



**RWE Renewables UK Dogger Bank
South (West) Limited**

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South (East) Limited**

Dogger Bank South Offshore Wind Farms

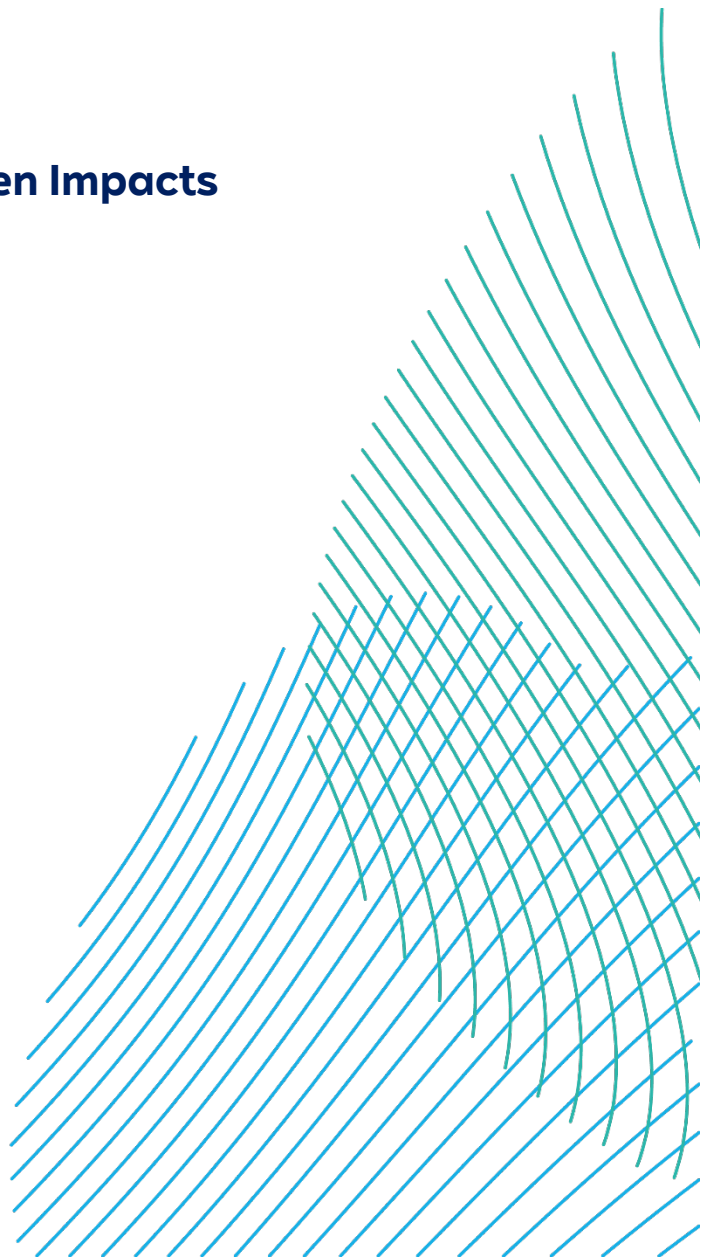
Appendix 24.3 Interactions Between Impacts

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03	28/03/2023	Second Issue	ST	JF	JF
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Unrestricted

Potential Interactions between Impacts - Projects in Isolation

Link ID	Impact 1: Severance		Impact 2: Amenity		Impact 3: Highway Safety		Potential Interactions between Impacts 1,2 with Impact 3
	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	
1	n/a	negligible	n/a	negligible	n/a	minor	no interaction
2	n/a	negligible	n/a	negligible	n/a	minor	no interaction
3	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
4	n/a	minor	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.
5	n/a	minor	Yes	minor	n/a	minor	
6	n/a	minor	Yes	minor	n/a	negligible	
7	n/a	minor	n/a	negligible	n/a	negligible	
8	n/a	negligible	n/a	minor	n/a	minor	A review of the baseline road safety data for link 8 identifies that there is no identifiable pattern in the collisions and none of the collisions involve pedestrians and cyclists. Therefore no interaction between impacts is identified.
9	n/a	negligible	n/a	negligible	n/a	minor	no interaction
10	n/a	minor	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance, amenity and road safety. Therefore no interaction between impacts is identified.
11	n/a	minor	n/a	minor	n/a	negligible	
12	n/a	negligible	n/a	negligible	n/a	minor	
13	n/a	negligible	n/a	minor	n/a	negligible	
14	n/a	minor	Yes	minor	n/a	negligible	no interaction
15	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
16	n/a	minor	Yes	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
17	n/a	negligible	n/a	minor	n/a	negligible	no interaction
18	n/a	minor	n/a	minor	Yes	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and amenity and a low magnitude of effect for road safety. Therefore no interaction between impacts is identified.
19	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
20	n/a	minor	n/a	minor	Yes	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
21	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
22	n/a	negligible	n/a	minor	n/a	negligible	no interaction
23	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
24	n/a	negligible	n/a	negligible	n/a	minor	no interaction
25	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
26	n/a	negligible	n/a	negligible	n/a	minor	no interaction
27	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
28	n/a	negligible	n/a	negligible	n/a	minor	no interaction
29	n/a	negligible	n/a	negligible	n/a	minor	no interaction
30	n/a	negligible	n/a	negligible	Yes	minor	no interaction
31	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
32	n/a	negligible	n/a	minor	Yes	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
33	n/a	negligible	n/a	minor	n/a	negligible	no interaction
34	n/a	negligible	n/a	minor	n/a	negligible	no interaction
35	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
36	n/a	negligible	Yes	minor	n/a	negligible	
37	n/a	negligible	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.
38	n/a	negligible	n/a	minor	Yes	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
39	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
40	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
45	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
46	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
49	n/a	negligible	n/a	negligible	n/a	minor	no interaction
50	n/a	negligible	n/a	minor	n/a	negligible	no interaction
51	n/a	negligible	n/a	minor	n/a	minor	Link 51 comprises of the main A164 to the south of Beverley. The link is a modern bypass and has been designed to bypass the town. An offroad footway cycleway is provided alongside providing separation between traffic and pedestrians/cyclists. A review of the road safety data also identifies that there have been only four collisions and that there is no identifiable pattern of collisions. Therefore no interaction between impacts is identified.
52	n/a	negligible	n/a	minor	n/a	negligible	no interaction
53	n/a	minor	Yes	minor	n/a	negligible	no interaction
54	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
55	n/a	negligible	n/a	negligible	Yes	minor	no interaction
56	n/a	minor	n/a	minor	n/a	negligible	no interaction
57	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
58	n/a	minor	Yes	minor	n/a	negligible	no interaction
59	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
60	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
61	n/a	negligible	n/a	negligible	n/a	minor	no interaction
62	n/a	negligible	n/a	minor	n/a	negligible	no interaction
63	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
64	n/a	negligible	n/a	minor	n/a	negligible	no interaction
65	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
66	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
68	n/a	negligible	n/a	minor	n/a	negligible	no interaction
69	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
71	n/a	minor	Yes	minor	n/a	negligible	no interaction
73	n/a	minor	Yes	minor	n/a	negligible	no interaction
74	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
75	n/a	negligible	n/a	minor	n/a	negligible	no interaction

Key

	Links requiring additional mitigation measures
Potential for Impacts 1,2 and 3 to collectively interrelate with Impact 4	
	No interactions with impact 3 as impacts 1 & 2 negligible
	No interactions with impacts 1 & 2 as impact 3 negligible
	No interactions as impact 1, 2 and 3 are all negligible
Potential for	
	No interactions as all impacts (4, 5 and 6) negligible
	No interactions as two of the three impacts (5, 6 or 7) are negligible

[illegible]

Potential Interactions between impacts - Projects concurrently

Link ID	Impact 1: Severance		Impact 2: Amenity		Impact 3: Highway Safety		Potential Interactions between Impacts 1,2 with Impact 3	Impact 4: Driver Delay (Capacity)	
	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect		Mitigation Measures Proposed	Residual effect
1	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
2	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
3	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
4	n/a	minor	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
5	n/a	minor	Yes	minor	n/a	minor		n/a	negligible
6	n/a	minor	Yes	minor	n/a	negligible	no interaction	n/a	negligible
7	n/a	minor	n/a	negligible	n/a	negligible	no interaction	n/a	potentially significant
8	n/a	minor	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon this link. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	potentially significant
9	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
10	n/a	minor	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
11	n/a	minor	n/a	minor	n/a	negligible	no interaction	n/a	negligible
12	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
13	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
14	n/a	minor	Yes	minor	n/a	negligible	no interaction	n/a	negligible
15	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
16	n/a	minor	Yes	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
17	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
18	n/a	minor	n/a	minor	Yes	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and amenity. Therefore no interaction between impacts is identified.	n/a	negligible
19	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
20	n/a	minor	Yes	minor	Yes	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon this link. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
21	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
22	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
23	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
24	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
25	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
26	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
27	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
28	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
29	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
30	n/a	negligible	n/a	negligible	Yes	minor	no interaction	n/a	negligible
31	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
32	n/a	negligible	n/a	minor	Yes	minor	Link 32 comprises of the main A164 to the south of Beverley. The link is a modern bypass and has been designed to bypass the communities alongside. Improvements are proposed by East Riding of Yorkshire Council to address road safety concerns and enhance pedestrian and cycle connectivity along this link. Therefore no interaction between impacts is identified.	n/a	negligible
33	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
34	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
35	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
36	n/a	negligible	Yes	minor	n/a	negligible	no interaction	n/a	negligible
37	n/a	negligible	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon this link. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
38	n/a	negligible	n/a	minor	Yes	minor	Link 38 comprises of the main A164 to the south of Beverley. The link is a modern bypass and has been designed to bypass the town. An offroad footway cycleway is provided alongside providing separation between traffic and pedestrians/cyclists. Improvements are proposed by East Riding of Yorkshire Council to address road safety concerns and enhance pedestrian and cycle connectivity along this link. Therefore no interaction between impacts is identified.	n/a	negligible
39	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
40	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
45	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
46	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
49	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
50	n/a	negligible	Yes	minor	n/a	negligible	no interaction	n/a	negligible
51	n/a	negligible	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon this link. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.	n/a	negligible
52	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
53	n/a	minor	Yes	minor	n/a	negligible	no interaction	n/a	negligible
54	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
55	n/a	negligible	n/a	minor	Yes	minor	Link 55 comprises of the main A1035 north east of Beverley. The link is a modern bypass and has been designed to bypass the village of Tickton. An offroad footway cycleway is provided alongside providing separation between traffic and pedestrians/cyclists. A review of the baseline road safety data along link 55 identifies that of the nine collisions, only one involved pedestrians/cyclists. Therefore no interaction between impacts is identified.	n/a	negligible
56	n/a	minor	Yes	minor	n/a	negligible	no interaction	n/a	negligible
57	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
58	n/a	minor	Yes	minor	n/a	negligible	no interaction	n/a	negligible
59	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
60	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
61	n/a	negligible	n/a	negligible	n/a	minor	no interaction	n/a	negligible
62	n/a	negligible	Yes	minor	n/a	negligible	no interaction	n/a	negligible
63	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
64	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
65	n/a	minor	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
66	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
68	n/a	negligible	n/a	minor	n/a	negligible	no interaction	n/a	negligible
69	n/a	negligible	n/a	negligible	n/a	negligible	no interaction	n/a	negligible
71	n/a	minor	Yes	minor	n/a	negligible	no interaction	n/a	negligible
73	n/a	minor	Yes	minor	n/a	negligible	no interaction	n/a	potentially significant
74	n/a	negligible	n/a	minor	n/a	minor	Links 74 and 75 comprises of the main A1033 north from Hull. The links are modern bypass and has been designed to bypass the communities. An offroad footway cycleway is provided alongside providing separation between traffic and pedestrians/cyclists. Improvements are currently being constructed by Hull City Council to address road safety concerns and enhance pedestrian and cycle connectivity along these links. Therefore no interaction between impacts is identified.	n/a	negligible
75	n/a	negligible	n/a	minor	n/a	minor		n/a	negligible

Key

	Links requiring additional mitigation measures
Potential for Impacts 1,2 and 3 to collectively interact with Impact 4	
	No interactions with impact 3 as impacts 1 & 2 negligible
	No interactions with impacts 1 & 2 as impact 3 negligible
	No interactions as impact 1, 2 and 3 are all negligible
Potential for	
	No interactions as all impacts (4, 5 and 6) negligible
	No interactions as two of the three impacts (5, 6 or 7) are negligible

Link ID	Impact 5: Driver Delay (Highway Geometry)		Impact 6: Driver Delay (Road Closures)		Potential Interactions between Impacts 4, 5 and 6
	Mitigation Measures Proposed	Residual effect	Mitigation	Residual Impact	
1	n/a	negligible	n/a	negligible	no interaction
2	n/a	negligible	n/a	negligible	no interaction
3	n/a	negligible	n/a	negligible	no interaction
4	n/a	negligible	n/a	negligible	no interaction
5	n/a	negligible	n/a	negligible	no interaction
6	n/a	negligible	Yes	negligible	no interaction
7	Yes	minor	Yes	negligible	no interaction
8	Yes	minor	Yes	negligible	no interaction
9	n/a	negligible	n/a	negligible	no interaction
10	n/a	negligible	n/a	negligible	no interaction
11	Yes	minor	n/a	negligible	no interaction
12	n/a	negligible	n/a	negligible	no interaction
13	n/a	negligible	n/a	negligible	no interaction
14	n/a	negligible	n/a	negligible	no interaction
15	n/a	negligible	n/a	negligible	no interaction
16	n/a	negligible	n/a	negligible	no interaction
17	n/a	negligible	n/a	negligible	no interaction
18	n/a	negligible	n/a	negligible	no interaction
19	n/a	negligible	n/a	negligible	no interaction
20	n/a	negligible	n/a	negligible	no interaction
21	n/a	negligible	n/a	negligible	no interaction
22	n/a	negligible	n/a	negligible	no interaction
23	n/a	negligible	n/a	negligible	no interaction
24	n/a	negligible	n/a	negligible	no interaction
25	n/a	negligible	n/a	negligible	no interaction
26	n/a	negligible	n/a	negligible	no interaction
27	n/a	negligible	n/a	negligible	no interaction
28	n/a	negligible	n/a	negligible	no interaction
29	n/a	negligible	n/a	negligible	no interaction
30	n/a	negligible	n/a	negligible	no interaction
31	n/a	negligible	n/a	negligible	no interaction
32	n/a	negligible	n/a	negligible	no interaction
33	n/a	negligible	n/a	negligible	no interaction
34	n/a	negligible	n/a	negligible	no interaction
35	n/a	negligible	n/a	negligible	no interaction
36	n/a	negligible	n/a	negligible	no interaction
37	n/a	negligible	n/a	negligible	no interaction
38	n/a	negligible	n/a	negligible	no interaction
39	n/a	negligible	n/a	negligible	no interaction
40	n/a	negligible	n/a	negligible	no interaction
45	n/a	negligible	n/a	negligible	no interaction
46	n/a	negligible	n/a	negligible	no interaction
49	n/a	negligible	n/a	negligible	no interaction
50	n/a	negligible	n/a	negligible	no interaction
51	n/a	negligible	n/a	negligible	no interaction
52	n/a	negligible	n/a	negligible	no interaction
53	n/a	negligible	n/a	negligible	no interaction
54	n/a	negligible	n/a	negligible	no interaction
55	n/a	negligible	n/a	negligible	no interaction
56	n/a	negligible	n/a	negligible	no interaction
57	n/a	negligible	n/a	negligible	no interaction
58	Yes	minor	n/a	negligible	no interaction
59	n/a	negligible	n/a	negligible	no interaction
60	n/a	negligible	n/a	negligible	no interaction
61	n/a	negligible	n/a	negligible	no interaction
62	n/a	negligible	n/a	negligible	no interaction
63	n/a	negligible	n/a	negligible	no interaction
64	n/a	negligible	n/a	negligible	no interaction
65	n/a	negligible	n/a	negligible	no interaction
66	n/a	negligible	n/a	negligible	no interaction
68	n/a	negligible	n/a	negligible	no interaction
69	n/a	negligible	n/a	negligible	no interaction
71	n/a	negligible	Yes	negligible	no interaction
73	Yes	minor	Yes	negligible	no interaction
74	n/a	negligible	n/a	negligible	no interaction
75	n/a	negligible	n/a	negligible	no interaction