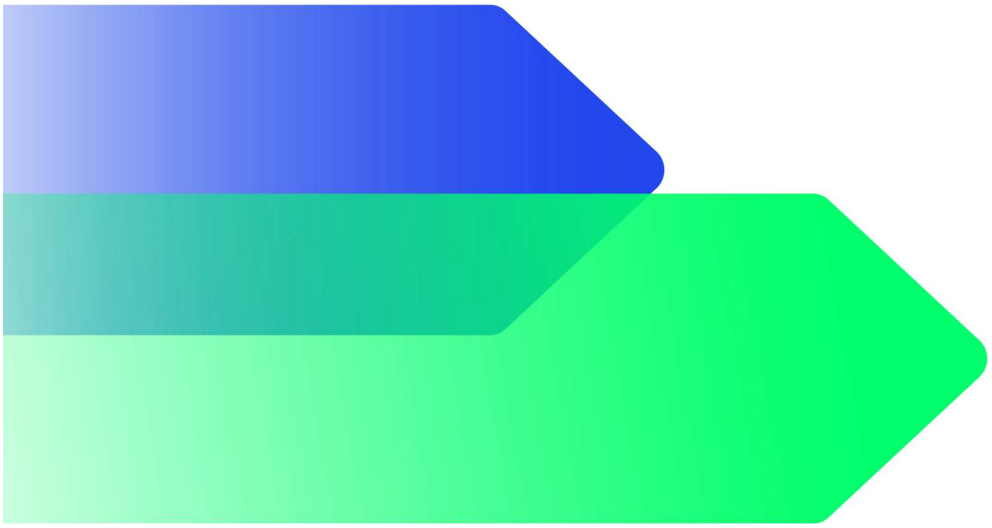
FLOATING WIND JOINT INDUSTRY PROGRAMME S3P4

Clarification Question Responses

Load out of floating platforms assessment (LFPA)

January 2026



#	Question	Response
1	Load Out Methodology Review refers to the need to consider the floater type, including Spar type floaters, within the methodology. Spar floaters are typically used in deeper water environments and are not commonly applied in UK projects. Could you please confirm whether the inclusion of a Spar type floater is required within our methodology review, or if the scope should be limited to floater types relevant to typical UK deployment conditions?	The bidders may exclude low relevance or low TRL types of floaters where justified. The FLW JIP consortium expects the bidder to make a suggestion of the most appropriate combination of substructure-material-methodology and/or if and when that list should become more focused. See Q11.
2	Our interpretation of the statement in WP4 — "This assessment should also consider any structural modifications required to the floater for each load-out methodology and the associated cost implications" — is as follows: A local analysis of the hull, using a first-principles approach based on its lifting points, must be carried out to determine if any local stiffening is required. Hydrodynamic analysis, load-out impact analysis (hull-water interaction), and global analysis for load-out conditions will be addressed during the actual structural design phase by the design company. Therefore, these analyses are outside the scope of this assessment. Please confirm if this is the correct interpretation.	While the LFPA scope does not require full coupled hydrodynamic or structural analysis, WP4 does require a level of simulation-based assessment sufficient to quantify weather windows for the launch/load-out operation, characterise environmental limitations, and support the comparative evaluation of load-out methodologies. WP4 focused on quantifying limits for the launch operation. For clarity, the term load-out operation for floating wind floaters refers specifically to the transfer of a completed hull from the quayside (or location where final assembly is completed) into the water. It ends when the hull is safely moored ready for WTG integration or in temporary storage. Marshalling, delivery and assembly of components is excluded; as is storage, WTG integration, and/or tow-out.
3	Could you please confirm whether the project location(s) or installation area will be defined at contract award, and if so, what level of detail will be provided at that stage?	As this project is part of a programme made up of multiple developers, no single location or port should be used as a point of reference. The port assessment should be of a hypothetical port. Our developer partners have projects in various countries and the project should aim to not favour any single partner but rather be useful to all partners.

4	In addition, could you clarify what environmental data will be made available to support the assessment, specifically regarding water depths, metocean conditions (currents, waves, wind), and any site-specific constraints required for the methodology development?	The metocean conditions associated with the turbine models provided are on-site conditions. At-port conditions will not be provided and should be suggested by the bidder. See Q3.
5	The project deliverables include a Presentation to the FLW JIP Partners. Could you please confirm whether this presentation is expected to be delivered in person, and if so, at which location	Most presentations will be delivered virtually. The bidder could plan for 2 in person presentations in London. These should be planned within expenses. Expenses are claimed ad-hoc. The Contractor should wait for Carbon Trust approval prior to making any reservations. Receipts should be kept and submitted for reimbursement up to the amount pre-agreed in the financial proposal (as in bid documents).
6	Additionally, could you clarify whether any other project milestones, such as the kick-off meeting, progress reviews, or final presentation, will require in-person attendance. This information will allow us to accurately account for travel time and associated costs within our fee proposal.	No additional in person attendance to what is described in Q5.
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8	Is it acceptable to propose a restructuring of the work packages (e.g. switching the orders of work packages) where this is judged to improve clarity, efficiency or quality of the work delivered?	Yes. The tender is not intended to be very prescriptive. Our intention is to highlight the required outputs and suggest how they may be achieved. The bidder may propose their own scope of work clarifying how the same outputs will be achieved.
9	To what level of engagement is expected with the external stakeholders is needed for each WP? There runs a risk of additional project hours used for communication management that could be better used elsewhere.	The bidder should clarify when and how stakeholders will be engaged. The bidder should use their best judgement to highlight where stakeholder input is needed and where it is not. Sometimes external stakeholders are required to clarify any assumptions made.

10	Due to the limited field of application for SPAR types and more conceptual low TRL Barge types, we propose to exclude them from the different floater types. What is the motivation in adding these?	See Q1.
11	Both steel and concrete are expected as floater materials. Will a concrete design (including weight and geometry) be provided? We are concerned that due to the lack of previous information provided around concrete, defining concrete parameters and performing additional checks could lead to design loops and inefficient use of project hours. To what extent is knowledge gathered on concrete in this and subsequent WPs considered valuable to the project?	Concrete designs or inputs will not be provided. It is not expected that concrete designs are developed for this project. It is expected that the contractor will point out where and how concrete designs would be different in the load out methodologies (conceptual comparison). It would also be helpful to find sources for design parameters as these will be fed into another project.
12	We have identified overlapping activities between WP1 and WP3, which may not represent the most optimised use of time. Could you clarify the intended distinction between these work packages?	WP1 is intended to draw out the current best practice. WP3 is intended to expand on that current best practice by including technologies which are not routinely used but could provide benefits.
13	Is the note about the additional information provided relevant to WP1? As far as we see it is more relevant to other WPs please clarify if there is anything expected from those files directly related to WP1.	The note about additional information provided was provided in WP1 not because that is where it is relevant but because we wanted to include it early in the scope, so the bidder does not miss it. See Q8.
14	Are specific vessels required or is a generic reference vessel to be created based on load out needs?	Specific vessels are not required.
15	We understand that structural assessment of the floaters is out of scope due to simplified geometry and time constraints. Could you confirm this interpretation?	Yes, that is correct. It would be helpful to understand if a load-out methodology would typically require local stiffening,, reinforcement, or design consideration in a real project. However, this does not need to be analytical.

16	What is the intended reference to cost implications for the structural design of the floater?	The intended reference is simply to highlight, at a qualitative level, whether different load-out methodologies would normally drive additional structural requirements that could affect cost—without performing any structural analysis or design work.
17	For logistics related to full load-out, we assume transit and installation are excluded unless high-level assumptions on transit and installation rates are provided. Could you confirm?	Load-out is strictly the quayside-to-water transfer and temporary securing of the hull; all transit, tow-out, installation, and integration activities are excluded, except for any high-level assumptions the bidder chooses to provide for context.
18	The requirement to “conduct a sensitivity analysis to evaluate how variations in environmental parameters from the reference case affect downtime across methodologies” needs clarification. What is meant by “reference case” in this context?	The “reference case” is the baseline metocean condition set used to evaluate load-out operability, against which variations are applied in the sensitivity analysis to understand their impact on downtime. See Q4.
19	Is it correct that the expected WP4 output for the base-case and realistic scenario are only based on the yard logistics?	They also incorporate yard / quayside logistics modelling (movement to launch point, sequencing, equipment constraints), downtime analysis, hydrodynamic considerations relevant to the launch into water (not offshore installation), and sensitivity analysis. It does not include offshore tow-out, installation, final/permanent mooring, or structural design. See Q2.
20	There are many combinations between floater type (TLP, Spar, Semi-submersible, and Barge), floater material (steel, concrete) and load-out methodology possible. Is contractor allowed to make a selection of the possible combinations for further analysis after completion of WP1 (WP2 and onwards)? How many floater type and material type combinations should be included as a minimum?	We do not prescribe a minimum or maximum number of load-out methodologies per floater type or material. The selection and number of methodologies assessed or shortlisted is left to the bidder’s discretion, provided the approach is clearly justified and supports a robust, comparative assessment. Note Q1.

21	Could Carbon Trust specify what type of hydrodynamic analysis they expected as a minimum for the load-out operation?	At a minimum, the hydrodynamic analysis should assess whether environmental conditions in the launch area constrain the load-out operation, quantify realistic weather windows and downtime, and use simplified or standard modelling approaches. See Q2.
22	How many different metocean condition design scenarios are expected from FLW JIP Partners to be included in the analysis?	The bidder should use their best commercial and engineering knowledge to propose what metocean conditions will be needed. See Q4 and Q20.
23	Will environmental conditions for boundary conditions in modelling and logistics setup be provided and to what extent?	See Q22.
24	Should there be a deliverable listed for DA.3, previously this has been a final presentation.	There is a typo. Currently, there is a webinar deliverable DA.4. DA.3 does not exist (due to a typo) but the webinar is still there.
25	Is there an expected or preferred number of load-out methodologies per floater type to be assessed, or is the selection and shortlisting of methodologies left to bidder discretion?	See Q20.
26	Is wet storage to be considered as well?	Yes, wet storage should be considered but only as the temporary, immediate post-launch state that marks the end of the load-out operation, not as a separate operational or engineering scope.
27	For the reviewed load-out methodologies, is the expectation: o Conceptual feasibility assessment only, or o Inclusion of quantitative engineering checks?	The bidder should specify what is reasonable give the timeline and project budget.

28	Should bidders assess: o Generic port archetypes (e.g. greenfield / brownfield ports), or o Real-world ports (without confidential data)?	See Q3.
29	Regarding port layouts, is the expectation for: o High-level conceptual block layouts, or o Indicative layouts with approximate dimensions tied to floater sizes and load-out equipment?	The expectation is for indicative layouts with approximate dimensions, not just high-level conceptual blocks.
30	Should the assessment prioritise: o Technologies currently available on the market, or o Emerging / lower-TRL technologies with potential relevance for 2030+ projects?	The assessment should prioritise technologies currently available on the market, as the procedure is intended for application in the first commercial-scale floating wind projects targeting COD 2030. Emerging or lower-TRL technologies may still be referenced only where they are clearly relevant and credible for 2030-readiness, but they should not form the primary basis of the assessment.
31	Metocean Inputs: will the Carbon Trust provide any standard/typical metocean datasets, or should bidders define and justify their own assumptions?	See Q4.
32	Should cost outputs be normalised to: o Cost per floater / Cost per MW, or / Both?	Ideally, the cost ouputs should be normalised per floater and per MW. Using both ensures that results are comparable across different floater sizes and different project scales.
33	Risk Register Detail: Is a qualitative risk register sufficient, or is a semi-quantitative risk ranking (e.g. likelihood × consequence) expected?	A qualitative risk register is sufficient.

34	Modelling inputs to be provided (RAO availability) Could you please confirm which specific modelling inputs will be provided for the four reference floaters (per configuration)? In particular: • Will the Carbon Trust / Floating Wind JIP share only OpenFAST and OrcaFlex input files, or will frequency domain hydrodynamic data—such as RAOs and added mass/damping matrices—also be included? • If hydrodynamic analyses (including RAOs and coefficients) have already been conducted and will be shared as input, can you confirm that WP4 activities are expected to be carried out using OrcaFlex only, focusing on assessing floater behaviour in the water during the launch phase?	Carbon Trust / FLW JIP will provide: OpenFAST input files, OrcaFlex input files, Conceptual design documentation, Concept KPI sheets (Excel), Metocean design bases at site (Benign, Moderate, Harsh), Soil condition report. RAOs, added-mass matrices, damping matrices, or frequency-domain hydrodynamic coefficients are not included in the reference design package. Note Q2.
35	If RAOs and hydrodynamic coefficients are not provided, would it be acceptable for the Contractor to generate them using a third party frequency domain solver (e.g., AQWA, WAMIT, or equivalent), and subsequently import these results into OrcaFlex to perform time domain simulations of the launch/loadout phases?	Yes. This should be described in the bid.
36	For WP4 (Logistical modelling and hydrodynamic analysis), could you please clarify the expected level of modelling fidelity—i.e., whether the analysis should aim at comparative/methodology level insights or near operational limit assessments? Additionally, please confirm that well justified engineering assumptions or simplifications are acceptable, provided they are clearly documented and discussed with the Floating Wind JIP Partners.	See Q2. Further, yes, well justified engineering assumptions or simplifications are welcome where they are explained.

37	Is there a specific geographical area that should be taken as reference for the study? For example, regarding WP4 activities, should metocean conditions be assumed representative of a particular region, or will reference environmental conditions be provided?	See Q3 and Q4.
38	Is there an interest to be UK specific with load out methodologies and ports? i.e. methodologies which suit the UK ports associated with floating offshore wind.	No. See Q3.
39	WP1 - it sounds as if you are wanting this task to focus on the quay side to along side quay wall methods (i.e. slipway or semi-sub etc.). Is this the correct understanding? Or, is it the whole load out operation as defined in the definitions?	WP1 should cover the entire load-out operation as formally defined (quayside → launch → temporary mooring). See Q2.
40	WP1 - D1.1: A report detailing design-specific load out requirement profiles. Do you mean this to be requirement profiles for the floater type or for the load out method types or both?	D1.1 should include load-out requirement profiles that cover both (a) floater-specific requirements and (b) load-out-method-specific requirements, and importantly the interaction between the two.
41	WP1 - Can you please clarify "floating wind logistics companies"? Are you referring to load out methodology technology developers or contractors who have carried out a loadout or both?	See Q9.
42	Floating wind logistics companies, logistics specialists and marine contractors are noted as stakeholder types in the scope of works. There is typically a bit of overlap in industry from entities carrying out these services. Do you intend to have hard boundaries between the stakeholder type definitions or are you ok with some overlap?	See Q9.

43	WP2: Does laydown and storage space relate to floaters only or also mooring equipment?	The laydown and storage space should include the floater and the equipment required for the load out operation. See Q2 for the definition of load out.
44	In 2.2 in the definition of Load Out operation. What is meant by the exclusion of tow out? Does this mean WP4 is looking at the load out from quayside into the water? Would tow out time/arrangement/conditions just be a desktop estimate. Is there a requirement for final mooring to be included in assessment?	WP4 covers only the quayside-to-water launch and temporary post-launch mooring; tow-out and final mooring are excluded, except for optional high-level desktop assumptions if bidders choose to include them.
45	WP4 "For each load-out methodology and floater types, assess: Potential structural modifications required". Can you please elaborate on what you mean by this with respect to logistical analysis. Our thoughts are that this would be better assessed in WP1.	WP4 does not involve doing structural analysis. You are only expected to comment qualitatively on any likely structural interface implications the different load-out methods may have. See Q2.
46	WP4 logistical analysis vs hydrodynamic. Do you have any preference on where you'd like more attention spent? More on the logistical analysis to understand weather downtime or more on the hydrodynamic analysis to understand loadout environmental limitations.	WP4 should place primary emphasis on logistical analysis and weather-driven downtime modelling, as these form the core WP4 outputs. Hydrodynamic analysis is still required, but only at a fit-for-purpose level sufficient to define environmental limits and realistic weather windows for the launch operation. No high-fidelity or offshore-grade hydrodynamic modelling is expected.
47	WP5 and WPA. In WP5 it is explicitly stated that the cost model itself is not a part of the deliverable for WP5, however in WPA, there is deliverable DA.6 Input sheet for Floating Wind JIP Cost Model. Do you expect relevant entries from the cost model to be shared here?	The DA.6 Input Sheet only asks the contractors to summarise and explain the cost benefit assessed as part of the project. It requires simple inputs explaining what the calculated benefit was.
48	Is WPA Project management missing deliverable DA.3 - presumed to be Final Presentation to the FLW JIP Parties	See Q24.

49	Please clarify at which stage the amendments to the Floating Wind JIP Stage III Contractors conditions should be submitted.	The amendments should be submitted alongside the bid document.
50	WP1 – Will this work pack cover all floater types with all floater material combinations?	See Q20.
51	WP2 – Please confirm if this work pack comprises ports in UK and Europe areas, or it is expected to focus solely on UK ports?	See Q3.
52	WP4 – Will the metocean assumptions given for WP1 will suffice for this scope or is it expected to incorporate additional metocean data for the assessments?	See Q4.
53	WPA – Are in-person meetings expected for this project? Or virtual meetings, i.e.: teams, will suffice for the project?	See Q5 and Q6.
54	Given that only steel reference designs are provided, what level of technical fidelity is expected for concrete floaters (conceptual comparison vs notional design development)?	See Q11.
55	Is there an expected or preferred minimum/maximum number of load-out methodologies per floater type to be assessed, to ensure consistency across bids?	See Q20.
56	How many representative port scenarios are expected under WP2, and should these be generic archetypes or linked to real-world ports?	See Q3 and Q20.

57	Will any port-specific or near-shore metocean datasets be provided, or should bidders develop representative assumptions for port environments?	See Q4.
58	Is stakeholder engagement expected to be desk-based (interviews/workshops), or should bidders assume site visits and in-person engagement within scope and budget?	The stakeholder engagement is expected to be desk-based.
59	Can Carbon Trust confirm that one formal review cycle per deliverable is included, and that additional review iterations would constitute a scope change?	One formal review cycle is expected. Then, only the comments which were not addressed sufficiently in the first review will remain.
60	Can Carbon Trust confirm that bidders may rely on the provided reference designs and metocean assumptions without liability for their completeness or accuracy, provided assumptions are clearly stated?	Yes, but the bidder should specify in their bid if they intent to share these conditions and justify selecting them. See Q4.
61	WP4 asks us to “consider any structural modifications required to the floater for each load-out methodology and the associated cost implications. It should also include hydrodynamic analysis to quantify realistic weather windows for the launch operations” Q1: Can you clarify the level detail expected for proposed structural modifications? Specifically, will an informed engineering approach suffice which recommends changes in overall floater dimensions (including mass) and/or structure, together with high-level analysis of impact on costs and load out logistics?	An informed engineering-judgement approach is expected: WP4 requires only high-level identification of potential structural interface modifications and their logistical/cost implications; no structural design or detailed analysis is required.

62	WP4 asks us to “consider any structural modifications required to the floater for each load-out methodology and the associated cost implications. It should also include hydrodynamic analysis to quantify realistic weather windows for the launch operations” Q2: Can you clarify what you mean by “hydrodynamic analysis”? Specifically, does this require detailed multi-DOF coupled model combining hydrodynamic flow + manoeuvring model, or will an informed engineering-based approach with associated sensitivity analysis suffice?	See Q2, Q21, Q34 and Q46.
63	WP1. Is CT intention to screen options in WP1 for later use in the other WPs.	See Q20. The bidder should specify what they believe is sufficient and how many scenarios should be carried forward given the time and budget.
64	WP2. Should the definition of critical port parameters and modelling of different floater and port configurations be based on different floater types (i.e. steel and concrete TLP, Spar, semisub and barge) without associating them with specific ports and their current limitations? i.e. conceptual layout modelling?	Yes, this is correct.
65	WP2. Is the project geographically bounded (i.e. should only ports around the north sea be considered)?	See Q3.
66	WP2. Can the CT confirm if the wet storage feasibility is part of WP2 assessment of port facilities?	See Q26.
67	WP2. The floating windfarms for 2030 that have received AR7 funding are not near the 750-1000MW size. Do CT expect the change the scope to align with the Pentland and Erebus windfarm size?	No. See Q3.

68	WP3. Point 2.2 excludes WTG integration from the project scope, which seems to conflict installation strategy scenarios to be considered in WP3 which includes WTG integration. Please can the CT clarify.	WTG integration remains out of scope for all modelling and operational assessment. In WP3, the reference to “with or without WTG integration” is intended only to frame technology pathways and contextual port requirements at a conceptual level. WP3 should not analyse or model WTG integration operations themselves.
69	WP4. Does the CT have weather data to feed into the weather risk schedule modelling (and if so, what form is this).	See Q3 and Q4.
70	WP5. WP1 talks about safety and risk, but the more detailed analysis implied by WP5 omits safety from the risk metrics required. It this intentional, if so why?	Yes — the omission of safety from WP5’s risk metrics is intentional; safety is addressed qualitatively in WP1, while WP5 focuses only on technical, logistical, environmental, and financial risks that directly influence schedule and cost modelling.
71	WP5. Can the CT give an indication of the accuracy of the cost model that they are expecting?	Carbon Trust does not specify a required accuracy level for the WP5 cost model; bidders are expected to use best-available engineering judgement and provide a transparent, well-documented, and well-justified methodology with clear assumptions and reasoning.
72	WP5. Do you have a preference on format and level of detail of the risk register; bow-tie, QRA, or a qualitative HAZID?	Carbon Trust has no preferred risk-register format for WP5. All are acceptable, provided the approach is clear, well-justified, and proportionate to the LFPA scope.
73	For milestone payments apart from the deliverables do you require any other evidence (such as wage slips as some grants require)?	No. We require deliverables to be completed.

74	How can we clarify conflict of interest?	Regarding the conflict of interest, it is difficult to evaluate these before examining the bid in detail. If a supplier of the supporting technologies (as in WP3) is leading on WP3, this would introduce a conflict which would be very hard to manage and would be seen negatively in the proposal. In that case, it would be better if a different partner did the work on WP3. Having a conflict of interest does not automatically exclude you but will have an impact in the review process. If you decide to bid, I recommend partnering with an engineering consultancy and clarifying how impartiality would be maintained.
75	The scope makes the following statement. Please advise which of these organisations / groups will be introduced by Carbon Trust or are they expecting bidders to engage with such groups from existing relationships / contacts; “This work package should include engagement with relevant stakeholders, including port infrastructure experts, floater designers, and floating wind logistics companies.”	The FLW JIP Advisory Panel includes relevant experts, and Carbon Trust may—subject to advisory company interest—facilitate introductions to selected members, but this should not be assumed as the primary engagement route. See Q9 and Q58.
76	The Description of Tender states that the “Contractor [will] receive technical direction and data from Floating Wind JIP Partners”. Please advise what data will be made available for the Project and clarify the level of engagement that JIP Partners will provide?	JIP Partners will provide technical direction and feedback through Carbon Trust during meetings and deliverable reviews, but no additional data should be expected beyond the reference design package files. Some partners can participate in 1:1 meetings to clarify specific questions where appropriate.
77	In WP1 and in Section 5.4 reference is made to OrcaFlex files for the 15MW reference turbine. Is it expected that the Contractor should undertake modelling of the floaters during load out conditions?	The Contractor is not expected to undertake detailed modelling of the floaters during load-out; the provided OrcaFlex files serve only as reference inputs, and WP4 requires a simplified, fit-for-purpose hydrodynamic assessment to define weather windows—not full dynamic simulation. See Q2, Q21, Q34, and Q46.
78	Since only steel designs specifications and numerical input files (Orcaflex, OpenFAST) are provided, can concrete floaters be reviewed at a high level in WP1 based on industry practice?	See Q11.

79	We will provide our relevant track record to demonstrate experience in load-out methods within WP1. Please confirm whether this is sufficient.	Yes, providing relevant track record and demonstrable experience in load-out methodologies is sufficient to meet the WP1 capability requirement, provided that this experience is clearly evidenced and directly relevant to the scope of work. However, bidders are expected to ensure that the WP1 assessment is conducted in an objective and technology-agnostic manner. Where a bidder is also a technology provider or developer of specific load-out solutions, this should be clearly declared, and appropriate measures should be taken to manage any actual or perceived conflicts of interest. See Q74.
80	Is the scope of WP1 limited to the transportation of floaters from the fabrication yard up to their launch into the water?	WP1 covers the entire load-out operation from yard movement → quayside → launch → temporary mooring, not just the transportation up to the point of launch.
81	In WP1 it is stated that two different mooring configurations will be considered. Could you please clarify the reason for including this reference, given that the scope of WP1 is focused on the loadout of floating platforms?	The mooring configurations were added for completeness to describe the models that will be provided.
82	For the port facilities assessment, could you please confirm whether conceptual / schematic port layouts are sufficient, or if the expectation includes CAD or 3D port layout models?	Conceptual and schematic port layouts with indicative dimensions are sufficient; CAD or 3D port layout models are not required or expected for WP2. See Q29.
83	Our understanding is that in WP1 we develop load-out methodologies independently of any specific port, and in WP2 we use these methodologies to define the minimum requirements for suitable ports. This means that WP2 is based on representative (theoretical) ports rather than assessing specific ports. Is this correct?	Yes, this is correct. See Q3.

84	For WP3, should we consider only the two installation strategy scenarios mentioned (with or without WTG on top of the floater), regardless of floater material (steel or concrete)?	Differences between steel and concrete should be highlighted. See Q11.
85	Is spreadsheet or script-based logistics and weather window modelling acceptable, or is any specific tool expected?	Yes — spreadsheet-based or script-based logistics and weather-window modelling is acceptable. The bidder should propose the most appropriate tool and modelling approach in their bid, justify why it is suitable, and ensure it meets the objectives of WP4.
86	The most promising load-out methodologies are assessed based on factors such as cost and safety. However, it is also stated that for each load-out methodology and floater type, the impact on structural modifications, floater mass and design should be assessed. Could you please clarify how the floater type is expected to be involved in this scope of work?	Floater type is considered to understand methodology-relevant differences in geometry, mass, and interfaces—so the Contractor can identify feasibility constraints, temporary modifications, and cost/logistics implications; no structural design or modelling of the floater is required.
87	As a scenario based cost projection, I understand that I will consider, for example, floater X, loadout methodology Y, and environmental criteria Z. Based on these parameters, I will have a cost output. Do I understand the scenario-based cost projection correctly?	Yes, that is correct.
88	In the WPA Project Management, it is stated that 'the preparation of a final presentation to the Floating Wind JIP parties' is required. Could you please clarify whether this refers to one combined presentation covering all work packages, or to a separate summary presentation (i.e. merged presentations for all packages versus an additional summary presentation)?	Each work package ends in a presentation, then a final presentation to summarise the whole project. See Q5.

89	Could you please describe in more detail what is expected from the project closeout webinar and the closeout form?	The closeout webinar is a 1 hour recorded meeting where the Contractor presents the project from start to finish. The close out form asks the Contractor to summarise key conclusions, lessons learnt, recommendations for next steps, and suggested further research. The close out form is published. You can see examples from previous projects here: https://www.carbontrust.com/our-work-and-impact/impact-stories/floating-wind-jip/floating-wind-jip-stage-3-phase-1.
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91	Is it expected to do any Offshore analysis in terms of mooring and lifecycle time? it is unclear why the mooring methods are specifically mentioned in WP1	The mooring configurations were added for completeness to describe the models that will be provided, not because mooring systems themselves are in scope. “Lifecycle time” refers only to the load-out operation sequence (floater ready in yard, transport to quayside, launch, and temporary mooring/storage after launch), not the offshore lifecycle of the floater.
92	Will a concrete floater design and parameters be provided?	See Q11.
93	Are the floaters structural integrity checks required?	No — structural integrity checks of the floaters are not required; only high-level engineering judgement about potential modifications is expected.
94	With regards to structural modifications, our approach would be to advise what type of additional facilities, handling aids we require for enabling us to perform the operations, but we would no advise on structural modifications that involve the internals of the floaters. This should be analysed and to be advised on by the floater designers. Would this approach be ok?	Yes, your approach is appropriate.
95	Please can you confirm whether the presentation is in-person or digitally?	See Q5.

96	There is reference to expenses – is there an expectation for physical Port surveys?	No. See Q5.
97	How many scenarios are anticipated to be modelled? Given multiple floater types, locations and methodologies a lot of scenarios could be presented initially. We would aim for developing a trade-off matrix in which, in the first phase of this study, a choice will be made which methodology will be focused on for performing hydrodynamic (multibody) analyses and on which the weather downtime analyses will be based on. Would this approach be acceptable?	See Q20.
98	Will the JIP present preferred locations/ports for engagement and detailed analysis?	See Q3.
99	Will the report be made publicly available or only shared with JIP members only?	The project deliverables are for JIP members only. A summary report will be published. You can see examples from previous projects here: https://www.carbontrust.com/our-work-and-impact/impact-stories/floating-wind-jip/floating-wind-jip-stage-3-phase-1.
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101	WP1 requires a comparative review of load out methodologies across multiple floater types and materials, including both steel and concrete designs, and includes the assessment of operational window constraints. The note to WP1 indicates that numerical reference models for OpenFAST and OrcaFlex will be provided for specific steel design configurations. Please confirm whether the assessment of operational window constraints in WP1 is intended as a qualitative, comparative evaluation based on engineering judgement and prior project experience, rather than a quantitative assessment based on numerical simulations. In addition, please confirm whether numerical modelling and quantitative weather window analysis are expected to be addressed primarily in later work packages, such as WP4.	The WP1 assessment of operational window constraints should be a qualitative comparison based on engineering judgement, literature, and prior project experience — not quantitative simulation. Quantitative weather-window assessments and any numerical modelling are expected in WP4, not WP1.
102	Work Package 1 aims to map and assess feasible load out methodologies across floater types, including feasibility, safety, risk, and cost considerations. Work Package 2 then builds on insights from WP1 to assess port infrastructure requirements and develop scenario based port layouts and operational flows. Could you please clarify whether WP1 is expected to result in a formal short list of preferred or most promising load out methodologies that are then carried forward into WP2 for detailed port facility assessment, or whether WP2 is expected to consider the full set of load out methodologies identified in WP1 when defining port requirements and developing scenarios. This clarification would support a consistent interpretation of the intended depth and focus of WP2 across bidders and help ensure an appropriate allocation of effort between the two work packages.	See Q20.

103	Clarification question on WP2 basis for defining port infrastructure requirements Should the port requirements be defined based on theoretical minimum feasibility (i.e. a hypothetical “ideal port”), or should the assessment be grounded in realistic, commercially available port typologies, with any idealised requirements benchmarked against existing and future available ports?	See Q3.
104	Work Package 2 requires the definition of critical port requirements to support floating wind load out operations. Could you please clarify whether WP2 is expected to explicitly assess internal yard logistics within the port area, such as SPMT routing, maneuvering constraints, congestion etc.	WP2 may include high-level, qualitative consideration of internal yard logistics (e.g., SPMT routing feasibility, manoeuvring constraints, and general access), but detailed modelling or simulation of yard logistics is not expected.
105	WP4 requires the identification and modelling of the most promising load out methodologies for commercial scale deployment. Please clarify whether the selection of these methodologies is expected to be based primarily on the Contractor’s assessment derived from WP1 to WP3, or whether this selection should be validated or agreed with the Floating Wind JIP Partners prior to detailed modelling.	The selection should be validated and agreed with the Floating Wind JIP Partners prior to more detailed modelling.

106	WP4 requires the definition of metocean condition scenarios to assess downtime and realistic weather windows. Please clarify whether these scenarios are expected to represent a small number of generic reference conditions, or whether multiple site specific metocean profiles are expected to be considered.	See Q3 and Q4.
107	Work Package 5 requires the development of a comprehensive cost model to support scenario based risk and cost analysis for floating wind load out activities. In parallel, Work Package A requires the provision of inputs to the Floating Wind JIP Cost Model by completing the Carbon Trust input sheet. Please clarify whether the expectation is that bidders develop a standalone cost model under WP5, with an independent structure and logic that is then mapped to the Floating Wind JIP Cost Model via the WPA input sheet, or whether the cost modelling effort under WP5 is intended to be fully aligned with, and primarily implemented through, the Floating Wind JIP Cost Model framework referenced in WPA.	WP5 requires a standalone cost model developed by the bidder; the WPA input sheet is only for passing selected outputs into the FLW JIP Cost Model and does not replace or constrain the WP5 cost-modelling framework. The bidder should specify the level of detail of the cost model given the time and budget.
108	Work Package 5 refers to the development of a cost model related to floating wind load out activities. Please clarify which primary perspective the WP5 cost model is expected to adopt, for example the port, the project developer, or the EPCI contractor.	The WP5 cost model should be built from the perspective of the project developer (i.e., the overall project cost perspective).
109	Does the Carbon Trust have a specific geographic location(s) that the proposal should focus upon for loadout locations?	See Q3.
110	Does the Carbon Trust expect the project to include stability modelling of barges/vessels during the loadout phases?	No — stability modelling of barges or vessels is not required; only qualitative observations relevant to load-out feasibility should be included.

111	Is the project to consider specific ports or instead develop generic port layouts?	Generic. See Q3.

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