Addendum to the Environmental Impact Assessment Report

NISA

North Irish Sea Array

Volume 9 - Offshore Appendices

Appendix A16.1 Commercial Fisheries Technical Report

Statkraft

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North Irish Sea Array Offshore Wind Farm

Appendix A16.1:

Commercial Fisheries Technical Report

March 2026

nimo CONSULTANTS

Report Information

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Acronyms

Term	Definition
AIS	Automatic Identification System
BIM	Bord Iascaigh Mhara
DCF	Data Collection Framework
EEZ	Exclusive Economic Zone
EIAR	Environmental Impact Assessment Report
EMSA	European Maritime Safety Agency
EU	European Union
FU15	Functional Unit 15
ICES	International Council for the Exploration of the Sea
IOM	Isle of Man
MMO	Marine Management Organisation
NISA	North Irish Sea Array
RFI	Request for Further Information
SAR	Swept Area Ratio
SFPA	Sea-Fisheries Protection Authority
UK	United Kingdom
VMS	Vessel Monitoring System

Units

Term	Definition
€	Euro
kg	Kilogram
km	Kilometre
m	Metre
NM	Nautical mile
t	Tonne

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. Amendments are therefore required to Appendix 16.1 Commercial Fisheries Technical Report of the 2024 Environmental Impact Assessment Report (EIAR). Full details of consultation undertaken can be found in Appendix A1.2: Consultation Report.

For the purposes of clarity, this document shall be read in conjunction with Appendix 16.1 Commercial Fisheries Technical Report 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 is text from a section of the 2024 EIAR which is deleted, or quotations from other documents (as explicitly stated). Replacement text is in normal font.

Only tables and figures which have been updated from the 2024 EIAR, or entirely new tables and figures, have been included in the Addendum to the EIAR. These can be identified by the "A" prefix in the caption. Any changes within an 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 sections relevant to Appendix A16.1 in the RFI are included below.

RFI Section	RFI	Relevance to Chapter
1 (b)	The scientific information provided as part of the planning application documentation should be based on up-to-date survey reports and data. Accordingly, the applicant is requested to confirm/provide justification/verification that the information submitted in support of the planning application remains relevant and appropriate at the point of submitting further information or to update same as required.	The timeframes associated with the RFI have necessitated a review of the datasets previously used in the 2024 EIAR to ensure any necessary updates to the baseline environment are captured.

1. Introduction

1.1 Overview and purpose of this report

There are no changes to this section. Refer to Section 1.1 of Appendix 16.1 in the 2024 EIAR.

1.2 Report structure

There are no changes to this section. Refer to Section 1.2 of Appendix 16.1 in the 2024 EIAR.

2. Methodology

2.1 Approach

There are no changes to this section. Refer to Section 2.1 of Appendix 16.1 in the 2024 EIAR.

2.2 Study area

There are no changes to this section. Refer to Section 2.2 of Appendix 16.1 in the 2024 EIAR.

2.3 Data sources

The key change to this section is the update to Table A2.1 in the 2024 EIAR, which lists additional and more recent data that have become available since submission of the 2024 EIAR, in accordance with RFI 1 (b). New and updated information considered in this document is indicated by the grey shading in Table A2.1. The new information has been reviewed and included to ensure the impact assessment is informed by the most current and up-to-date data.

Table A2.1 Data sources used to inform this report (replaces Table 2.1 of Appendix 16.1 of the 2024 EIAR)

Country	Data	Time period	Source
Landing statistics			
Ireland	• Landing statistics data for Irish-registered vessels, with datasets for: year (2020-2024), weight of landing (tonnes) and first sales value (€) and either: • Port of landing; or Species	2020 to 2024	Sea Fisheries Protection Agency (SFPA)
Ireland	Landings statistics data for Irish-registered vessels, with data query attributes for: species, weight of landing (kg) and first sales value (€) at the following geographic scales: • All ICES divisions • Irish Sea (7a) indicating port of landing • Irish Sea (7a) indicating ICES rectangle of catches	2015 to 2021	Sea Fisheries Protection Agency (SFPA)
Ireland	Landings statistics data for Irish-registered vessels, with data query attributes for: species, weight of landing (kg) at the following geographic scale: • Irish Sea (7a) indicating port of landing	2022	SFPA
All Europe	Landings statistics for EU registered vessels with data query attributes for: landing year; landing quarter; ICES rectangle; vessel length; gear type; species; and, landed weight (tonnes).	2012 to 2016	European Union (EU) Data Collection Framework (DCF) database

Country	Data	Time period	Source
Ireland	Estimates of annual landings (tonnes) and value (€) of crustacean and bivalve shellfish (excl. prawns and mussels) into Ireland 2004-2019 (source: Logbook declarations and sales notes for vessels under 10 m, gatherer dockets, co-op data).	2004 to 2019	Marine Institute and BIM
UK	Landings statistics data for UK-registered vessels, with data query attributes for: landing year; landing month; vessel length category; ICES rectangle; vessel/gear type; port of landing; species; live weight (tonnes); and value. These landings statistics are published annually by the MMO and include vessels registered to the following UK administrations and British crown dependencies: England, Wales, Scotland, Northern Ireland, Isle of Man (IOM), Guernsey and Jersey. Commercial fishing vessels that are registered to the IOM are required to hold both IOM and UK fishing licences.	2016 to 2021	Marine Management Organisation (MMO)
Spatial data and Vessel Monitoring System (VMS) data			
All Europe	VMS data for EU registered vessels ≥12 m length. VMS data sourced from ICES displays the surface Swept Area Ratio (SAR) of catches by different gear types and covers EU (including UK) registered vessels 12 m and over in length. Surface SAR indicates the number of times in an annual period that a demersal fishing gear makes contact with (or sweeps) the seabed surface. Surface SAR provides a proxy for fishing intensity.	2017 to 2020	ICES
All Europe	Fishing vessel route density, based on vessel AIS positional data. AIS is required to be fitted on fishing vessels ≥15 m length.	2019 to 2022	European Maritime Safety Agency (EMSA)
Ireland	Fishing vessel effort data indicating high and low fishing effort. The data are available for all EU vessels of 12m and larger, operating inside the Irish EEZ; outside this zone only Irish VMS data are routinely available within the data sets.	2014 to 2018	Marine Institute
Ireland	Polygon data indicating fishing grounds for Irish vessels operating inshore.	Undefined	Marine Institute
UK	VMS data for UK registered vessels ≥15 m length. Note that UK vessels ≥12 m in length have VMS on board, however, to date, the MMO provide amalgamated VMS datasets for ≥15 m vessels only. VMS data sourced from MMO displays the first sales value (£) of catches.	2016 to 2020	MMO

There are no other changes required to this section. Refer to Section 2.3 of Appendix 16.1 in the 2024 EIAR.

2.4 Site specific surveys

There are no changes to this section. Refer to Section 2.4 of Appendix 16.1 in the 2024 EIAR.

2.5 Consultation

There are no changes to this section. Refer to Section 2.5 of Appendix 16.1 in the 2024 EIAR.

3. Fishing spatial activity mapping

3.1 Fishing intensity based on VMS data

There are no changes to this section. Refer to Section 3.1 of Appendix 16.1 in the 2024 EIAR.

3.2 Inshore fishing grounds

There are no changes to this section. Refer to Section 3.2 of Appendix 16.1 in the 2024 EIAR.

3.3 Fishing intensity based on AIS data

There are no changes to this section. Refer to Section 3.3 of Appendix 16.1 in the 2024 EIAR.

3.4 Fishing intensity based on marine traffic survey data

There are no changes to this section. Refer to Section 3.4 of Appendix 16.1 in the 2024 EIAR.

4. Fisheries activity assessments

The change in this section is in relation to updated baseline data presented in Section 4.5. There are no other changes required to this section.

4.1 Irish fisheries activity assessment

There are no changes to this section. Refer to Section 4.1 of Appendix 16.1 in the 2024 EIAR.

4.2 ICES stock assessment for Irish Sea West Nephrops FU15

There are no changes to this section. Refer to Section 4.2 of Appendix 16.1 in the 2024 EIAR.

4.3 UK fisheries activity assessment

There are no changes to this section. Refer to Section 4.3 of Appendix 16.1 in the 2024 EIAR.

4.4 Key Fishing Fleets and Target Species

There are no changes to this section. Refer to Section 4.4 of Appendix 16.1 in the 2024 EIAR.

4.5 Irish fisheries activity assessment (2020-2024)

This is a new section added to Appendix A16.1 to ensure data remains up to date in response to RFI Section 1 (b).

4.5.1 Overview

1 The Sea-Fisheries Protection Authority (SFPA) publishes Annual Statistics comprising downloadable annual reports/spreadsheets on commercial fishing activity, including statistics relating to landings in Irish ports and landings by Irish sea-fishing vessels (including Irish vessels landing both domestically and abroad, and non-Irish vessels landing into Irish ports). These annual publications provide port-level summaries (e.g. landed weight and first sales value) and are released as part of the SFPA's wider suite of official fisheries statistics.

2 This section provides an overview of the data for the period 2020–2024, which represents the most recently available five-year dataset.

3 Overall, this updated dataset does not indicate any material change from the baseline described in the 2024 EIAR, but rather provides a continuation of the baseline time series for completeness.

4.5.2 Landings by Port

4 The key Irish ports that vessels operating within the proposed development and local study area land into are (from north to south) Clogherhead, Balbriggan, Skerries, Howth, Dún Laoghaire and Wicklow (see Figure 3.1 of Appendix 16.1 of the 2024 EIAR). Details of landings into these ports, from all sea area (i.e., not necessarily limited to the local study area), are discussed below for the time period 2020 to 2024.

5 An overview of landed value by port is shown in Figure A4.1, indicating that the highest value is landed into Howth, followed by Clogerhead.

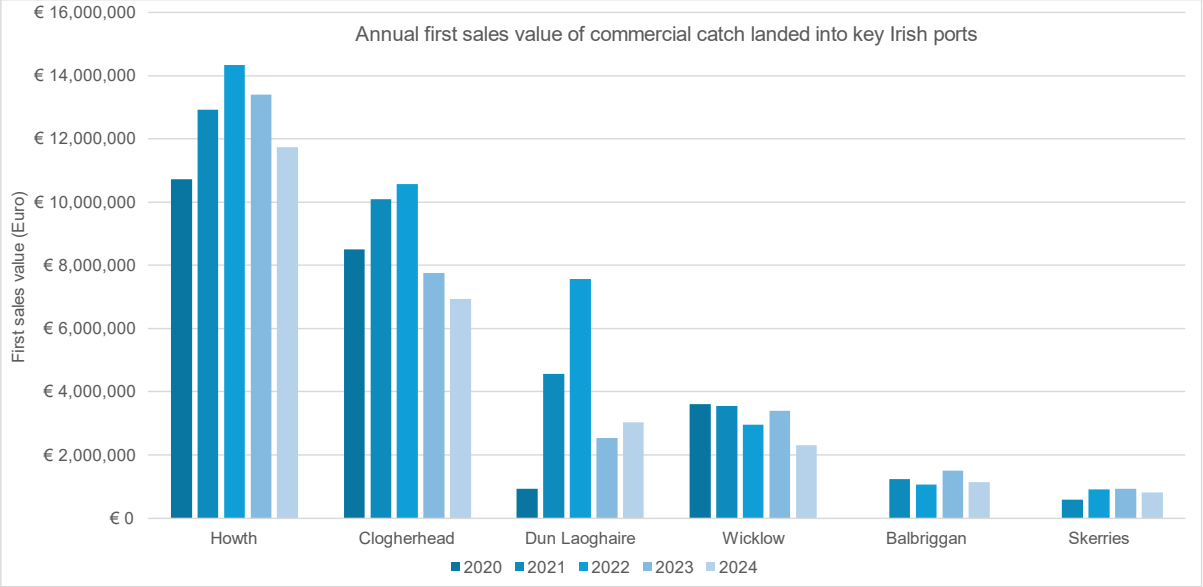

Figure A4.1: Landed first sales value (€) by year, 2020–2024 into Clogherhead, Balbriggan, Skerries, Howth, Dún Laoghaire and Wicklow (based on data from declarations and sales notes for all vessels landing into Ireland (data source: SFPA, 2025)

Clogherhead

6 Landings at Clogherhead (Figure A4.2) show relative stability between 2020 and 2022, followed by a marked decline through to 2024. Landed weight is highest in 2020 at approximately 1,800 tonnes, falls slightly to around 1,650 tonnes in 2021, and returns to about 1,800 tonnes in 2022. Thereafter, landings drop to roughly 1,300 tonnes in 2023 and decline further to approximately 1,050 tonnes in 2024. Overall, the period is characterised by a stable first three years followed by a substantial reduction in landed weight over the final two years.

7 First sales value at Clogherhead increases from 2020 to 2022 before declining thereafter. Value rises from approximately €8.5 million in 2020 to around €10.1 million in 2021 and peaks at roughly €10.6 million in 2022. This is followed by a notable decrease to approximately €7.7 million in 2023 and a further decline to around €6.9 million in 2024. The combination of relatively stable landed weight to 2022 and rising first sales value suggests stronger average prices and/or a higher-value species mix during that period, followed by both reduced landings and lower value in 2023 and 2024.

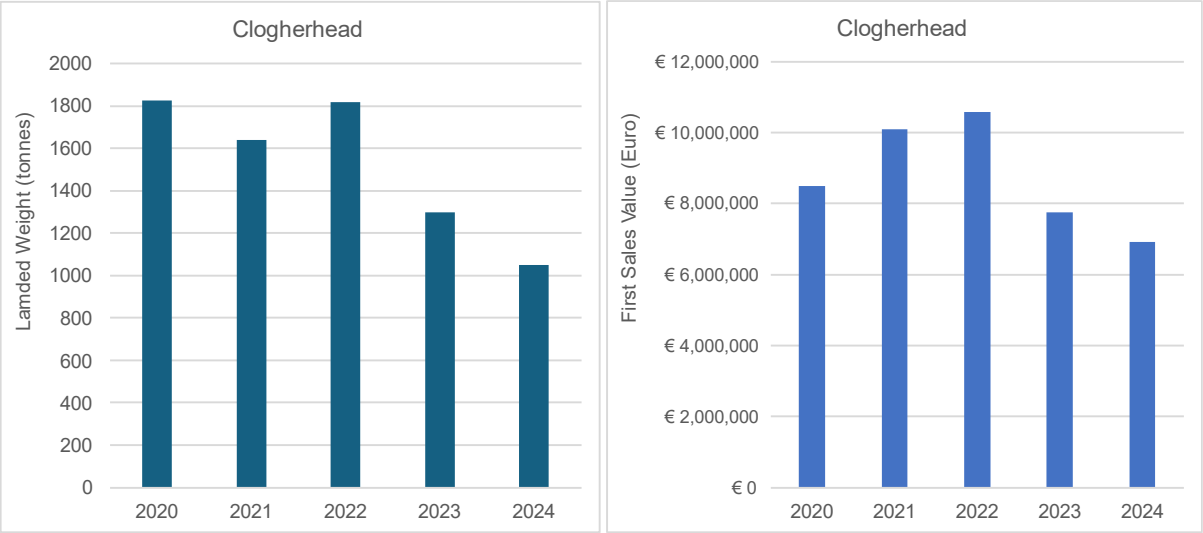

Figure A4.2: Clogherhead landings (tonnes) and first sales value (€) by year, 2020–2024 based on data from declarations and sales notes for all vessels landing into Ireland (data source: SFPA, 2025)

Balbriggan

8 Landings at Balbriggan (Figure A4.3) are absent in 2020, increase sharply in 2021, fall back in 2022, peak in 2023, and then decline again in 2024. Landed weight is approximately 230 tonnes in 2021, decreases to around 150 tonnes in 2022, rises substantially to about 375 tonnes in 2023, and returns to approximately 150 tonnes in 2024. Overall, the series is variable, with a pronounced peak in 2023 and lower landed weights in the surrounding years.

9 First sales value at Balbriggan follows a similar fluctuating pattern. No value is recorded in 2020, after which first sales value reaches approximately €1.24 million in 2021, falls to around €1.06 million in 2022, rises to a peak of about €1.5 million in 2023, and then declines to roughly €1.14 million in 2024. The fact that value remains comparatively strong in 2022 and 2024 despite lower landed weight than in 2021 suggests some variation in average price per tonne and/or species composition across the period.

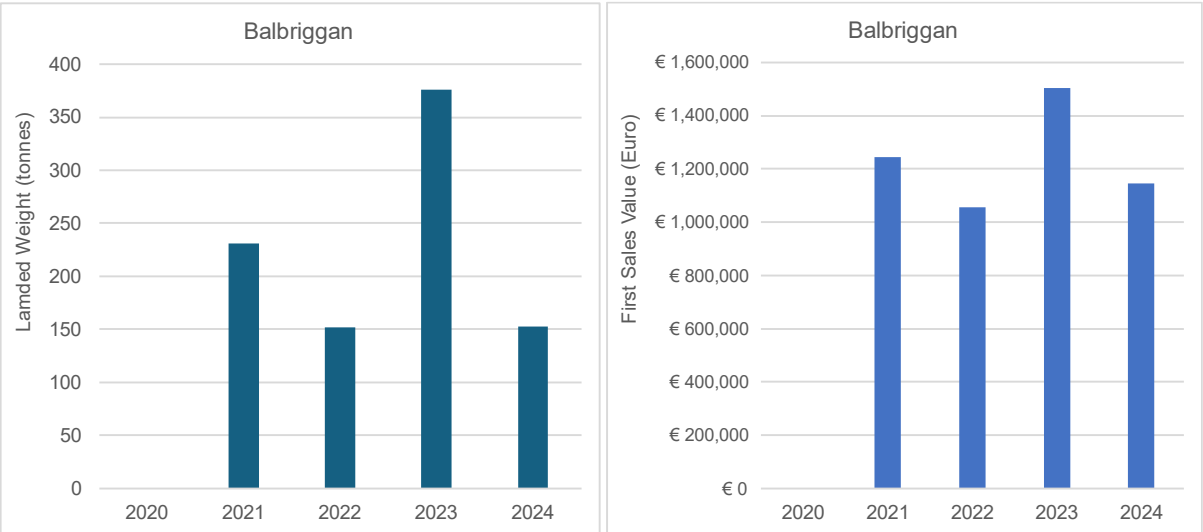

Figure A4.3: Balbriggan landings (tonnes) and first sales value (€) by year, 2020–2024 based on data from declarations and sales notes for all vessels landing into Ireland (data source: SFPA, 2025)

Skerries

10 Landings at Skerries (Figure A4.4) are absent in 2020, then remain relatively consistent from 2021 to 2024, with a modest peak in 2023. Landed weight is approximately 230 tonnes in 2021, rises slightly to around 240 tonnes in 2022, increases further to about 260 tonnes in 2023, and then falls back to roughly 210 tonnes in 2024. Overall, the period is characterised by relatively stable landed weight, with only moderate year-to-year variation and a slight decline in the final year.

11 First sales value at Skerries increases strongly from 2021 to 2023 before droping in 2024. Value is approximately €0.59 million in 2021, rises to around €0.90 million in 2022, increases slightly further to about €0.93 million in 2023, and then declines to roughly €0.81 million in 2024. Compared with the relatively stable landed weight series, this pattern suggests that average prices and/or the value of the landed species mix improved substantially between 2021 and 2023, before declining in 2024.

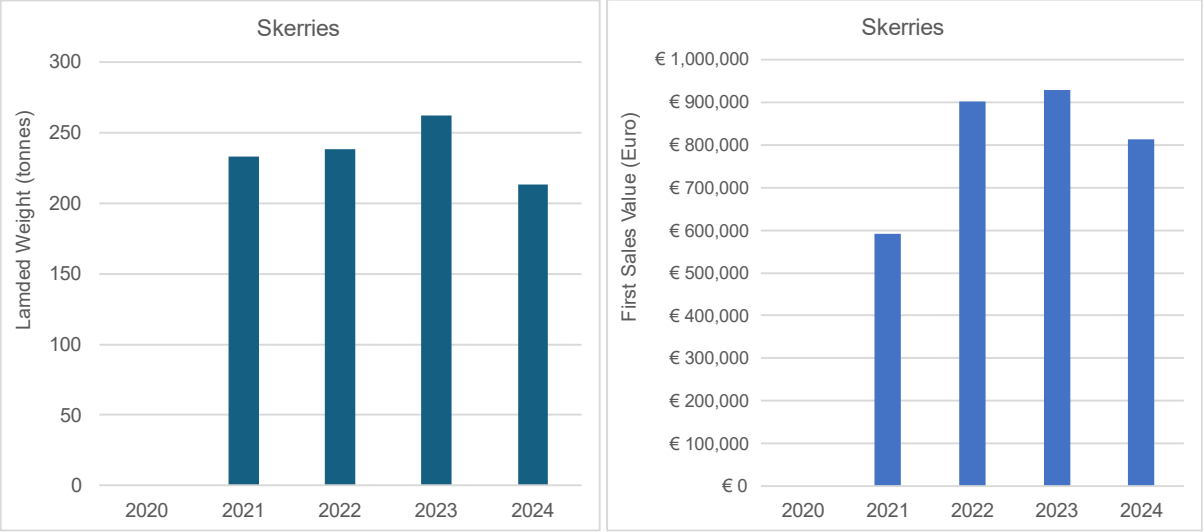

Figure A4.4: Skerries landings (tonnes) and first sales value (€) by year, 2020–2024 based on data from declarations and sales notes for all vessels landing into Ireland (data source: SFPA, 2025)

Howth

12 Landings at Howth (Figure A4.5) show a marked reduction from 2020 to 2021, followed by relative stability through to 2024. Landed weight is highest in 2020 at approximately 5,000 tonnes, before falling to around 3,100 tonnes in 2021. Landings then remain broadly consistent at approximately 3,300 tonnes in 2022 and 2023, before declining slightly again in 2024 to around 2,900 tonnes. Overall, the period is characterised by a substantial initial drop after 2020 and a gradual downward trend thereafter.

13 First sales value at Howth follows a different pattern, increasing through to 2022 before declining in the final two years. Value rises from approximately €10.6 million in 2020 to around €12.9 million in 2021, peaking at roughly €14.2 million in 2022. This is followed by a decrease to approximately €13.3 million in 2023 and further to around €11.7 million in 2024. The combination of reduced landed weight relative to 2020 but higher first sales values in 2021 to 2023 suggests an increase in average price per tonne and/or a shift towards higher value species during those years, with a softening in 2024.

Figure A4.5: Howth landings (tonnes) and first sales value (€) by year, 2020–2024 based on data from declarations and sales notes for all vessels landing into Ireland (data source: SFPA, 2025)

Dún Laoghaire

14 Landings at Dún Laoghaire (Figure A4.6) show pronounced variability over the period 2020–2024. Landed weight increases markedly from approximately 550 tonnes in 2020 to around 950 tonnes in 2021, peaking at just over 1,000 tonnes in 2022. This is followed by a substantial reduction in 2023 (around 500 tonnes), before partially recovering in 2024 to approximately 670 tonnes. Overall, the series indicates a strong mid-period peak in activity, followed by a sharp contraction and subsequent partial rebound.

15 First sales value at Dún Laoghaire mirrors this pattern but with even greater magnitude of change. Value rises sharply from approximately €0.9 million in 2020 to around €4.5 million in 2021, reaching a peak of roughly €7.5 million in 2022. Values then decline considerably in 2023 (approximately €2.5 million) before increasing again in 2024 to around €3.0 million. The coincidence of peak landed weight and peak value in 2022 suggests that both volume and either unit price and/or species composition contributed to the highest first sales returns in that year, with subsequent reductions indicating a notable shift in landings and/or market conditions thereafter.

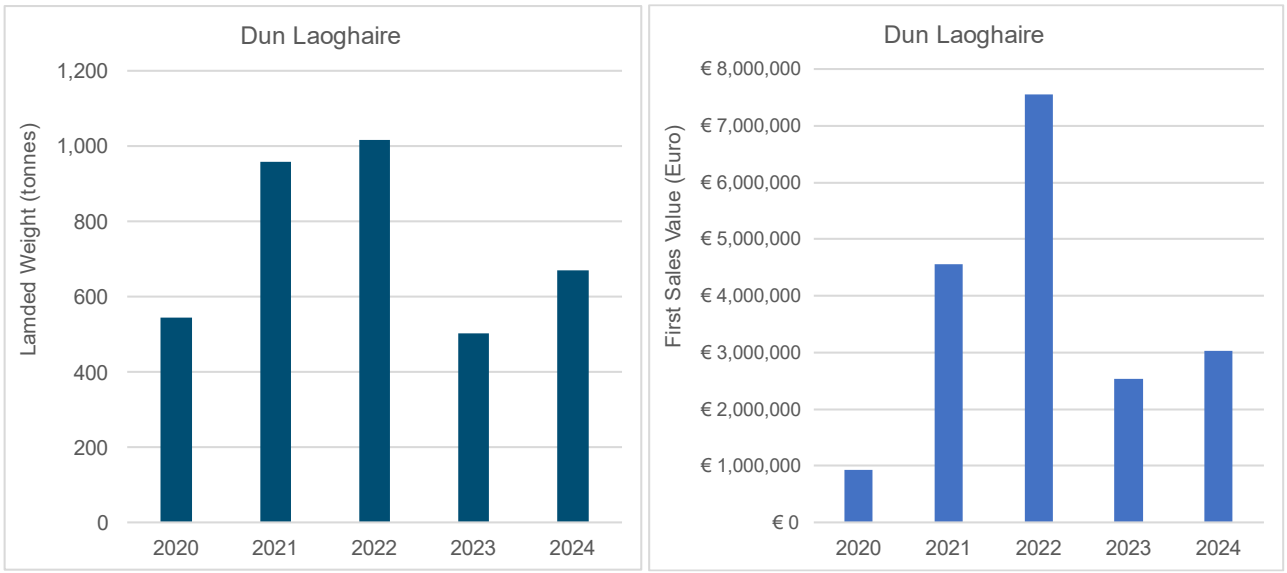

Figure A4.6: Dún Laoghaire landings (tonnes) and first sales value (€) by year, 2020–2024 based on data from declarations and sales notes for all vessels landing into Ireland (data source: SFPA, 2025)

Wicklow

16 Landings at Wicklow (Figure A4.7) show an overall decline over the period 2020 to 2024, with some year-to-year fluctuation. Landed weight is approximately 2,000 tonnes in 2020 and increases slightly to around 2,100 tonnes in 2021, before falling to roughly 1,700 tonnes in 2022. Landings recover modestly in 2023 (around 1,750 tonnes) but decrease again in 2024 to approximately 1,400 tonnes, the lowest level observed in the period. Overall, this indicates a reduction in landed volumes at Wicklow since 2021.

17 In interpreting these trends, it should be noted that annual landings recorded for a given port can be influenced not only by changes in fishing effort or stock availability, but also by vessel landing behaviour. Vessel owners are not restricted to landing into their 'home' port and may choose to land catches at alternative ports for operational, logistical, or market-related reasons. As such, part of the decline observed at Wicklow over the period may reflect redistribution of landings to neighbouring ports, rather than an equivalent reduction in underlying fishing activity.

18 First sales value at Wicklow follows a broadly similar pattern of reduction towards 2024, although with a notable increase in 2023. Value is highest in 2020 at approximately €3.6 million, falls in 2021 (no bar shown in the figure), and is around €3.0 million in 2022. Values rise again in 2023 to approximately €3.4 million before declining to roughly €2.3 million in 2024. The increase in value in 2023 despite only a modest change in landed weight suggests higher average prices and/or a shift toward higher value species or grades in that year, followed by a decline in both volume and value in 2024.

Figure A4.7: Wicklow landings (tonnes) and first sales value (€) by year, 2020–2024 based on data from declarations and sales notes for all vessels landing into Ireland (data source: SFPA, 2025)

4.5.3 Landings by Species

19 SFPA landings data are also available by species; however, these totals represent landings into all Irish ports from all sea areas by all vessels, and they do not distinguish the sea area in which the species was caught.

20 Figure A4.8 presents the average annual first sales value (2020–2024) of landings by Irish vessels into Irish ports, disaggregated by species. The distribution is strongly skewed, with a small number of species accounting for the majority of value. Atlantic mackerel (*Scomber scombrus)* is the highest value species (c. €76.2 million per annum), followed by Norway lobster (*Nephrops norvegicus*) (€60.3 million) and anglerfish (*Lophius spp.*) (€48.8 million). Together, these three species account for approximately 45% of the total average annual first sales value across all species shown. Norway lobster, also known as Nephrops, is the key target species across the proposed development Array Area.

21 A second tier of high-value species includes European hake (*Merluccius merluccius*) (€36.9 million), blue whiting (*Micromesistius poutassou*) (€29.0 million) and edible crab (*Cancer pagurus*) (€21.5 million). Several additional species contribute materially but at lower levels (e.g. megrims (*Lepidorhombus spp*.), common sole (*Solea solea*), European lobster (*Homarus gammarus*), haddock (*Melanogrammus aeglefinus*), jack/horse mackerels (*Trachurus spp.),* and Great Atlantic scallop (*Pecten maximus*), each broadly in the €10 to 15 million range). Beyond these, there is a range of approximately seven species, each contributing less than c. €10 million per annum (including a range of demersal fish, squid, shellfish and minor pelagic species), including whelk (*Buccinum undatum*).

22 Figure A4.9 shows that average annual landed weight (2020–2024) by all vessels into Irish ports is dominated by a small number of pelagic and mixed-species categories, with blue whiting the largest by volume (c. 95,000 tonnes) followed by Atlantic mackerel (c. 60,000 tonnes). Other comparatively high-volume species include boarfish (*Capros aper*), European hake, European sprat (*Sprattus sprattus*), and anglerfish, while most remaining species contribute relatively small landed weights.

23 In comparison with first sales value, the highest-volume species are not always the highest-value species. For example, blue whiting contributes the greatest tonnage but ranks below several species in value, whereas Norway lobster, edible crab, and common sole generate relatively high value despite much lower landed weights. This highlights how overall landings value is strongly influenced by species composition and unit price, rather than volume alone.

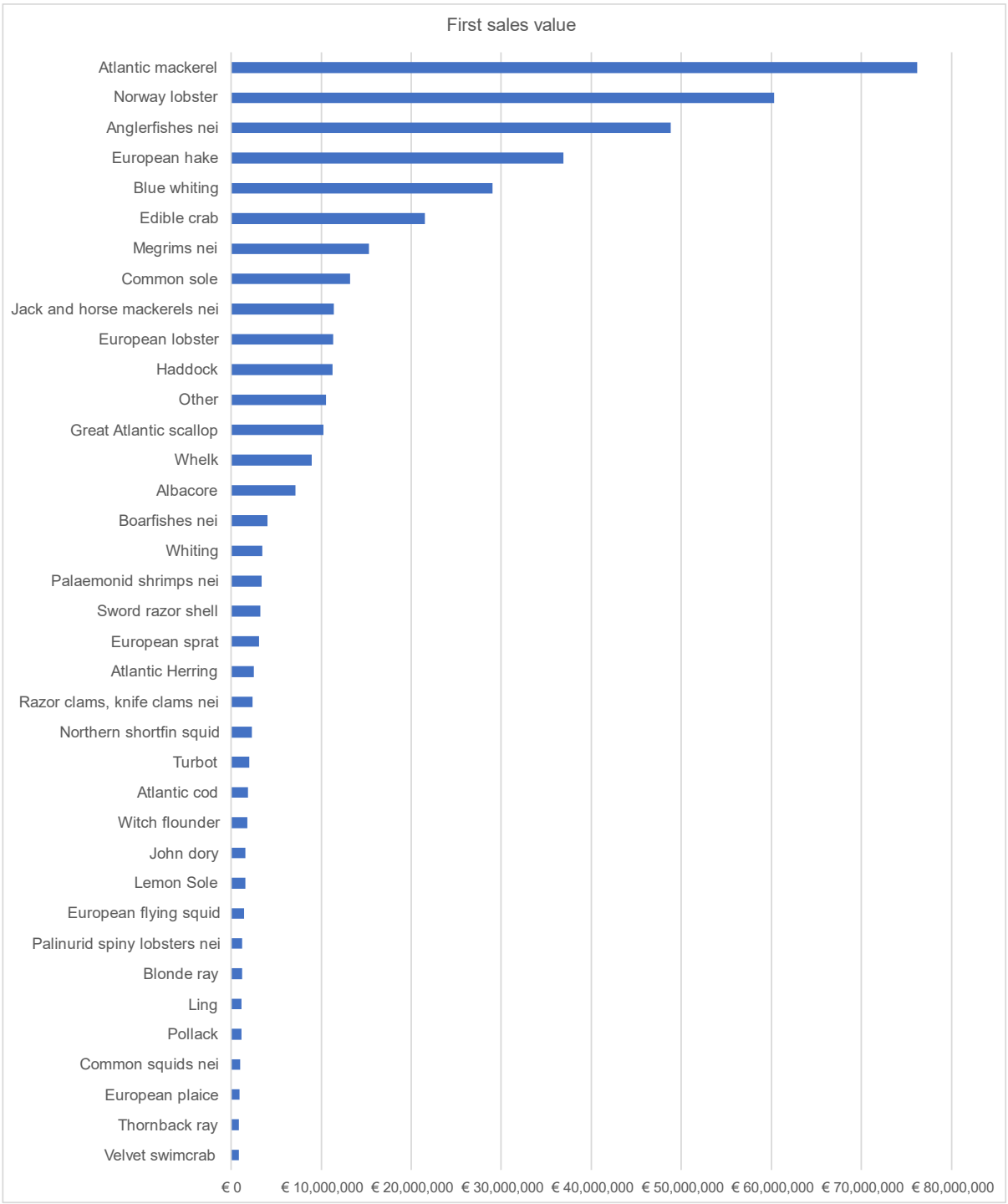

Figure A4.8: Average annual first sales value (€) of landings by Irish vessels into Irish ports, by species (2020–2024). (data source: SFPA, 2025)

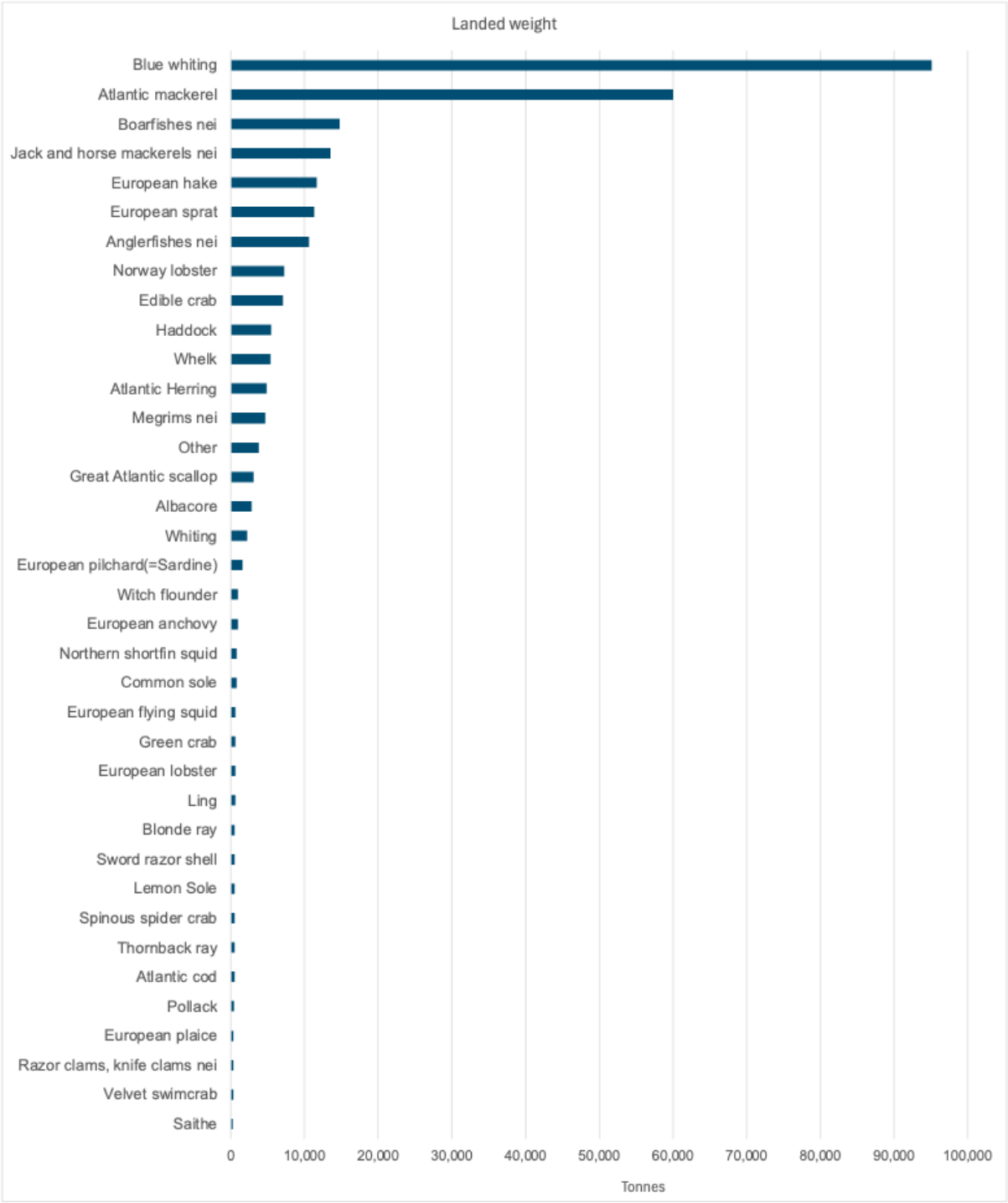

Figure A4.9: Average annual weight (tonnes) of landings by Irish vessels into Irish ports, by species (2020–2024). (data source: SFPA, 2025)

Nephrops

24 Landings of Nephrops by Irish vessels from all sea areas (Figure A4.10) show a clear upward trend across the period 2020 to 2024. Landed weight increases from approximately 5,500 tonnes in 2020 to around 7,000 tonnes in 2021, remains at a similar level in 2022, and then rises further to about 7,800 tonnes in 2023 and approximately 8,500 tonnes in 2024. Overall, the period is characterised by sustained growth in landed weight, with particularly notable increases between 2020 and 2021 and again between 2022 and 2024.

25 First sales value for Nephrops also increases strongly over the period, although with some fluctuation after the 2022 peak. Value rises from approximately €35 million in 2020 to around

€62 million in 2021 and reaches a high of roughly €76 million in 2022 (SFPA, 2024). This is followed by a decline to approximately €61 million in 2023, before increasing again to around €66 million in 2024. The combination of rising landed weight and strongly increased first sales value compared with 2020 indicates a substantial strengthening of the fishery over the period, while the fall in value in 2023 despite higher landed weight suggests some softening in average price per tonne and/or changes in market conditions before a partial recovery in 2024.

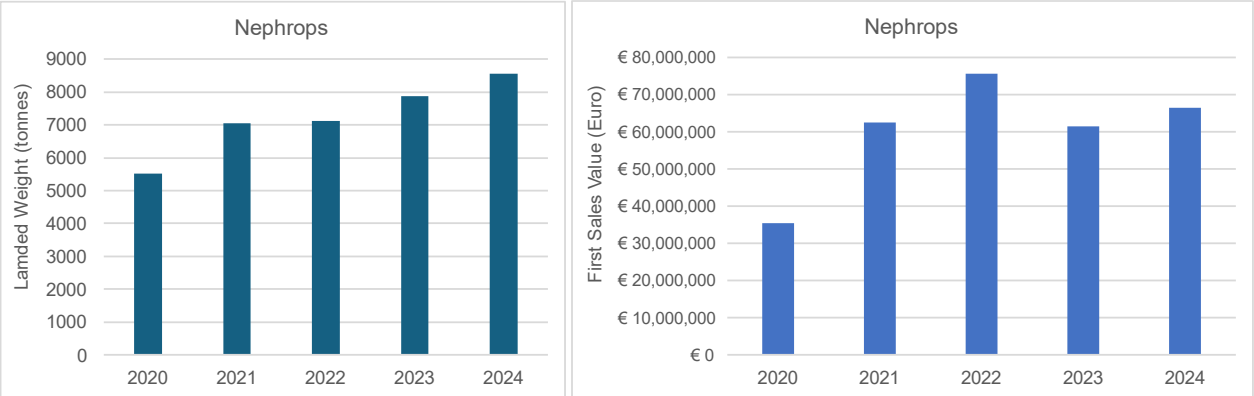

Figure A4.10: Nephrops landings by all vessels into Irish ports (2020–2024): landed weight (tonnes) and first sales value (€) (data source: SFPA, 2025)

26 Advice from the International Council for the Exploration of the Seas (ICES) for Nephrops in Functional Unit 15: Irish Sea West (a map of Functional Unit areas is provided in Figure 4.20 of Appendix 16.1 of the 2024 EIAR) was published in October 2025 (ICES, 2025).

27 ICES advice indicates that the fishing pressure (i.e. fishing mortality or harvest rate) has been fluctuating, has increased from 2022 to 2023 and dropped slightly in 2024 (Figure A4.11). Overall, the harvest rate is currently below the maximum sustainable yield reference point, meaning that the fishing pressure should be at a rate that supports the stock biomass at sustainable levels.

28 However, the long term trend in the Nephrops stock size, shows overall declining stock abundance (Figure A4.12). In 2025, the stock abundance fell below the maximum sustainable yield biomass.

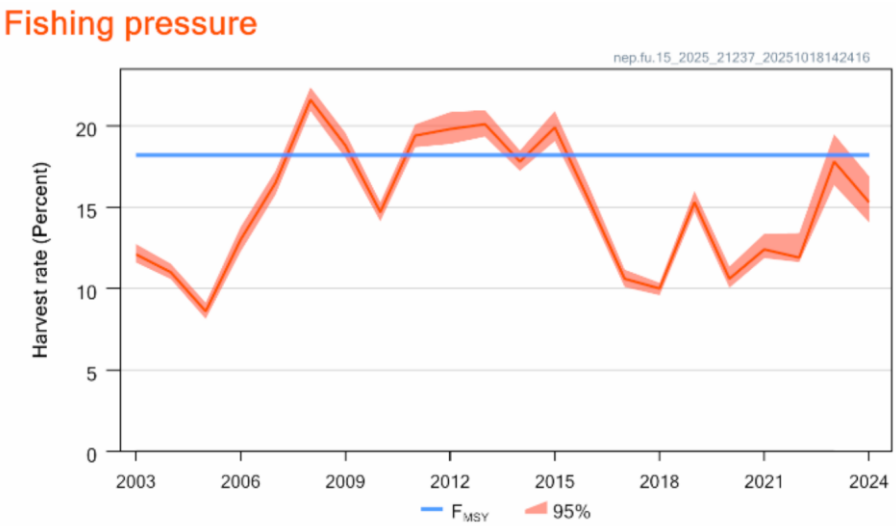

Figure A4.11: Nephrops in Division 7.a, Functional Unit 15. Summary of the stock assessment: harvest rate (sum of landings and dead discards in numbers, divided by stock abundance) (Source: ICES, 2025)

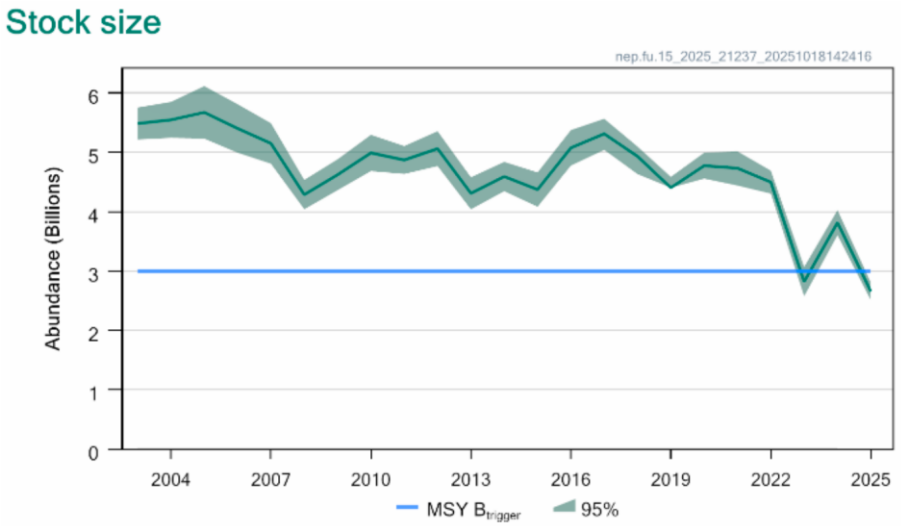

Figure A4.12: Nephrops in Division 7.a, Functional Unit 15. Summary of the stock assessment: stock abundance - underwater TV survey, carapace length larger than 17mm (Source: ICES, 2025)

29 Irish vessels land an annual average of 1,540 tonnes of Nephrops from Functional Unit 15 (Irish Sea: West), based on 2020-2024 data (ICES, 2025). Over this time period, the trend in Nephrops landings by Irish vessels (Figure A4.13) shows minor year-to-year fluctuations from 2020 to 2023, with a noticeable drop in 2024, when landings decrease to around 1,360 tonnes.

30 Overall, this updated dataset does not indicate any material change from the baseline described in the 2024 EIAR, but rather provides a continuation of the baseline time series for completeness.

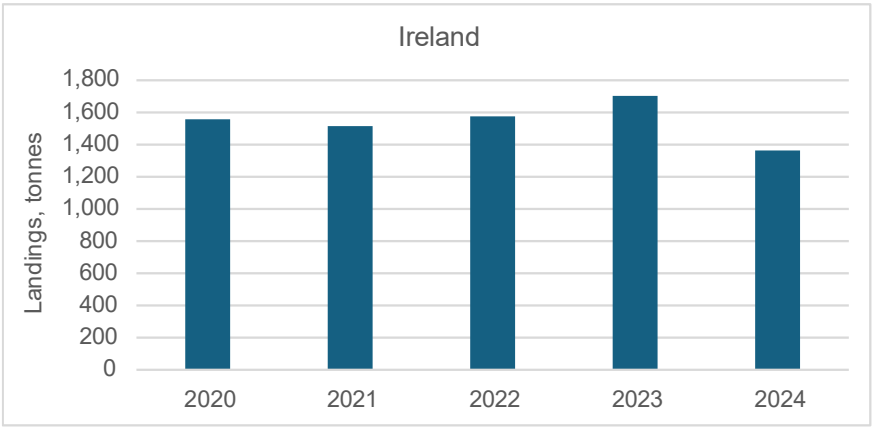

Figure A4.13: Landed weight (tonnes) of Nephrops in Division 7.a, Functional Unit 15 by Irish vessels. (Source: ICES, 2025)

5. Future Baseline Environment

There are no changes to this section. Refer to Section 5 of Appendix 16.1 in the 2024 EIAR.

6. Data Limitations and Uncertainties

There are no changes to this section. Refer to Section 6 of Appendix 16.1 in the 2024 EIAR.

7. Summary

There are no changes to this section. Refer to Section 7 of Appendix 16.1 in the 2024 EIAR.

References

The key change to this section is the availability of further baseline data of relevance to commercial fisheries. Therefore, the following references are to be added to the Reference Section of Appendix 16.1 of the 2024 EIAR:

ICES (2025) Norway lobster (*Nephrops norvegicus*) in Division 7.a, Functional Unit 15 (Irish Sea, West). In: Report of the ICES Advisory Committee, 2025. ICES Advice 2025, nep.fu.15. Available at: https://doi.org/10.17895/ices.advice.27202719

Sea Fisheries Protection Agency (SFPA) (2025), Annual Statistics from 2020 to 2024. Available at: https://www.sfpa.ie/Statistics/Data/Annual-Statistics

There are no further changes to this section. Refer to the Reference Section of Appendix 16.1 in the 2024 EIAR.