the lifecycle of the proposed development relative to Ireland's carbon budgets.</p> <p>Although the beneficial effects on climate as a result of the proposed development can be deemed as significant in national terms, at an EU level the effects are considered not significant. Therefore, transboundary effects due to the proposed development are predicted to be not significant from a climate perspective.</p>
Chapter 29 - Seascape, Landscape and Visual	<p>There is the potential for visual impacts in County Down in Northern Ireland as the wind turbine generators are likely to be visible from there in clear viewing conditions. Four standard viewpoint (VPs 1-4) and one cumulative viewpoint (VP36) were selected within Northern Ireland for assessment (Refer to Volume 7B1 to view the offshore photomontages). In all cases the viewing distances were upwards of 35km away and the resulting significant of effect was deemed slight-imperceptible or lower, which is not significant in EIA terms. Further information is presented in Section 29.8 of Volume 5, Chapter 29: Seascape, Landscape and Visual.</p> <p>There is no potential for transboundary effects arising from the onshore elements of the proposed development.</p> <p>Therefore, there are no likely significant transboundary effects predicted from the proposed development on seascape, landscape and visual.</p>
Chapter 30 - Noise and Vibration (including underwater)	<p>Considering the nature of the proposed development, and the distance to the nearest international boundary, no transboundary effects on noise and vibration are predicted.</p> <p>Effects due to underwater noise are assessed in Volume 3, Chapter 13: Fish and Shellfish Ecology and Volume 3, Chapter 14: Marine Mammal Ecology, based on data contained in Volume 9, Appendix 14.1 Underwater Noise Modelling Report. Neither chapter concluded any likely significant transboundary effects.</p>
Chapter 31 - Resource and Waste Management	<p>No likely significant effects are predicted from the onshore and offshore construction, operation and decommissioning phases of the proposed development. Whilst offshore waste generated during the construction of the proposed development will be managed at the appropriate port facility before being sent for recycling, recovery or disposal, these quantities are not predicted to be significant.</p> <p>Minimum quantities of hazardous waste are predicted to be generated from the proposed development. Given the low quantities and the improving treatment of hazardous waste domestically in Ireland, no significant transboundary effects are anticipated for the overseas management of hazardous waste.</p> <p>Therefore, there are no negative significant transboundary effects on resource and waste management predicted.</p>
Chapter 32 - Population and Human Health	<p>Considering the nature of the proposed development, and the distance to the nearest international boundary, no significant transboundary effects on population and human health are predicted.</p>
Chapter 33 - Socio-Economic, Tourism and Recreation	<p>The assessment process undertaken for Volume 5, Chapter 33: Socioeconomic, Tourism and Recreation has confirmed that no negative transboundary effects are anticipated from the proposed development on socioeconomics, tourism or recreation. It is noted that the manufacturing of the components for the proposed development will be undertaken overseas, which will support existing,</p>

Chapter	Summary of Transboundary Effects
	<p>or create new employment in the production facilities. However, the scale of such employment is unlikely to be significant relative to the total employment in the countries, in which they are located.</p> <p>Therefore, there are no negative significant transboundary effects on socio-economic, tourism and recreation predicted.</p>
Chapter 34 - Major Accidents and Disasters	No transboundary effects in relation to risks of major accidents and/or disasters have been identified, taking into account the information provided in other EIAR Chapters including the Shipping and Navigation Chapter, the Aviation and Radar Chapter and Volume 3, Chapter 20: Infrastructure and Other Users.
Chapter 35 - Offshore Bats	<p>A screening exercise has been carried out for the following transboundary impacts in relation to offshore bats:</p> <ul style="list-style-type: none"> <li>• Direct disturbance and displacement due to anthropogenic noise during the construction, operation and decommissioning phases.</li> <li>• Direct disturbance and displacement due to increased vessel activity and infrastructure presence noise during the construction, operational and maintenance and decommissioning phases.</li> <li>• Disturbance and displacement due to Artificial Lighting at Night during the construction, operational and maintenance and decommissioning phases.</li> <li>• Indirect disturbance and displacement resulting from changes to prey during the construction, operational and maintenance and decommissioning phases.</li> <li>• Collision and Barotrauma during the operational and maintenance phase.</li> </ul> <p>No likely significant effects are predicted to arise from any of these transboundary impacts. Therefore, there are no significant transboundary effects on offshore bats predicted.</p>

### 37.3 Conclusion

There are no changes to this section. Refer to Section 37.3 of Chapter 37 of the 2024 EIAR.

### 37.4 References

**The change required to Section 37.4 of Chapter 34 of the 2024 EIAR is an update of the reference list. Therefore, the following reference is added:**

Burnell, D., Perkins, A.J., Newton, S.F., Bolton, M., Tierney, T.D., and Dunn, T.E. (2023) ‘Seabirds Count: A census of breeding seabirds in Britain and Ireland (2015-2021)’. Lynx Nature Books, Barcelona.

**There are no further changes to this section. Refer to Section 37.4 of Chapter 34 of the 2024 EIAR.**