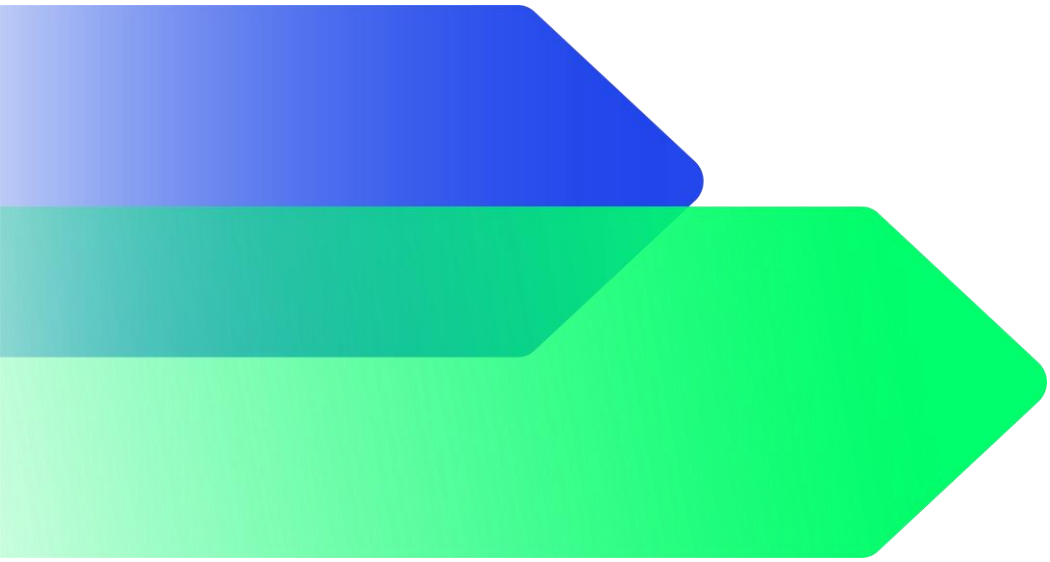
FLOATING WIND JOINT INDUSTRY PROGRAMME S3P3

Clarification Question Responses

Substructure freeboard requirements(SFR)

February 2026



#	Type	Question	Response
1	Project specific	Is there a specific combination (or combinations) of floater type and mooring configuration that is of primary concern for the project, or is this for the contractor to propose?	The project does not prescribe specific floater–mooring combinations. Bidders should propose the configurations they consider most appropriate, drawing on their expertise and on findings from WP1. FLWJIP partners will review and provide agreement or alternative suggestions before detailed work proceeds.
2	Project specific	For site conditions to be assessed, is the expectation that these will these be proposed by Contractor and agreed during the initial scenario definition or will Carbon Trust and the partners provide any preferred criteria information for use?	Site conditions should be proposed by bidders as part of the initial scenario development. These will be reviewed and agreed by FLWJIP partners. No preferred site criteria will be issued in advance, as the intention is for bidders to justify their chosen conditions.
3a	Project specific	WP2 refers to "three selected substructure configurations within three different locations". Is the expectation for 9 total sets of simulations (3 floaters, each at 3 sites) or is it 3 total (3 individual combinations of floater/site)? Please clarify the expected types of floaters to be analysed for the potential design impact of green water and wave run-up on the structures.	Unless agreed otherwise during delivery (e.g., due to limited added value or practical constraints), the expectation is 9 simulation sets: three floater types assessed at three locations. Bidders should propose floater types and locations, supported by their rationale. As outlined in the ITT: "*The contractor should provide in their proposal a matrix of cases to consider the variations in substructure archetype, location and freeboard requirements (i.e. different return periods for maintaining minimum freeboard)* "
3b	Project specific	Based on WP2 , it appears that 90 scenarios would be required. 3 technologies × 3 locations × 5 return periods × 2 freeboard strategies = 90 scenarios Could clarification be given to the number of scenarios required to accurately estimate computational requirements and resourcing?	The scope for this project's ITT has been written to provide an understanding of the project requirements. However, as mentioned at in Section 4, work packages, contractor approach: *"bidders are invited to develop and propose their own approach to delivering the project objectives."* Given the main objectives of the project presented in section 2.2 of the bid, bidders should use their experience to propose an approach that delivers the highest-value insights within the project budget. The key expectation is a justified methodology that meets the project

			objectives, rather than full adherence to a fixed number of scenarios.
4	Project specific	As part of WP1 it mentions global regionality, is the expectation to understand manufacturing trends/requirements, or is this to specify which regions have site characteristics that align with the assessed sites?	The focus of regionality in WP 1 is to understand which floater designs are more suitable to be deployed in certain global regions. However, bidders able to provide commentary on the regional manufacturing requirements would be positively evaluated.
5	Project specific	Structural analysis expectations (FEM vs simplified structural checks) The ITT indicates that slamming loads, airgap, motion responses, and impacts on secondary steel and deck equipment must be assessed. However, it does not explicitly reference finite element modelling (FEM). Could you please confirm whether: ▪ A high-level structural evaluation using analytical checks and engineering judgement (sizing implications, reinforcement needs, and CAPEX/OPEX consequences) is sufficient, or ▪ Whether detailed FEM based structural modelling is expected as part of the scope.	A high-level structural evaluation using analytical checks and engineering judgement is acceptable. FEM is not required unless bidders believe it meaningfully enhances the value of the results. The ITT intentionally leaves this open so bidders can justify the most effective level of detail for achieving the project objectives.
6	Project specific	Expected methodology for slamming load estimation (analytical vs CFD) DNV standards such as OTG 13 provide analytical or semi-empirical approaches for estimating slamming loads. Could you confirm whether: ▪ These analytical/semi-empirical methods are the expected approach for this project, or	The ITT does not prescribe the method for estimating slamming loads. Bidders should propose the approach(es) they consider most appropriate, supported by a justification of the expected insights and value a particular approach could bring to the project.

		▪ Whether high-fidelity CFD-based slamming simulations are required or preferred.	
7	Project specific	Which is the recommended turbine size?	Turbine size will be agreed with FLWJIP partners during project initiation. However, this is likely to be a 15 MW turbine.
		Are spars and TLPs relevant?	All floater types remain in scope at this stage. WP1 is expected to narrow the list of configurations that merit deeper assessment. Bidders are encouraged to demonstrate their understanding by identifying which floater concepts they believe offer the most value.

carbontrust.com

+44 (0) 20 7170 7000

Published in the UK: 2025