|  |  | **CLIMATIC EVENTS** | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  | Sea current | Wave climate | Sea surface  temperature | Sea acidity | Storm surge | Cyclones | Intense rainfall | Wind speed  / direction | Heat wave | Drought |  |
| Marine infrastructure | ***Channels*** |  |  |  |  |  |  |  |  |  |  |  |
| ***Port entrance*** |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Port infrastructure** | ***Shore protection***  (seawalls, breakwaters) |  |  |  |  |  |  |  |  |  |  |  |
| ***Vessel roadstead***  (berths, jetties) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Port superstructure** | ***Other Paving, surfacing*** |  |  |  |  |  |  |  |  |  |  |  |
| ***Drainage systems*** |  |  |  |  |  |  |  |  |  |  |  |
| ***Cargo storage***  (stacking yards,  warehouses, silos) |  |  |  |  |  |  |  |  |  |  |  |
| ***Offices, service buildings*** |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Operations** | ***Ship to shore cargo handling***  (Ro/Ro, Lo/Lo, bulk solids, bulk liquids) |  |  |  |  |  |  |  |  |  |  |  |
| ***Quay and terminal cargo handling***  (fork lifts, trucks, carriers) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Supply Chain** | ***Hinterland connections***  (road, rail, waterways) |  |  |  |  |  |  |  |  |  |  |  |
| ***Coastal connections***  (shipping, ports) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Workforce** | ***Health*** |  |  |  |  |  |  |  |  |  |  |  |
| ***Safety*** |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Financial** | ***Loss of income***  (change to trade, loss of operation time) |  |  |  |  |  |  |  |  |  |  |  |
| ***Increase in costs***  (workforce, maintenance) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Legal /**  **Regulations** | ***Loss of income***  (insurance, contracts) |  |  |  |  |  |  |  |  |  |  |  |
| ***Increase in costs***  insurance, contracts, fines) |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Environment** | ***Shore protection works*** |  |  |  |  |  |  |  |  |  |  |  |
| ***Damage to marine ecosytems*** |  |  |  |  |  |  |  |  |  |  |  |
| ***Damage to land***  ***ecosytems*** |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| **Stakeholders** | ***Community*** |  |  |  |  |  |  |  |  |  |  |  |
| ***Business*** |  |  |  |  |  |  |  |  |  |  |  |
| **Reputation** |  |  |  |  |  |  |  |  |  |  |  |  |

|  |  |
| --- | --- |
|  | **Rating description** |
| 5 | Significantly vulnerable - operation down for weeks or more |
| 4 | Moderately vulnerable - operation down for days |
| 3 | Somewhat vulnerable - operation down for hours |
| 2 | Could be vulnerable – operation could be threatened |
| 1 | Not vulnerable - no evidence to suggest it will occur |