ANNEX 10: RISENERGY POST-RESEARCH TA REPORT TEMPLATE– USER

After the RISEnergy Transnational Access, Users are required to submit a User Report. This should be done within 4 weeks after the Access is completed unless otherwise agreed. The User Report will be given to the User(s) by the WP2 leader. The report contains sections related to the work performed, the main results and observations that were achieved.

This document should be completed, signed, and sent by e-mail to risenergy@for.kit.edu.

Summary questionnaire for Users who have been granted Transnational Access (TA) under the RISEnergy project Horizon Europe TA scheme. More information on RISEnergy TA can be found in "General Rules" and in "Access Policy" which can be found on the RISEnergy webpage.

Please complete, sign, and send this form, together with the Cost claim by e-mail to risenergy@for.kit.edu with title: RISEnergy APPXXX - reports.

General information about the project	
Project title (as used in Application)	Breakwater Leading-edge Unit for Energy – Buoyant Offshore Extraction
Project number (APPXXX) and acronym (max 15 characters)	APP190 - BLUEBOX
RISEnergy RI(s) accessed	UCC-UNIGhent-COB
Keywords (up to five, free text)	Hybrid Floating Breakwater – Oscillating Water Column, Offshore Energy Archipelago, Multipurpose Structures, wave – current interaction, Coastal & Ocean Basin
Arrival date (in town where RI is located)	13/02/2026
Departure date (from town where RI is located)	21/03/2026
Starting date of Access (first day at RI)	16/02/2026
Finishing date of Access (last day at RI)	19/03/2026
Number of days not using the RI (during the above period)	13
Reason for not using RI those days (describe)	Flights time compatibility (13-14-15/02 and 20-21/03) And weekends (8 days)
Number of days using the RI	24

RISEnergy

Number of Users granted Access (group size)	2
Comments	Only one traveling
User	
User group leader or sole applicant (user group member 1)	
First name	
Last name	
Affiliation / Employer	
Country of Employer	
E-mail	
User travelling to RI?	
Comments	
User group member 2	
First name	
Last name	
Affiliation / Employer	
Country of Employer	
E-mail	
User travelling to RI?	
Comments	
User group member 3	
First name	
Last name	
Affiliation / Employer	
Country of Employer	
E-mail	
User travelling to RI?	
Comments	
User group member 4	
First name	
Last name	
Affiliation / Employer	
Country of Employer	
E-mail	
User travelling to RI?	
Comments	

User group member 5	
First name	
Last name	
Affiliation / Employer	
Country of Employer	
E-mail	
User travelling to RI?	
Comments	

Access Summary Report - work performed and initial results

Brief description of the objectives of your project (up to 200 words)

The project was aimed at investigating the hydrodynamic and energy performance of a hybrid floating breakwater with an integrated dual-chamber Oscillating Water Column (OWC) system, further equipped with a flat plate to enhance hydrodynamic efficiency. Conceived as a modular component of a floating offshore energy archipelago, this device combines wave attenuation and energy generation.

A 1:25 scaled model was tested at the COB facility under a range of wave and current conditions, including regular, irregular, and short-crested waves, with and without current forcing. Five configurations were investigated, varying orifice diameter and draft to simulate different pneumatic damping conditions and loading scenarios representative of integrated renewable energy technologies.

Performances were evaluated through transmission and reflection coefficient, for the wave attenuation aspect, and by evaluating the internal chamber dynamic for the energy conversion efficiency. To properly characterise the behaviour of the model also the 6-DoF motions were measured, along with the mooring lines tension.

The campaign comprised almost 140 tests at a fixed water depth of 1.4 m. Results will support the validation of the energy archipelago concept and provide a comprehensive dataset for numerical model development, with particular focus on wave-current interaction and short-crested sea states.

Activities performed (up to 600 words)

The first week of the access were dedicated to finalising the operational planning in coordination with the COB team (as discussed in the preliminary meetings), model assembly, and instrumentation setup.
The physical model consisted of three identical modules rigidly connected on site, reaching a total length of 4.11 m. Each module was a box-type floating breakwater (1.30 m × 0.40 m × 0.30 m), equipped with a dual-chamber OWC system and a flat plate to enhance hydrodynamic efficiency. The model mass properties were characterised using the facility's swing frame to determine centre of gravity, mass moments of inertia, and the required ballast distribution to achieve the target draft values and design inertia properties for each configuration (Figure 1).

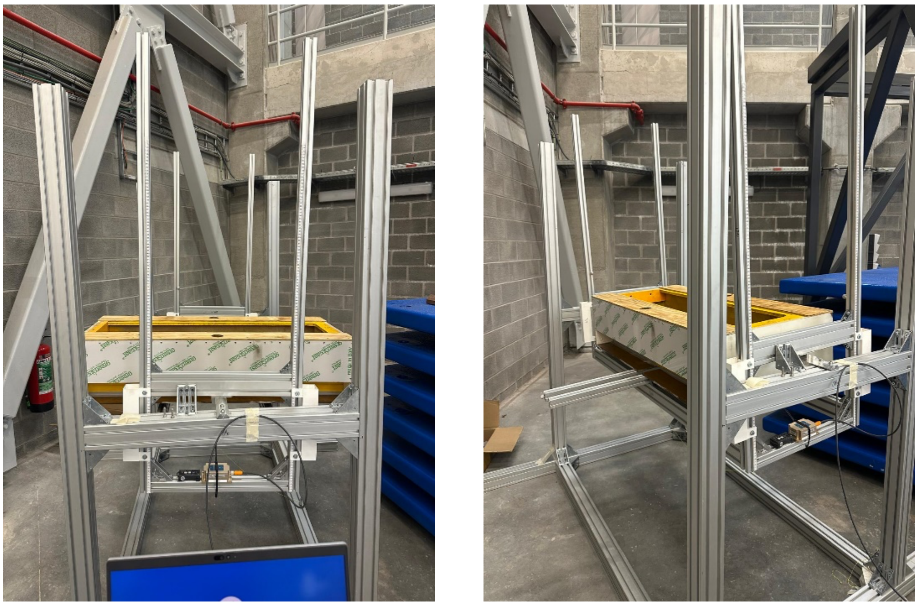

Figure 1. Model characterisation through the swing.

Once the model characterised, instrumentation was installed and positioned - in the basin first, and on the model thereafter. To evaluate the wave field in the basin, nine resistive wave gauges were deployed in an array in front of the structure (see Figure 2), one further gauge positioned behind it and three additional gauges measuring the undisturbed wave field near the lateral wall of the basin. For current measurements, five Vectrinos ADV probes were deployed: one in front of the structure at the centre of the wave gauge array, and four arranged in line behind the model. The complete set-up for the environmental measurements is reported in the sketch of Figure 3.

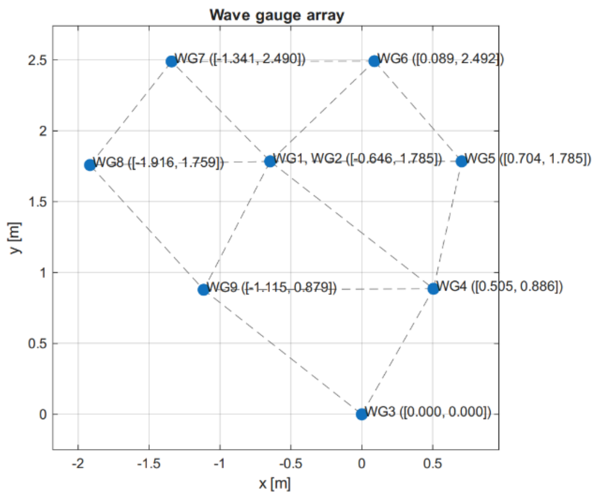

Figure 2. Wave gauge array.

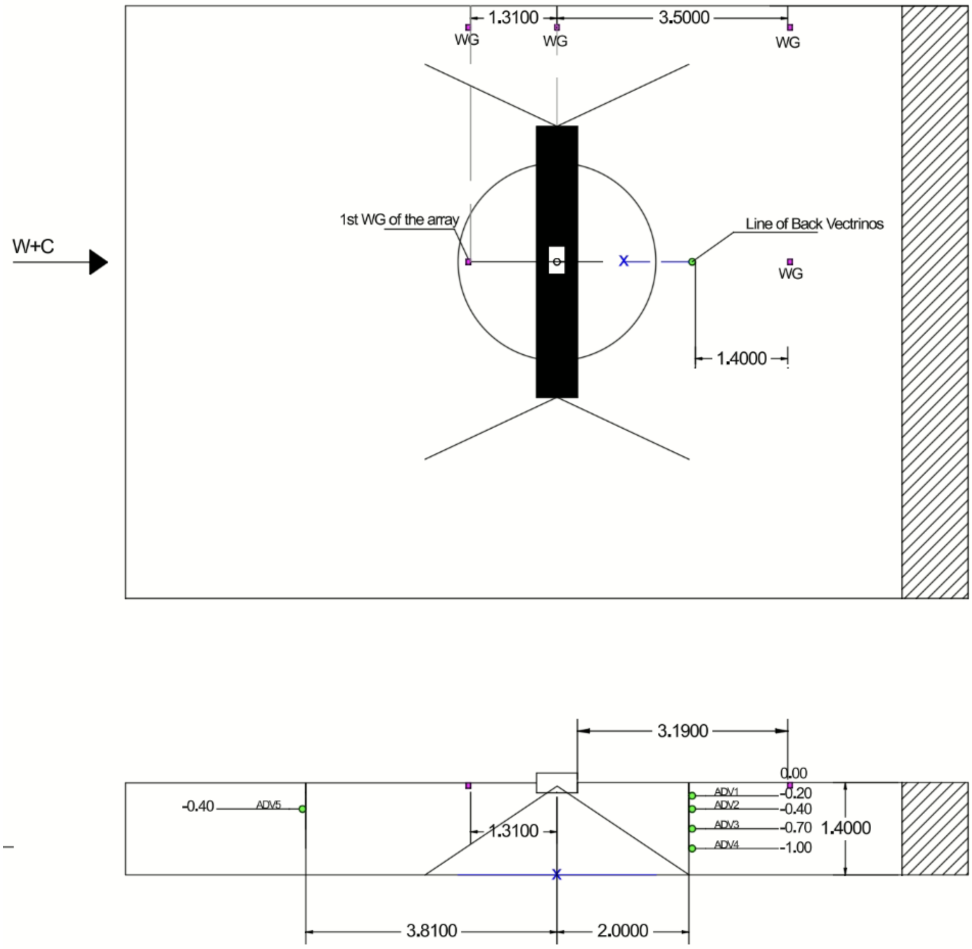

Figure 3. Sketch of the plan and side view of WGs and ADV as mounted in the basin with the model.

On the model, the Qualisys optical system recorded six-DoF motions and four load cells measured mooring line (ML) tensions (Figure 4).

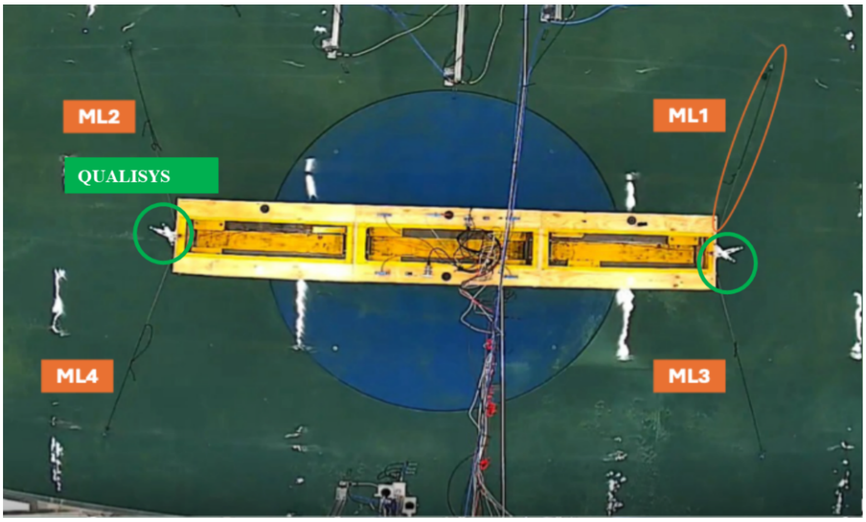

Figure 4. Qualisys and mooring lines layout.

Within each OWC chamber, only for the central module, instrumentation included two internal wave gauges, one differential pressure sensor, and - on the front orifice - a micro propeller to measure air flow rate (Figure 5). All channels were acquired simultaneously using the facility's DAQ system and dedicated acquisition software, with sampling rates adapted to each sensor type.

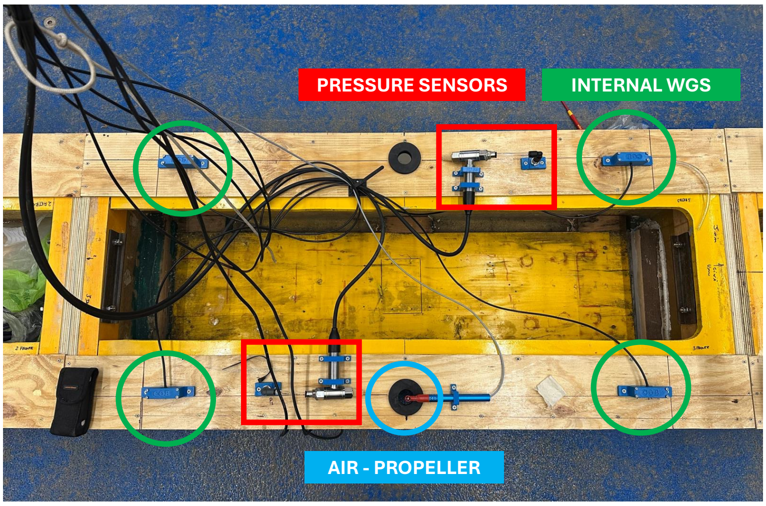

Figure 5. Overview of the sensors installed on the chambers of the module.

With instrumentation in place, the campaign proceeded through eight sequential test phases. Phases 1 and 2 served to calibrate the target wave and current conditions - without the model -under waves-only, current-only, and combined wave-and-current conditions, simultaneously validating the positioning and response of all probes. From Phase 3, the five configurations of the model, whose main parameter are reported in Table 1.

Table 1. Model Configurations.

	Draft (m)	Orifice diameter (m)
CF1	0.155	0.030
CF2	0.155	0.015
CF3	0.155	0.060
CF4	0.125	0.030
CF5	0.207	0.030

Phases 3 and 4 addressed configuration CF1 - combining the optimal orifice diameter with the intermediate draft - the most extensively investigated configuration of the campaign. In Phase 3 the repeatability of the wave – structure interaction was assessed for seven regular wave tests and two irregular wave tests previously conducted in the user's facility without the OWC system - establishing a new baseline for the fully integrated device. The regular wave programme was then extended to cover two additional steepness levels, for a total of thirteen regular wave tests. The two irregular sea states were subsequently repeated under short-crested conditions at spreading angles of 15° and 30°, significantly extending the scope of the campaign. All Phase 3 tests were conducted without current. Phase 4 reproduced the same wave conditions with the addition of aligned current at three velocities: the full matrix was repeated at C1 (0.1 m/s), while a reduced set of regular wave tests was performed at C2 (0.2 m/s) and C3 (0.4 m/s). Phases 5 and 6 varied the orifice diameter - half and double the reference value respectively - covering configurations CF2 and CF3, while Phases 7 and 8 addressed the lower and higher draft values, configurations CF4 and CF5. At the start of each phase, free-decay tests were performed with the mooring system, to track natural frequency shifts across configurations. A total of 140 tests were performed at a fixed water depth of 1.4 m, synthetically described in Table 2.

Table 2. Synthetic test matrix.

	Wave			Current	
	T (s)	ka (-)	Direction (°)	Magnitude (m/s)	Direction (°)
REGULAR	1 - 2.2	0,05 0,1 0,15	0	0	0
		0,05	0	**0,1 0,2 0,4**	**0**
IRREGULAR	Tp (s)	Hm0 (m)	Direction (°)	Magnitude (m/s)	Direction (°)
	1.2 ; 2	0,05	0	0	0
		0,05	0	0,1	0
SHORT CRESTED	Tp (s)	Hm0 (m)	Spreading (°)	Magnitude (m/s)	Direction (°)
	1.2 ; 2	0,05	15 30	0	0
		0,05	15 30	0,1	0
ONLY CURRENT				Magnitude (m/s)	Direction (°)
				0,1 0,2 0,4	0

Scientific results (up to 800 words)

The experimental campaign produced a comprehensive dataset characterising the dual functionality - wave attenuation and energy conversion - of the hybrid floating breakwater across a wide range of environmental conditions. In the present report, only one test case, illustrative of the overall dataset is analysed. This corresponds to an irregular wave condition (Hm0 = 0.05 m, Tp = 1.2 s), that is a meaningful to assess the system response across the full frequency spectrum and to allow consistent comparison among configurations.

Wave attenuation performance was assessed by comparing incident and transmitted wave energy spectra, as well as significant wave heights (Hm0). Figure 6 shows the incident (black) and transmitted (red) wave spectra for the no-current case (left) and the aligned current case at 0.1 m/s (right). In the absence of current, the attenuation is of approximately 33%, being the incident Hm0 equal to 0.0488 m and the transmitted one 0.0326 m. Under aligned **current** conditions, attenuation remained evident but reduced (~21%), with Hm0 being 0.0490 m and 0.0384 m respectively, indicating a less efficient breakwater functionality. Spectral analysis of the incident waves reveals a redistribution of the energy from the high (no current) to the low (current) frequency region, keeping constant the first spectral moment.

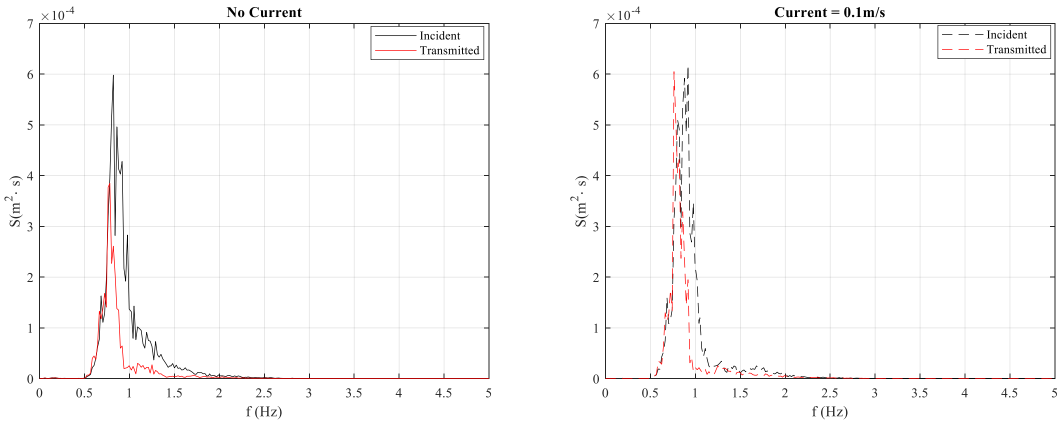

Figure 6. Incident (black) and transmitted (red) wave energy spectra for CF1 under irregular wave conditions (Hm0 = 0.05 m, Tp = 1.2 s): no-current case (left) and aligned current at 0.1 m/s (right).

The **OWC system response** was characterised through pressure measurements in both the front and rear chambers, expressed in millibar. Figure 7 presents the significant pressure value (Pm0) and the P1/10 indicator – the latter representing the mean of the highest tenth of pressure events - for the three orifice diameters (d1, d2, d3), comparing front and rear chamber responses. Both Pm0 and P1/10 exhibits more pronounced differences across configurations, suggesting that draft has a strong influence on extreme pressure events.

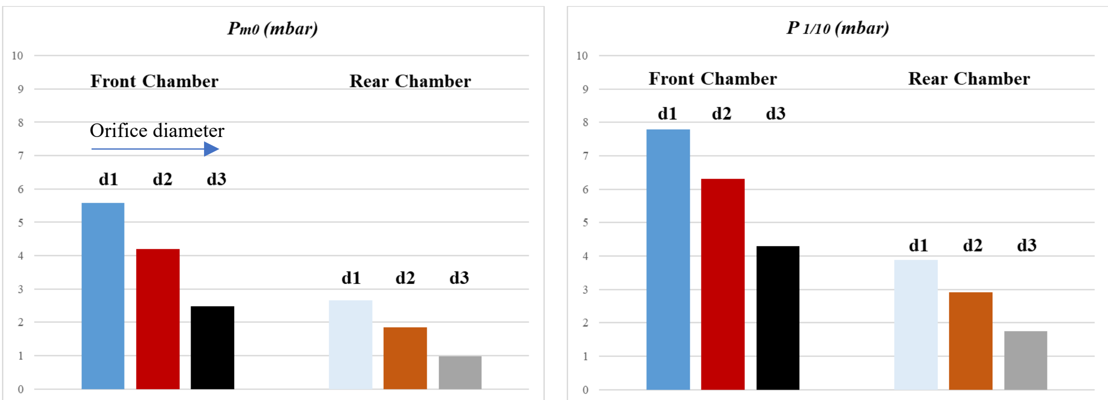

Figure 7. OWC chamber pressure statistics for front and rear chambers across orifice configurations (CF1, CF2, CF3): significant pressure height Pm0 (left) and P1/10 (right), expressed in millibar.

The rear chamber consistently exhibits lower energy levels than the front chamber across all configurations, indicating a dominating role of the frontal OWC in generating energy. This asymmetry between chambers could suggest the influence of internal air – water dynamics, potentially including air compressibility effects and water column sloshing.

Moreover, mean pressures remain relatively stable across configurations in both chambers, with values ranging between approximately 1.03 and 1.17 mbar, without a clear trend, indicating that the average energy level of pressure fluctuations is not strongly sensitive to orifice variation.

Figure 8 presents the **energy spectra** of the incident wave alongside the roll rotation (left) and the heave motion (right), for the three draft configurations. Both the motion spectra are derived from the Qualisys system measurements. The Roll PSD shows a clear peak at 0.35 – 0.4 Hz, associated with the roll natural frequency of the floater. While the dominant frequency remains largely unchanged, slight differences in spectral amplitude are observed between draft configurations, indicating that draft variation affects the level of energy transferred to the structure without significantly altering its resonance frequency within the tested range. For the heave, a similar behaviour is observed, with the third draft value showing the highest energy content. For both DoFs, a peak at the OWC chamber frequency (approx. 0.2 Hz) is also observed. The peak is narrower for roll, indicating a more concentrated energy response, and broader for heave, suggesting a wider exploitable frequency band; its amplitude increases with draft. Moreover, for both DoFs, a low-frequency response associated with the mooring natural frequency is observed, particularly marked for the third draft value.

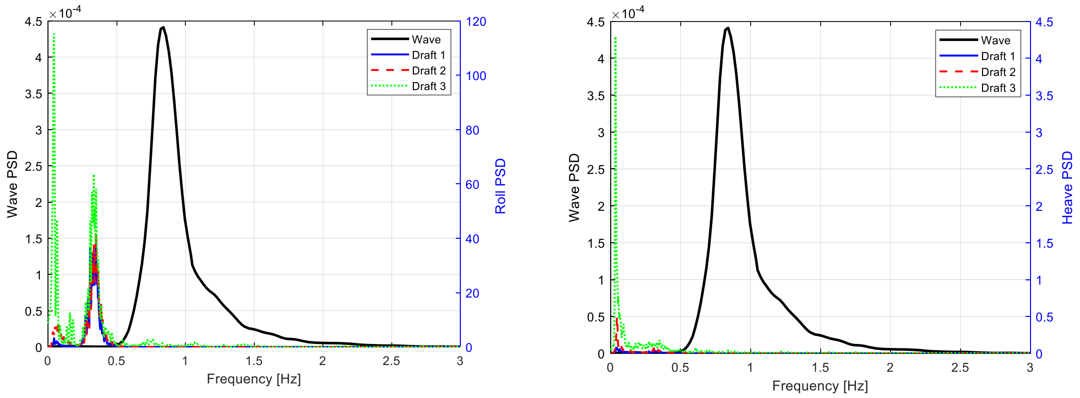

Figure 8. Energy spectra of incident wave and roll response (left) and heave response (right) for the three draft configurations under identical irregular wave conditions.

The **dynamic behaviour of the mooring system** was examined by analysing the tension recorded in a representative front line and rear line under CF1 conditions, comparing no-current and aligned current cases through mean tension values, time-domain statistics, and spectral analysis.

The mean tension increased significantly under current forcing in both lines (Figure 9, left panel). The front line rises from 10.99 N to 15.49 N (+41%), while the rear line increased from 11.66 N to 13.73 N (+18%). The larger increase in the front line is caused by the additional current-induced drag: the upstream lines absorb the majority of the horizontal current load, while the rear lines experience a comparatively smaller increase.

The oscillatory component of the tension shows a complementary behaviour (Figure 9, right panel). In the time domain, the significant tension height decreased by approximately 47% in the front line (from 6.61 N to 3.52 N) and 54% in the rear line (from 6.57 N to 3.00 N).

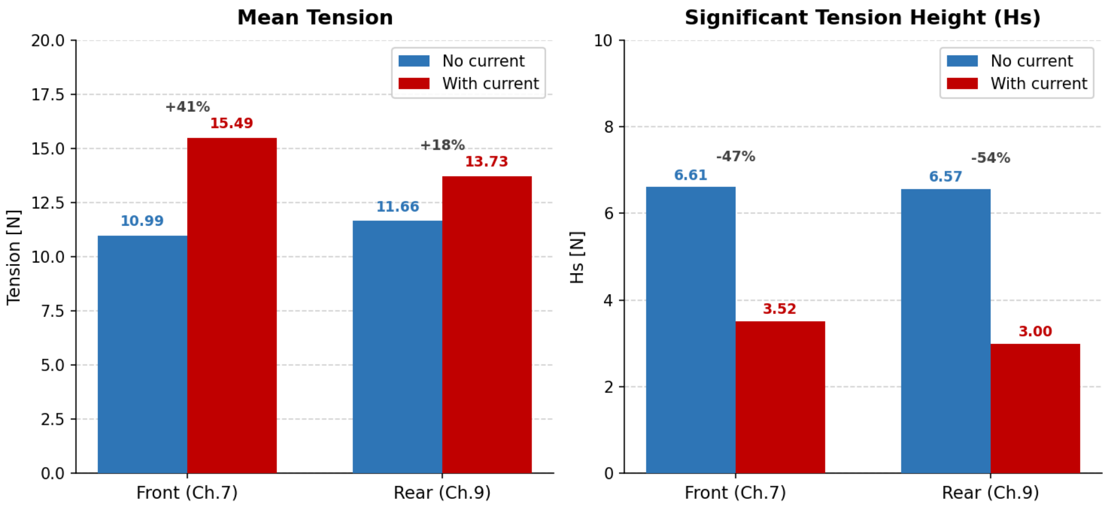

Figure 9. Mean Tension (Left) And Significant Tension Height Hs (Right) for Front Line and Rear Line — CF1, No-Current Vs Aligned Current.

Spectral analysis confirms and extends these observations (Figure 10). The spectral energy peak of the tension remains consistent with the time-domain results; simultaneously, the peak period shifts from 17.07 s to 25.60 s in both lines.

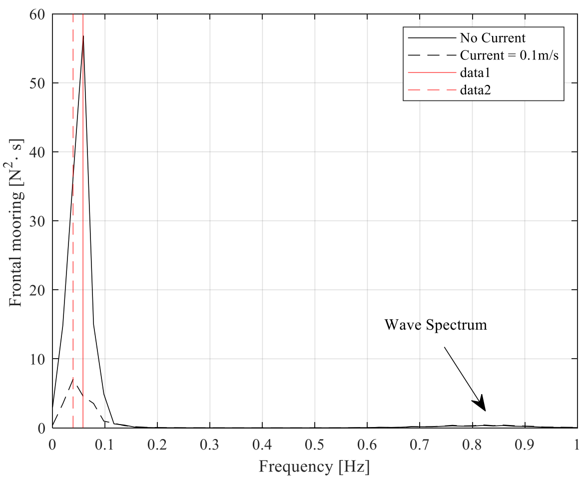

Figure 10. Tension Energy Spectrum of front mooring Line: no- current (black) vs aligned current (red).

Interpretation of the results (up to 400 words)

The results presented provide an illustrative but representative picture of the dual performance of the BLUEBOX hybrid floating breakwater system under irregular wave conditions and combined wave-current forcing.

The device demonstrated effective wave attenuation, with Hm0 reductions of approximately 33% under waves alone and 21% under aligned current. The reduction in attenuation efficiency under current conditions suggests a modification of the incident wave field induced by the current, which alters the effective wave steepness and the wave-structure interaction mechanism.

The OWC chamber pressure analysis reveals a clear distinction between mean and extreme response metrics, as well as between the front and rear chamber. Average energy remains relatively stable across orifice configurations, while P1/10 exhibits more pronounced differences, indicating that orifice diameter primarily affects the upper tail of the pressure distribution – the regime most relevant for turbine loading and structural design. The asymmetry observed between front and rear chambers points to complex intra-chamber dynamics driven by air compressibility and water column motion, which must be carefully accounted for in the design of the pneumatic circuit in future development stages.

Regarding the structural dynamics, the dominant response frequency remains largely unchanged with varying draft, while spectral amplitudes increase with draft, in both roll and heave. This suggests that draft modulates the hydrodynamic coupling efficiency rather than the fundamental dynamic characteristics of the system, with direct implications for the integration of additional technologies – such as photovoltaic panels or electrolyzers – which would modify the operative draft without necessarily altering the resonance behaviour of the device. The distinct spectral character of roll and heave further suggests that the two motions may contribute differently to the excitation of the OWC chambers across the frequency spectrum.

The mooring tension results highlight several effects due current forcing. First, the steady-state mean tension increases in both lines, more markedly in the upstream front line reflecting the drag-dominated nature of the current load and its asymmetric distribution across the mooring system. Second, the oscillatory component is significantly reduced (approx. 50%) without altering the shape of the distribution. This indicates that the current uniformly suppresses wave-induced dynamic loading rather than selectively affecting extreme events. Third, the spectral energy peak of the tension signal shifts toward lower frequencies under current conditions.

All the highlights here discussed needs to be further investigated.

Main achievements during the TA related work (up to 250 words)

The primary achievement during the was the successful completion of the approximately 140 experimental tests characterising the BLUEBOX hybrid floating breakwater across five configurations and a broad range of wave and current conditions.

The key output can be represented by the robust dataset collected during the campaign. In fact, it can furnish detailed information on the behaviour of the floating breakwater – OWC including: wave attenuation and OWC energy conversion performance under realistic multidirectional and wave-current conditions; quantified sensitivity of system performance to orifice diameter and draft; and a detailed record of mooring line dynamics under complex loading scenarios.

The dataset, moreover, provides a benchmark foundation for the calibration and validation of numerical models, particularly for short-crested sea states and wave-current interaction regimes that are rarely addressed in the existing literature. The results directly support the feasibility of the offshore energy archipelago concept, demonstrating that modular hybrid breakwater units can deliver dual functionality at model scale. Next steps include the complete analysis of the experimental data, the set-up of numerical models, with increasing complexity, to be validated against the experimental data, preparation of scientific publications, and definition of an optimised configuration for higher-TRL testing. The benchmark dataset produced in this project provides the ground for in depth analysis and numerical modelling to support the next development of dual function offshore renewable energy systems integrated in an Energy Archipelago.

Data Management

All project data have been stored and managed jointly by the project team and the hosting facility provider and will be retained for a period of five years following the completion of the project. The Principal Investigator is responsible for overseeing data management, storage, and access.
The dataset includes for all the tested configurations (CF1 to CF5), generated environmental conditions (e.g., regular, irregular, and short-crested waves, currents, and combinations of waves and currents), and measurements from multiple sensor types (e.g., wave gauges, pressure sensors, load cells).
Data were systematically collected at the end of each testing week and organized in a structured and traceable manner. In particular, datasets are arranged in a hierarchical structure reflecting:

- test configuration (CF1–CF5),
- environmental conditions (wave-only and combined wave–current cases, including wave type and direction),
- sensor type and measurement category.

This structure, implemented within the project's shared digital workspace, ensures clear identification, traceability, and ease of access to all datasets.
All data have been securely stored on both physical storage devices and a shared cloud-based platform, ensuring high levels of security, redundancy, and reliability to preserve data integrity. Following the project completion, the data remain available upon reasonable request to external researchers and stakeholders. After the five-year retention period, the dataset will be made publicly accessible.
The collected data will support scientific publications, technical reports, and presentations, contributing to ongoing research in marine renewable energy and promoting transparency, collaboration, and long-term usability of the results.

Difficulties during the TA related work (up to 250 words)

The experimental campaign was completed without major issues. Access to all required equipment and instrumentation was granted as planned, and the COB technical staff provided excellent support throughout the testing period. All sensors - including wave gauges, pressure transducers, micro-propeller, load cells, Vectrino ADV probes, and the Qualisys motion tracking system - operated correctly and were calibrated prior to and during the campaign. Minor adjustments to the test schedule were made during the initial setup phase to optimise the integration between the instruments and the model. These adjustments did not affect the overall scope of the campaign or the planned number of tests. No critical equipment failures or data loss events occurred. Reproducibility checks performed at the beginning of the campaign confirmed the reliability of the instrumentation and the consistency of the wave generation system at COB with respect to the reference facility.

One administrative difficulty encountered concerned the shipment costs for the physical model. These costs had been included in the original project proposal and approved as part of the access budget. However, during the execution phase it emerged that shipment costs could not be claimed directly by the user under the RI access framework. The costs were ultimately covered by the RI provider, whose support is gratefully acknowledged. Greater clarity on the eligibility of logistical costs - ideally communicated prior to the proposal submission - would help avoid unexpected administrative complications during the execution phase.

Intended publications

The dissemination strategy for the BLUEBOX project results is structured around a series of targeted scientific publications and conference contributions. A first paper will present a comprehensive description of the experimental setup and instrumentation, providing a reference for the community.

Subsequent publications will address specific aspects of the dataset: regular and irregular wave performance across configurations, short-crested sea state behaviour, wave-current interaction effects, and combined short-crested and current conditions. Where appropriate, results from different aspects will be integrated to provide a holistic picture of system performance. At least one publication targeting a Q1 journal in marine renewable energy or ocean/coastal engineering is planned.

In parallel, the team is currently preparing an abstract for submission to ICOE (International Conference on Ocean Energy), and participation in at least one major international conference is envisaged, including EWTEC, ICCE, OMAE, ISOPE, and RENEW.

Expected impact

The results of the BLUEBOX experimental campaign are expected to have a significant and multi-faceted impact on the development of offshore renewable energy technologies, spanning scientific advancement, technology validation, and policy support.

From a scientific perspective, the comprehensive dataset produced - covering wave attenuation, OWC energy conversion, structural dynamics, and mooring behaviour across a wide range of wave and current conditions - fills a critical gap in the existing literature. Experimental data on hybrid floating breakwater systems under short-crested and combined wave-current conditions are scarce, and the BLUEBOX dataset will provide an essential benchmark for the validation of numerical models. This will accelerate the development of reliable simulation tools, reducing the cost and time associated with future design iterations at higher TRL levels.

From a technology development perspective, the results directly support the feasibility of the offshore energy archipelago concept - a modular, multipurpose offshore infrastructure combining wave protection and renewable energy generation. The quantified sensitivity of system performance to orifice diameter and draft provides actionable design guidance for the optimisation of the OWC pneumatic circuit and the integration of co-located technologies such as photovoltaic panels or hydrogen electrolyzers. The mooring tension analysis offers critical inputs for the design of shared mooring configurations, a key enabler for the cost-effective deployment of multiple modules at sea.

From a broader impact perspective, the project contributes to the EU's strategic objectives for ocean energy, supporting the SET-Plan targets and the Blue Growth agenda. By demonstrating that a single offshore structure can simultaneously deliver wave attenuation and energy generation, the research promotes the co-location paradigm – reducing the environmental footprint and installation costs of offshore energy infrastructure. The wave attenuation capability of the system also has direct implications for coastal and offshore asset protection, enhancing resilience against extreme wave events in the context of climate change.

Looking ahead, the project lays the groundwork for future proposals at national and EU level targeting higher-TRL experimental campaigns and pilot deployments. The collaboration established with the COB facility and the RISEnergy network represents a strategic asset for the BLUEBOX team, to as a contributor to the European offshore renewable energy research landscape.

Conclusions / additional comments

The BLUEBOX project successfully achieved its experimental objectives within the allocated access period at COB. The RISEnergy Transnational Access programme provided an invaluable opportunity to conduct high quality model scale testing in a state-of-the-art facility, enabling tests - particularly under short-crested and combined wave-current conditions - that would not have been feasible elsewhere. The collaboration with COB technical staff was excellent, and the infrastructure fully met the project's experimental requirements. The dataset produced will support future numerical and experimental work and contribute to the broader scientific community through open-access dissemination.

Did you complete the European Commission User questionnaire https://ec.europa.eu/eusurvey/runner/RIsurveyUSERS?

☒ *Yes* ☐ *No*

Feedback – HSE, Ethics and Satisfaction

Please rate on a scale from 1 (excellent) to 5 (poor). Feel free to provide additional comments

	1 (excellent)	2	3 (neutral)	4	5 (poor)
Practical information on how to apply for Transnational Access and the overall application process	☒	☐	☐	☐	☐

Comment

	1 (excellent)	2	3 (neutral)	4	5 (poor)
Information provided, once your project was accepted, on how to proceed	☒	☐	☐	☐	☐

Comment

Support received at the site(s) regarding technical/scientific matters and logistics	Have you got sufficient support from the RI staff during the project? If not, please, specify the problems. ☒ *Yes* ☐ *No*

Please specify any problems

RI extension / upgrades required	In your opinion, is the RI needed to be upgraded? If yes, please give an explanation. ☐ *Yes* ☒ *No*
Please specify	
Problems with local regulations	Have you had any problems with regulations of the visited RI owner (HSE, lab working hours, etc.)? If yes, please, specify ☐ *Yes* ☒ *No*
Please specify	
Health and safety issues	Did you encounter any health or safety issue during your research? Please provide details. ☐ *Yes* ☒ *No*
Please provide details	
Environment & Ethics	Did your research involve the use of elements that may cause harm to the environment, to animals or plants? Please provide details. ☐ *Yes* ☒ *No*
Please provide details	
Environment & Ethics	Did your research deal with endangered fauna and/or flora and/or protected areas? Please provide details. ☐ *Yes* ☒ *No*
Please provide details	
Environment & Ethics	Did your research involve the use of elements that may cause harm to humans, including research staff? Please provide details. ☐ *Yes* ☒ *No*
Please provide details	
Environment & Ethics – Dual use	Does your research have the potential for military applications? Please provide details. ☐ *Yes* ☒ *No*
Please provide details	
Environment & Ethics – Misuse	Does your research have the potential for malevolent /criminal/terrorist abuse? Please provide details. ☐ *Yes* ☒ *No*
Please provide details	

Environmental issues	Were any potentially dangerous substances (materials / gases etc.) released into the environment (atmosphere, water, or land)? Please provide details. ☐ *Yes* ☒ *No*
Please provide details	
Ethics issues	Are there any other ethics issues that should be taken into consideration? Please specify ☐ *Yes* ☒ *No*
Please provide details	

Overall impression of communication and interaction after finishing your TA and related work	1 (excellent)	2	3 (neutral)	4	5 (poor)
	☒	☐	☐	☐	☐
Comment					

Suggestions for facilities not included in RISEnergy which you would use for your research
[Please provide suggestions for specific type of facilities missing (RI gaps) or measurement / experiments you would like to perform which can not be done on current RISEnergy facilities.]

Suggestions how RISEnergy can improve future TA programme, how to make the TA more impactful and how to enable the achievement of high TRL levels
A clearer definition of eligible costs - communicated prior to the proposal submission stage - would significantly improve the experience for users planning large-scale experimental campaigns. In particular, logistical costs such as model shipment should be explicitly addressed in the call guidelines, ensuring full consistency between what is approved at proposal stage and what is admissible during reimbursement.

Feedback – Pro-active Innovation Support

Awareness	Did you know about the pro-active innovation support of RISEnergy? ☐ Yes ☒ No
[Please specify how you learned about the pro-active innovation support]	
Personal experience	Have you taken advantage of or benefited from the pro-active innovation support? ☐ Yes ☒ No
[Please provide details]	

Information/service provided by the pro-active innovation support?	1 (excellent)	2	3 (neutral)	4	5 (poor)
	☐	☐	☒	☐	☐
[Please provide details]					

I declare that the above provided information and especially that information on the number of days visited the RI is correct.

☒ *I have read the RISEnergy privacy policy for participation in the RISEnergy TA and consent to participation and the associated data processing.*

Your full name:

Your signature: