

Appendix 1. Introduction & Methodology

1.3. Technical Note - Transboundary Impact Screening (AtkinsRealis, 2026)

TECHNICAL NOTE

100114485

SUBJECT Transboundary Impact Screening	PROJECT NO. 100114485	DATE 18th February 2026
AUTHOR P McEntee	DISTRIBUTION	REPRESENTING
DOCUMENT REFERENCE 1	ICEPAC NO.	ATKINSRÉALIS NO.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	For Review	PME	EE	DL	DL	9 th January 2026
2.0	Amended Draft	PME	PME / DL	DL	CW	5 th February 2026
3.0	Final	PME	PME / DL	DL	CW	18 th February 2026

Client signoff

Client	Bord Gáis Energy	Project No.	100114485
Project	Cashla Peaker Plant		
Client signature / date			

Transboundary Impact Screening

Introduction

The consideration of transboundary impacts is a key concept within the Environmental Impact Assessment and is ultimately derived from the United Nations Economic Commission for Europe (UNECE) Convention on Environmental Impact Assessment in a Transboundary Context, adopted in 1991, the Espoo Convention that requires assessments are extended across borders between Parties of the Convention when a planned activity may cause significant adverse transboundary impacts. The Espoo Convention requires that the Party of origin notifies affected Parties about activities listed in Appendix I of the Convention (which includes “*Thermal power stations and other combustion installations with a heat output of 300 megawatts or more*”) and likely to cause a significant adverse transboundary impact.

Guidance on EIA in Ireland¹ expands upon this and notes that Article 7(4) of the amended Environmental Impact Assessment Directive, Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 (hereafter referred to as the EIA Directive) requires that ‘*Member States concerned shall enter into consultations regarding, inter alia, the potential transboundary effects of the project and the measures envisaged to reduce or eliminate such effects and shall agree on a reasonable time- frame for the duration of the consultation period. Such consultations may be conducted through an appropriate joint body*’. It further notes that ‘*the description of the likely significant effects on the [environmental] factors should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project.*’

In short, these requirements lay down the need to consider the potential for transboundary impacts from a Proposed Project, as well as the general obligation of States to notify and consult each other on all major projects under consideration that are likely to have a **significant** adverse environmental impact across boundaries. This convention is not limited to EU Member States and includes Great Britain and Northern Ireland. Therefore, in the case of an Environmental Impact Assessment Report (EIAR) for any project that is likely to cause significant transboundary effects, contact with the relevant authorities in Ireland, the UK (including Northern Ireland) or other States should be made.

Consideration of transboundary impacts in respect of Proposed Project

The proposed project is located adjacent to the junction of the M6 and M18 motorways in County Galway, with an approximate straight line distance to the nearest international border (with Northern Ireland) of 119km.

Table 1 - Consideration for transboundary impacts

Topic	Transboundary Impact Screening
Population and Health	While some significant residual post mitigation impacts are anticipated during construction, these are related to access issues to local properties and as such are experienced at a local scale. No other significant impacts are anticipated during construction, operation or decommissioning.

¹ Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA (May 2022)

TECHNICAL NOTE

	<p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Population and Human Health.</p>
Biodiversity	<p>The residual impacts of the Proposed Project in relation to biodiversity are not significant.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Biodiversity.</p>
Land, Soil & Geology	<p>The residual impacts of the Proposed Project in relation to Land, Soil & Geology are not significant.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Land, Soils and Geology.</p>
Water	<p>The residual impacts of the Proposed Project in relation to Water are not significant.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Water.</p>
Air Quality	<p>The residual impacts of the Proposed Project in relation to Air Quality are not significant.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Air Quality.</p>
Climate	<p>The residual effect of the Proposed Project in relation to GHG emissions is considered direct, long-term, negative and slight, which is overall not significant in EIA terms.</p> <p>The issue of Greenhouse Gas (GHG) emissions, by its nature could be considered transboundary.</p> <p>As set out in Chapter 8, Volume 2 of the EIAR, the significance of the GHG emissions during the construction, operational and decommissioning phases is assessed as minor adverse. The Proposed Project has mitigated GHG impacts and is fully in line with Ireland's national climate policy and its trajectory towards net zero.</p> <p>In accordance with the EPA guidelines (EPA, 2022), the above significance equates to a significance of effect of GHG emissions during the construction, operational and decommissioning phases which is direct, long-term, negative and slight, which is overall not significant.</p> <p>Accordingly, no likely significant adverse environmental impact across boundaries will occur with respect to GHG emissions.</p>
Material Assets	<p>The residual impacts of the Proposed Project in relation to Material Assets are not significant.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Material Assets.</p>
Cultural Heritage	<p>The residual impacts of the Proposed Project in relation to Cultural Heritage are not significant.</p>

TECHNICAL NOTE

	Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Cultural Heritage.
Landscape	<p>The residual impacts of the Proposed Project in relation to Landscape and Visual are neutral, slight and moderate beneficial, and slight and moderate adverse. It is noted that for the purposes of the Landscape and Visual Impact Assessment (LVIA), effects classified as moderate, large or very large are considered significant in EIAR terms.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Landscape and Visual.</p>
Traffic / transport	<p>The traffic-related residual effects of the Proposed Project are anticipated to be negligible. Cumulative impacts are considered negative and significant but temporary, confined to the construction phase and primarily affecting local traffic and residents.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to Traffic and Transportation.</p>
Major Accidents and Disasters (MADs)	<p>The residual impacts of the Proposed Project in relation to MADs are not significant.</p> <p>Given the location, nature, scale and design of the proposed project, no likely significant adverse environmental impact across boundaries will occur, with respect to MADs.</p>

As such, it can be determined that there will be no significant transboundary impact from the Proposed Project in respect of GHG emissions (see Chapter 8 Climate of the EIAR).

Conclusion

In conclusion, the potential for transboundary impacts have been considered throughout the assessment of the Proposed Project. This consideration has shown that no likely significant adverse environmental impacts across boundaries will occur and as such there is no requirement to notify adjacent jurisdictions of the Proposed Project.