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A global approach to mapping the environmental risk of commercial harbours on aquatic systems

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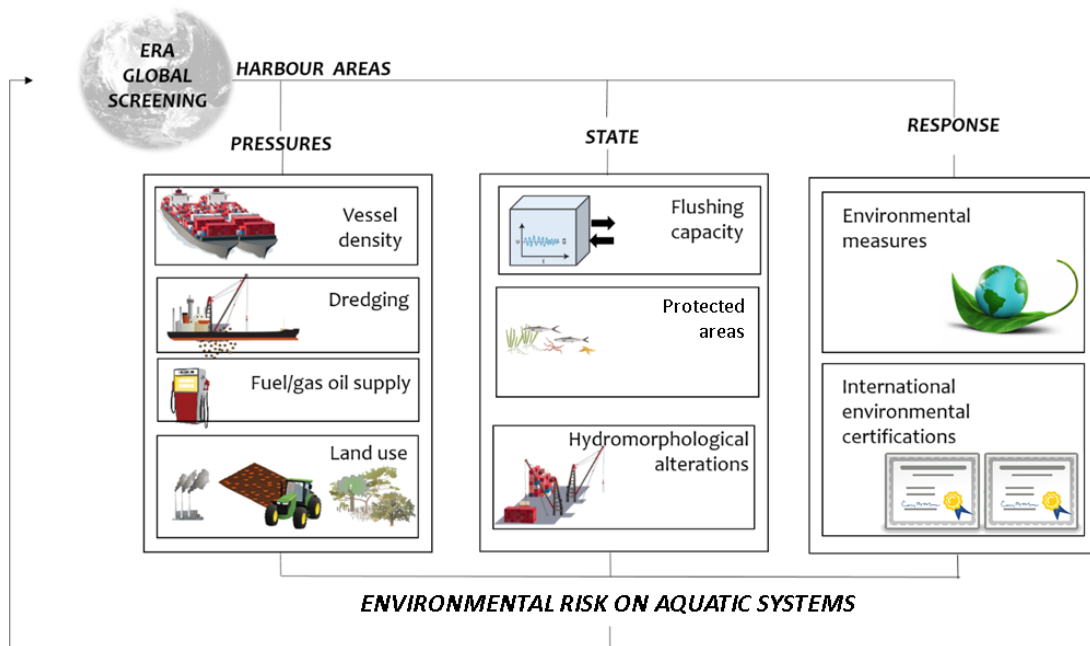
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A global approach to mapping the environmental risk of harbours on aquatic systems

Highlights:

- A method is proposed to assess the environmental risk of commercial harbours on aquatic systems.
- The method is a tool to identify the factors of risk on harbour aquatic systems
- Results obtained from 15 globally distributed harbours are analysed
- Towards the creation of a global atlas of environmental risk of harbours on aquatic systems

Graphical abstract:



Abstract:

The goal of this paper is to propose a screening method for assessing the environmental risk to aquatic systems in harbours worldwide. A semi-quantitative method is based on environmental pressures, environmental conditions and societal response. The method is flexible enough to be applied to 15 harbours globally distributed through a multinational test using standardised and homogenised open data that can be obtained for any port worldwide. The method emerges as a useful approach towards the foundation of a global

19 environmental risk atlas of harbours that should guide the harbour sector to develop a
20 more globally informed strategy of sustainable development.

21 **Keywords:** environmental risk assessment; global atlas; pressure-state-response model;
22 harbour aquatic systems; harbour management; sustainable development.

23

24 1. INTRODUCTION

25 Shipping has an important role in moving about 90% of global trade, which is vital for the
26 continuing and sustainable development of the world economy (ICS, 2018; 2019). The
27 shipping sector is projected to continue to expand in the future with an estimated annual
28 growth rate of 3.2% by 2017-2022 (UNCTAD, 2017). The relevance of this sector for world
29 trade has placed this industry at the centre of a policy debate on globalisation, trade,
30 development and environmental sustainability (UNCTAD, 2012). Harbours are continuing to
31 expand to accommodate the infrastructure required to support growth in the shipping
32 industry (UNCTAD, 2012). This growth increases the likelihood of environmental damage,
33 which, to some extent, is being mitigated by harbour authorities embracing a sustainable
34 development approach (EC, 2013). Shipping, alongside the many other marine activities,
35 generates several threats of varying severity to marine ecosystems (Gómez et al., 2014;
36 Knights et al., 2015; Valdor et al., 2017), and harbours themselves can be some of the most
37 impacted habitats on Earth (Halpern et al., 2008).

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39 The environmental sustainability of harbours needs to be focused on preventing the
40 impoverishment of aquatic systems caused by pollution from commercial ships or other
41 navigation activity. Harbours are guided and regulated by international legislation that aims
42 to limit ecosystem exposure to harmful activities. International bodies, like the International
43 Maritime Organisation (IMO), continue to develop legal frameworks to mitigate
44 environmental harm as a result of commercial shipping (e.g. IMO, 2004; 2013; 2014 or
45 Lethbridge, 1991), and they set the appropriate standards through international treaties and
46 conventions. Others, such as the World Association for Waterborne and Transport

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47 Infrastructure (PIANC), provide expert guidance (PIANC, 2019), recommendations (PIANC,
48 2011) and technical advice (PIANC, 2020) on environmental issues related to both
49 recreational and commercial navigation activity (Brolsma, 2010). The maintenance of high-
50 quality aquatic systems (e.g. by preventing marine pollution) is a permanent and universal
51 goal of these conventions, guidelines and the research developed by these international
52 organisations. Consequently, water quality has been one of the top 10 environmental
53 priorities of the harbour sector over last years (2003-2009) (ESPO-ECOPORTS, 2019).

54
55 Scientific research that provides an evidence-based for decision-making related to
56 environmental risk on harbour aquatic systems is conducted by projects like the World
57 Harbour Project (WHP) (www.worldharbourproject.org, Steinberg et al., 2016). This project
58 enhances research and management across major urban harbours. To develop resilient
59 urban harbours, a global network of collaborating scientists works on different topics such
60 as ecological engineering (Strain et al., 2019), environmental management (Valdor et al.,
61 2019), accessible syntheses and summaries of current knowledge (e.g. Juanes et al.,
62 2020). Thus, research programs should be responsible in developing science and
63 communicating findings in an accessible way to a wide range of users to facilitate the
64 design of global strategies. We suggest that global strategies are needed to ensure that
65 harbour managers worldwide are able to assess the environmental risk on aquatic
66 systems using an easy-to-apply and versatile method. In this context, one of the main
67 objectives of global strategies is to provide standardised methods to analyse risk. In this
68 way, data among different harbours are comparable, and their management can be
69 adjusted to the best available practices regarding limiting environmental risk.

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71 However, when global strategies are designed, the harbours' histories, the
72 geomorphological and environmental contexts and the socio-economic settings are very
73 different across the world (Steinberg et al., 2016) and thus may affect approaches to
74 environmental management. In that context, the Environmental Risk Assessment (ERA)

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75 arises as a general management tool that is used worldwide to assess potential effects on
76 the environment due to the exposure to disturbing agents derived from different human
77 activities (e.g. fishery, industry, urban, agricultural or harbour activities, among others)
78 (AENOR, 2008; Hope, 2006; Smith et al., 2007; Samhuri and Levin, 2012; Valdor et al.,
79 2016). Using the ERA approach, the potential effects of environmental hazards on the
80 quality of aquatic systems in harbour areas have been widely studied (e.g. Ronza et al.,
81 2006; Grifoll et al., 2010; Gómez et al., 2015; Ondiviela et al., 2012; Parra et al., 2018), and
82 methods to assess the environmental risks of harbour activities have been proposed (e.g.
83 Gómez et al., 2015; Juanes et al., 2013; Ondiviela et al., 2012; Puig et al., 2015; Valdor et
84 al., 2016). However, worldwide studies to assess the environmental risk of harbour activities
85 on aquatic systems to support global strategies, such as Global Sustainable Development
86 Goals (United Nations, 2015), have not been conducted.

87 Harbours around the world implement different environmental management methods that
88 make use of different approaches to the characterisation of systems, use different analytical
89 tools and databases, thus making it challenging to obtain standardised quantitative data
90 globally (PIANC, 2019). For this reason, qualitative and semi-quantitative data analyses are
91 more suitable alternatives when conducting an ERA study at a global scale (Gómez et al.,
92 2019). Moreover, parameters, indicators, and assessment criteria should be carefully
93 selected to integrate the singularities of each specific harbour (Darbra et al., 2005; Gupta et
94 al., 2005). We suggest that, at the same time, the simplicity and low computing cost of the
95 method should allow for wider applicability to harbours of different sizes, hydrodynamic
96 characteristics, harbour uses and pressures or resources to assess environmental
97 challenges.

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99 The goal of this paper is to propose a method for mapping the assessment of the
100 environmental risk of harbours on aquatic systems. This method will be: i) flexible enough
101 to be applied to any harbour worldwide; ii) open-data dependent; and iii) implemented to lay
102 the foundation to create a global atlas of environmental risk on aquatic systems of harbours.

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103 The proposed method is tested by applying it to 15 harbours spread across five continents
104 worldwide. The main contributions of this study are: (i) the development of a standard and
105 unified ERA method to assess environmental risk of harbour activities worldwide on aquatic
106 systems (Section 2); (ii) the implementation of the ERA method in 15 harbours around the
107 world (Section 3); and (iii) the discussion of the proposed method and the results obtained
108 in the implementation (Section 4).

109 **2. MATERIALS AND METHODS**

110 The semi-quantitative method providing an assessment of environmental risk on aquatic
111 systems is based on the Pressure-State-Response (PSR) model defined by Gómez et al.
112 (2019) for marinas. The method comprises the following three steps: i) identification of
113 harbours and data collection; ii) estimation of the risk factors (environmental pressures of
114 harbour activities on the aquatic system, environmental conditions and management
115 responses); and iii) assessment of environmental risk.

116 **2.1 Identification of harbours**

117 Harbours are classified based on the typologies defined by the US National Geospatial-
118 Intelligence Agency (2015) into: i) coastal natural harbours are harbours that are sheltered
119 from the wind and sea due to their location within a natural coastline or occur in the protective
120 lee of an island, cape, reef or other natural barrier, or harbours that are located along a river;
121 ii) coastal breakwater harbours are harbours located behind a human-made breakwater that
122 are constructed to provide shelter or supplement inadequate shelter already provided by
123 natural resources; and iii) natural river harbours are harbours in which slips for vessels have
124 been excavated in the banks obliquely or at right angles to the axis of the stream.

125 For this study, general data, hydro-morphological characteristics and environmental
126 management information was gathered globally at all 15 harbours through a standardised
127 form (Supplementary Data. Appendix A) and through other sources of information (e.g.,
128 official harbour webpages).

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129 **2.2 Estimation of environmental risk**

130 Environmental risk assessment at the harbour level was based on three factors: i) Pressures
131 from human activities exerted on the environment; ii) State, or the environmental conditions
132 that relate to the quality of the environment; and, iii) Response, or the extent to which the
133 harbour responds to environmental concerns (OECD, 2003) (Eq.1).

134 Accordingly and based on Gómez et al., (2019), environmental risk of harbours on aquatic
135 systems was estimated through the following formulas:

136 $R_i = P_{ti} \times S_{ti} + R_{si}$ (Eq. 1)

137 $R_i = (NV_i + HS_i + HO_i + CD_i) \times (SU_i + EV_i + NA_i) + (AM_i + AI_i)$ (Eq. 2)

138 Where R is the environmental risk, P_t is the Pressure, S_t is the State and R_s is the Response
139 of an *i* harbour. Pressure is estimated considering the navigation activity (NV), the harbour
140 services (HS), the harbour operation (HO) and the coastal development around the harbour
141 (CD). While, State is estimated by combining the susceptibility (SU), the ecological value
142 (EV) and the naturalness (NA). Finally, Response was estimated through the adopted
143 measures (AM) and the Adopted Instruments (AI).

144 Estimation of environmental risk was evaluated using a semi-quantitative assessment
145 criteria that was based on a combination of specific indicators, representative of a number
146 of selected parameters for each factor (Table 1).

147 Table 1. Parameters, indicators, metrics and criteria assessment to estimate each environmental risk
148 factor. (i: a specific harbour; max: maximum value obtained for a parameter considering all harbours
149 under study; ISO: International Organisation for Standardisation; EMAS: Eco-Management and Audit
150 Scheme; PERS: Port Environmental Review System). Unless specifically indicated by appropriate
151 references to the source paper indicators were originally developed here.

| Factor | Parameter | Indicator and metric (units) | Criteria assessment |
|------------------|---------------------------------|--|-----------------------|
| Pressures | Navigation Activity (NV) | Density of trade vessels (vessels per year/m ²) by dividing vessels per year by the surface water area where the harbour activities take place. | NV_i/NV_{max} [0-1] |

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|-----------------|---------------------------------|---|---|---------------------------|
| | Harbour Services (HS) | Harbour services: presence (1) or absence (0) of fuel oil and diesel oil supplies, major repair services and dangerous/hazardous goods handling within the area where the harbour activities take place (Valdor et al., 2016). | HS _i /HS _{max} [0-1] | |
| | Harbour Operation (HO) | Dredging probability, frequency of dredging operations. | Continual Periodic None | 1.0 0.5 0.0 |
| | Coastal Development (CD) | Land uses developed in a 1-km buffer distance around the harbour (worst case scenario) (Gómez et al., 2019). | Artificial Agricultural Natural - Other uses | 1.0 0.5 0.0 |
| State | Susceptibility (SU) | Flushing capacity of the water volume where harbour activities take place, combining hydrodynamic and morphological characteristics through the Complexity Tidal Range Index (CTRI*) (Gómez et al., 2017). | CTRI _i */CTRI _{max} * [0-1] | |
| | Ecological Value (EV) | Number of Protected areas (#) in a 1-km buffer distance around the surface water area where the harbour activities take place (Gómez et al., 2019). | EV _i /EV _{max} [0-1] | |
| | Naturalness (NA) | Alteration by hydro-morphological pressures in a harbour's environment (harbour's typology) (US National Geospatial-Intelligence Agency, 2015) | Open Roadstead Natural (Coastal or River) Coastal Breakwater/ River Basin Tide Gates (Coastal or River)/Canal or Lake | 1.0 0.75 0.5 0.0 |
| Response | Adopted Measures (AM) | Number of adopted measures (#) to reduce the pressure of human activities on the environment (garbage disposal, dirty ballast management, etc.) (Gómez et al., 2019). | AM _i /AM _{max} [0-1] | |
| | Adopted Instruments (AI) | Number of adopted standards (#) to improve the environmental performance (ISO 14001, EMAS, PERS, others.) (Gómez et al., 2019). | AI _i /AI _{max} [0-1] | |

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153 $*CTRI_i = \left[1 - \frac{4 \times A}{\pi \times L^2} \right] \times \frac{e}{R}$ Where A is the surface water area where the harbour activities take place (m²), L is the

154 diameter of the smallest circle enclosing the surface water area polygon (m), e is the minimum distance between

155 the harbour's infrastructures or the natural elements that conform the harbour's entry (m) and R is the medium

156 tidal range (m) (Gómez et al., 2017).

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158 The range of the potential values of all parameters were normalised (varying from 0 to1) by
159 dividing the observed value by the maximum value, after discarding outliers for each
160 parameter with values greater than $\bar{x} \pm 3 \cdot SD$ (Gómez et al., 2019).

161 **2.3. Environmental Risk Assessment**

162 To assess the environmental risk to the harbour’s aquatic systems, the results of pressure
163 and state factors were classified into four categories (1 to 4), while the response factor was
164 categorised by assigning one of either values: 0 or 4 (Table 2, Eq. 2). Levels separating the
165 different categories were established for all harbours under study using the 25th, 50th and
166 75th percentile values, with the 50th percentile value used as the threshold between optimal
167 and insufficient response (Table 2).

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169 Table 2. Criteria to assess Pressures (Pr_i), State (St_i) and Response (R_{s_i}) categories from study site
170 results (VL: Very low; L: low; M: moderate; H: high; P25: 25th Percentile; P50: 50th Percentile; P75:
171 75th Percentile).

| Factor | Category | Criteria | Thresholds |
|-----------------------|------------------|-----------------------------|-------------------------|
| Pressures (Pr) | VL (1) | $Pr_i \leq P_{25}$ | $Pr_i \leq 2.11$ |
| | L (2) | $P_{25} < Pr_i \leq P_{50}$ | $2.11 < Pr_i \leq 2.51$ |
| | M (3) | $P_{50} < Pr_i \leq P_{75}$ | $2.51 < Pr_i \leq 2.58$ |
| | H (4) | $Pr_i > P_{75}$ | $Pr_i > 2.58$ |
| State (St) | VL (1) | $St_i \leq P_{25}$ | $St_i \leq 0.95$ |
| | L (2) | $P_{25} < St_i \leq P_{50}$ | $0.95 < St_i \leq 1.10$ |
| | M (3) | $P_{50} < St_i \leq P_{75}$ | $1.10 < St_i \leq 1.37$ |
| | H (4) | $St_i > P_{75}$ | $St_i > 1.37$ |
| Response (Rs) | Optimal (0) | $R_{s_i} \geq P_{50}$ | $R_{s_i} \geq 0.75$ |
| | Insufficient (4) | $R_{s_i} < P_{50}$ | $R_{s_i} < 0.75$ |

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174 Obtained scores at the factor level (Table 2) were used to estimate the environmental risk
175 of each harbour through Eq. 1. Based on the environmental risk value (Eq. 1), each harbour

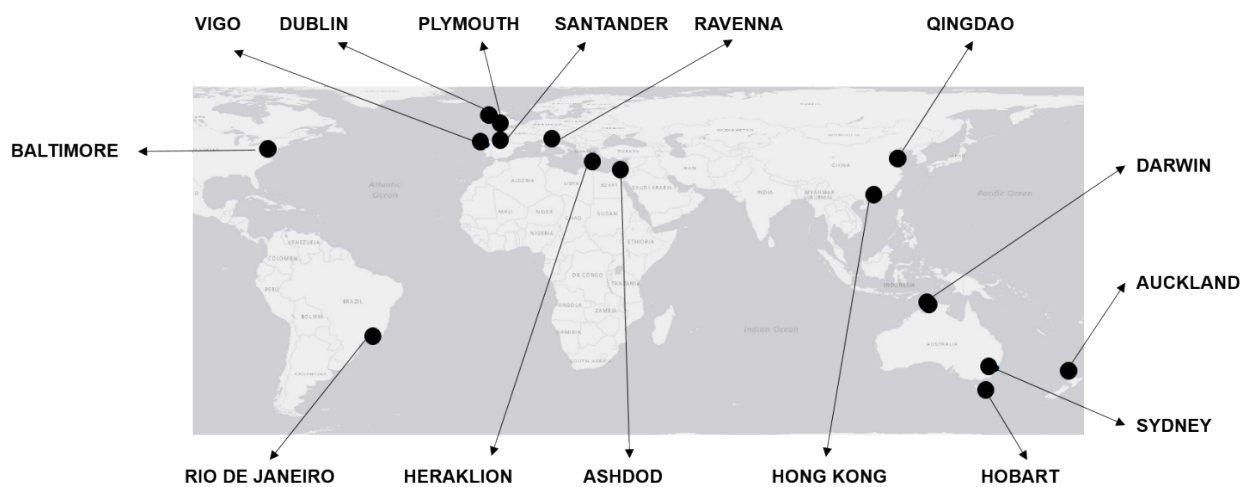
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176 was classified considering three categories: (i) high-risk harbour ($R_i \geq 12$), (ii) moderate-risk
177 harbour ($6 \leq R_i < 12$), (iii) low-risk harbour ($1 \leq R_i < 6$).

178 3. RESULTS

179 3.1. Identification of harbours

180 The twenty-seven partners of World Harbour Project network were invited to participate to
181 test the developed ERA method (Steinberg et al., 2016). Fifteen WHP partners were able to
182 encourage harbour managers from their respective cities to participate and to gather the
183 needed information. WHP partners contacted harbour managers by email or phone, and
184 meetings were conducted when necessary. The fifteen harbours, where the developed ERA
185 method was tested, spanned Europe (Dublin, Heraklion, Plymouth, Santander, Ravenna
186 and Vigo), Australasia (Ashdod, Auckland, Darwin, Hobart, Hong Kong, Qingdao and
187 Sydney) and the Americas (Baltimore and Rio de Janeiro) (Figure 1). “Coastal natural
188 harbour” was the typology best represented by seven harbours (Rio de Janeiro, Qingdao,
189 Hong Kong, Santander, Vigo, Darwin and Sydney), followed by “coastal breakwater
190 harbours” represented by four harbours (Ashdod, Dublin, Heraklion, and Ravenna) and
191 “natural river harbours” represented by four harbours (Baltimore, Plymouth, Auckland and
192 Hobart) (Figure 1).



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194 Figure 1. Harbours assessed using the ERA method.

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195 The standardised form (Appendix A) was used to gather information from harbour
196 managers. Harbour managers sent the filled-in form through email to their respective local
197 WHP partner. In addition to consulting with harbour managers, where possible, data
198 collected was cross-checked using global, national (e.g. puertos.es) and local resources or
199 was specifically sourced from each harbour (e.g. the official web page of each harbour).
200 Using these sources of information, a database of metrics was generated for each harbour.

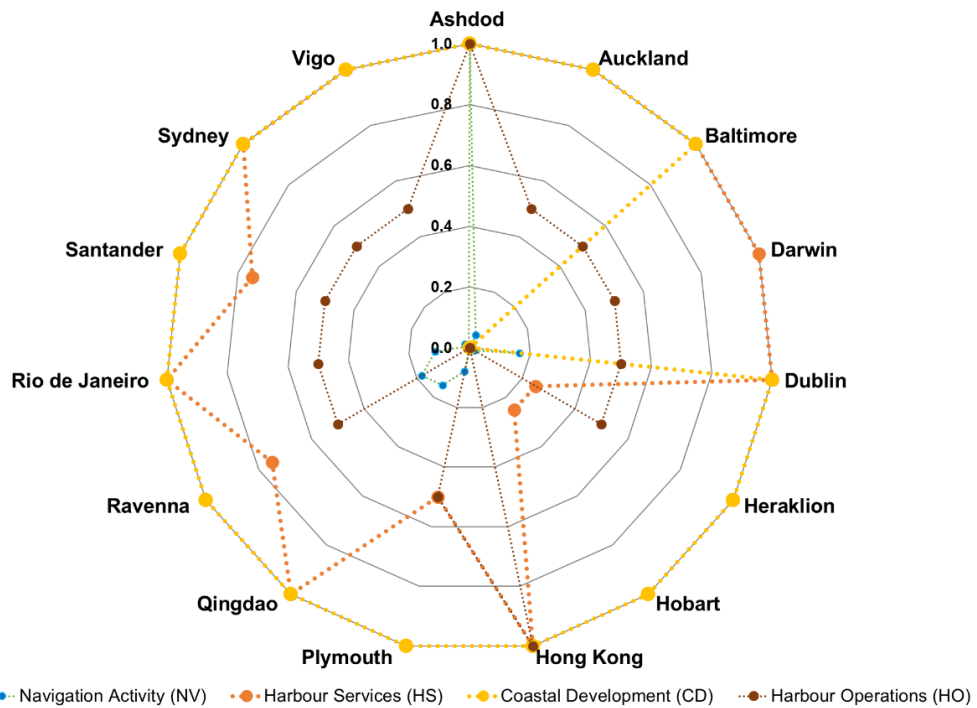
201 **3.2. Estimation of environmental risk**

202 The environmental risk assessment process provided explicit information on the parameters
203 of risk. To define the spatial scope, a polygon of the surface area of the water where harbour
204 activities take place was first digitalized using ArcGIS software. Harbour managers were
205 asked to approve the delimitation of these areas. The resulting polygons indicated harbour
206 surface-water areas (Supplementary data. Appendix B). The tools “extract by mask” and
207 “Clip” from the ArcGIS software were used to recognize both land uses and protected areas
208 in 1-km buffer around each harbour, using Globe Land 30 (Chen et al., 2015) and World
209 Database on Protected Areas (UNEP-WCMC, 2016), respectively. Mean tidal range (R, m),
210 as a hydrodynamic characteristic, was calculated from the GOS dataset (Cid et al., 2014);
211 morphological characteristics were estimated for each harbour using ArcGIS techniques,
212 including area (A, m²), applying the “calculate geometry” tool; length (L, m) and entrance
213 width (e, m), using the “minimum bounding geometry” tool (Gómez et al., 2017).

214 *Pressures:* Normalised values of navigation activity (NV) were extremely variable among the
215 studied harbours. Ashdod had the highest density of trade vessels (1), followed by Ravenna
216 (0.18), Dublin (0.16), Qingdao (0.15) and Rio de Janeiro (0.11), while the other harbours
217 showed normalised values lower than 0.07 (Figure 2, NV). Most harbour areas showed the
218 maximum value of Harbour Services (HS), since 10 of the 15 study sites develop fuel oil and
219 diesel oil supplies, major repair services and dangerous or hazardous goods handling
220 activities (Figure 2, HS). Exceptions to this were Hobart and Plymouth, where fuel oil supply

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221 and major repairs are not developed, and Heraklion and Ravenna, where dangerous or
 222 hazardous goods handling is not carried out. Harbour Operation (HO) was estimated
 223 through dredging activities, which is are periodic operation in most of the harbours (0.5)
 224 apart from Ashdod and Hong Kong, where continual dredging operations are undertaken
 225 (1), and Hobart and Qingdao, where dredging operations are not carried out (Figure 2, HO).
 226 Normalised Coastal development scored 1 in nearly all the harbours, since the land use
 227 around the harbours was mainly artificial (urban, mining or industrial). Only one harbour
 228 (Darwin) presented natural land uses in its surroundings (Figure 2, CD).

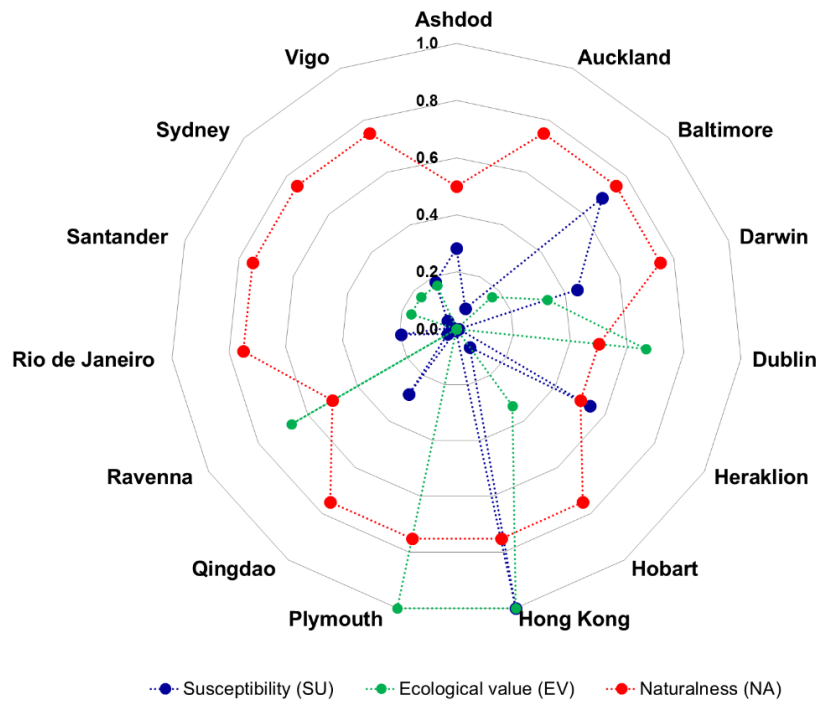


229
230 Figure 2. Representation of normalised values of the parameters applied for the estimation of the
 231 environmental pressures (Pressures) at each of the 15 studied harbours
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233 *State*: Susceptibility (SU, a measure of flushing capacity) was the most variable parameter
 234 of State in all the 15 harbours studied (Figure 3, SU) as it is related to the cleaning capacity
 235 of the water volume, which combines hydrodynamic and morphological characteristics at
 236 the harbour level. The main characteristics of the harbours that were responsible for this
 237 variability were the differences in water surface area (~0.8 km² in Plymouth, to 36.73 km² in

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238 Darwin), the minimum distance between the elements that conform the harbour's entry (~0.2
239 km in Ravenna to ~316 km in Darwin) and the variability in tidal ranges (microtidal in the
240 Mediterranean to a 5 m tidal range in Plymouth). Regarding the Ecological Value (EV), the
241 number of protected areas located in a 1-km buffer distance around the harbour's water
242 surface area varied among the different harbours: 0 (five harbours), 1 (four harbours), 2 (two
243 harbours), 4 (two harbours) and 6 (two harbours) (Figure 3, EV). Conversely, naturalness
244 (NA) showed similar values at all harbours, with most of them (11) with a normalised NA
245 value of 0.75 and only 4 harbours with 0.5 (Figure 3, NA).

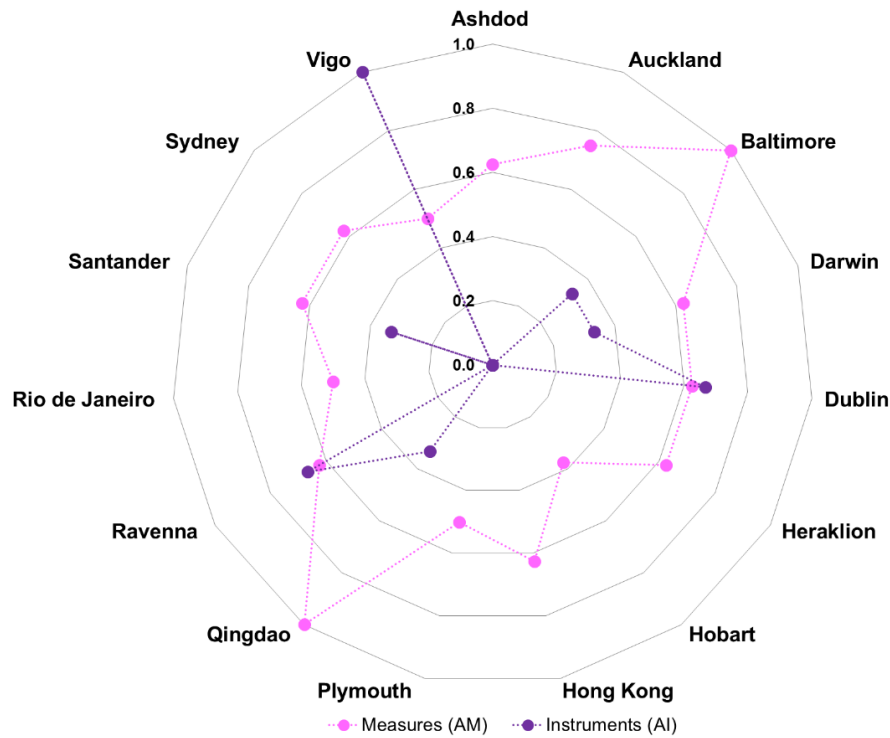


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247 Figure 3. Representation of normalised values of the parameters applied for the estimation of
248 environmental conditions (State) at each of the 15 studied harbours.

249 Response: All studied harbours implemented a minimum of 3 Adopted Measures (AM) to
250 reduce the pressures of human activities on the environment (AM normalised value ≤ 0.5),
251 with 8 being the maximum number of measures applied in Qingdao and Baltimore (1 AM
252 normalised value) (Figure 4, AM). A higher variability was registered in the number of
253 Adopted Instruments (AI), with eight harbours where no instruments to achieve international
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255 standards were applied, four harbours where 1 was adopted, two harbours where 2
256 instruments were applied and one harbour where 3 international instruments were applied
257 (Figure 4, AI).



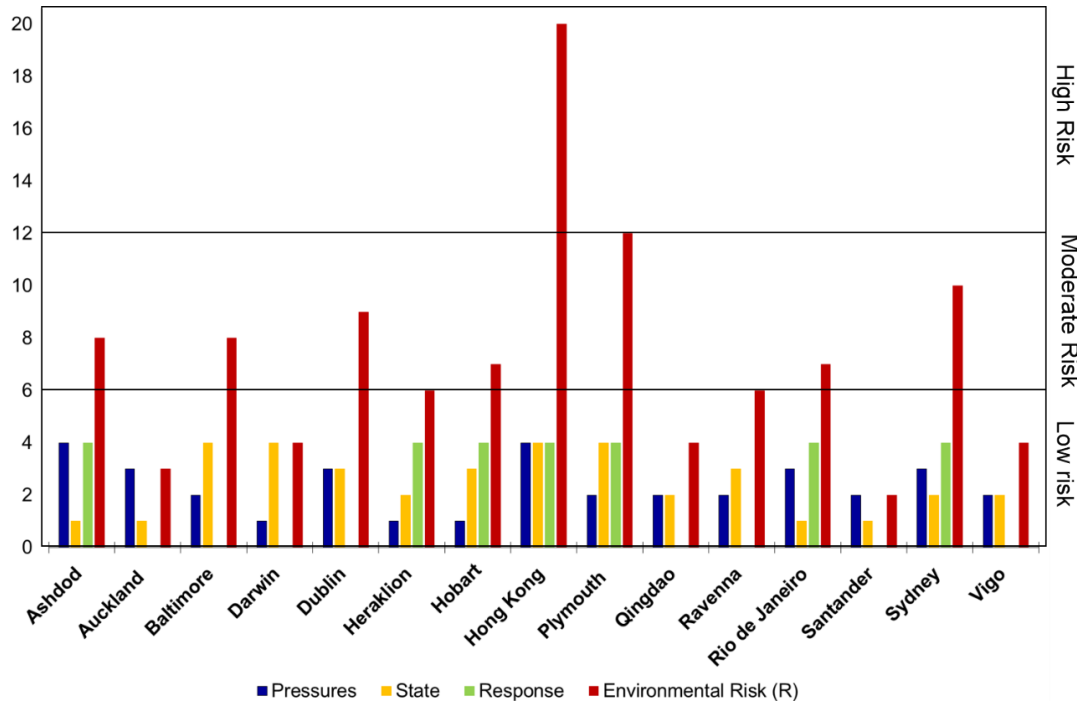
258
259 Figure 4. Representation of normalised values of the parameters applied for the estimation of level
260 of response (Response), at each of the 15 studied harbours.

261 3.3. Environmental risk assessment

263 In terms of Pressure categories, two harbours were assessed to have high environmental
264 pressure with four harbours assessed as being moderate. This was followed by a total of six
265 harbours that were assessed as having low environmental pressures and, finally, three
266 harbours with very low associated pressures (Figure 5, Pressures in blue bars). Regarding
267 the State factor, four harbours were classified within the high category, with three harbours
268 showing moderate environmental conditions and a total of eight harbours within the low and
269 very-low categories (Figure 5, State in yellow bars). Finally, 7 of the 15 studied harbours
270 showed insufficient environmental management, while 8 harbours presented an optimal
271 level of management Response (Figure 5, Response in green bars).

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272 The most frequent category of risk was moderate; 8 of the 15 harbours studied presented
273 moderate risk, 5 harbours presented low risk, while 2 harbours presented a high
274 environmental risk to aquatic systems (Figure 5, Environmental risk in red bars).



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276 Figure 5. Graphical representation of categorised risk factors (Pressures, State and Response) and
277 categorised environmental risk to aquatic systems at each of the 15 studied harbours.

278
279 Results of environmental risk to aquatic systems of harbours, based on this study's results
280 are shown in Supplementary data Appendix B.

281 4. DISCUSSION

282 4.1 Why this ERA method?: The conceptual model

283 From a conceptual point of view, the Pressure-State-Response (PSR) model (OECD, 2003)
284 is used as a framework to select indicators that assess environmental risk at the harbour
285 level, based on Gómez et al., (2019). Moreover, the Driving force-Pressure-State-Impact-
286 Response (DPSIR) model (EEA, 2005) is integrated in the PSR model to define specific
287 indices of Pressure, State and Response. These indices group and classify a small number
288 of indicators (Figure 6).

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289 From a practical point of view, the selection of general-purpose indicators for global
290 assessments was complex because of the need to obtain homogeneous, objective and
291 systematic, open and publicly available data and information on a series of diverse
292 parameters from analogous entities (harbours) that are under different socio-ecological
293 contexts from all over the world. Indicators were selected based on: i) the complementarity
294 and non-redundancy of indicators in their representation of risk factors; ii) the possibility of
295 finding available and homogeneous data from harbours worldwide, and iii) state-of-the-art
296 and previous studies.

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298 Driving forces describe the social, demographic and economic development within a given
299 harbour (EEA, 2005). Based on the conceptual model presented (Figure 6), indicators
300 selected to estimate the environmental pressures include the four main driving forces
301 relevant to the harbour areas (navigation, harbour services, harbour operation and coastal
302 development). Navigation activity, estimated as the number of trade vessel visits per year
303 by a water-surface area of a harbour, was selected, as it has been identified in previous
304 works as a representative environmental stressor (Antão et al., 2016) and it is easily
305 accessible from institutional statistics (e.g. Eurostat, or individual webpages of harbours).
306 Regarding Harbours Services (HS), two indicators were selected: i) major repair services
307 (shipyards, ship repair or painting, etc.) that generate chemical wastes (heavy metals, PAHs
308 and antifoulants), which can pose a risk to aquatic organisms inhabiting harbour areas
309 (Bebiano et al., 2015); and ii) dangerous/hazardous goods handling defined by IMO codes
310 (IMO, 2014), which were previously considered in ERA mapping studies on harbour systems
311 (e.g. Valdor et al., 2016). Furthermore, dredging, one of the most important operations and
312 maintenance activities within harbours (PIANC, 2006), and dominant land use in the
313 surrounding area, served as proxies of the external influences on water quality (Cornelissen
314 et al., 2008).

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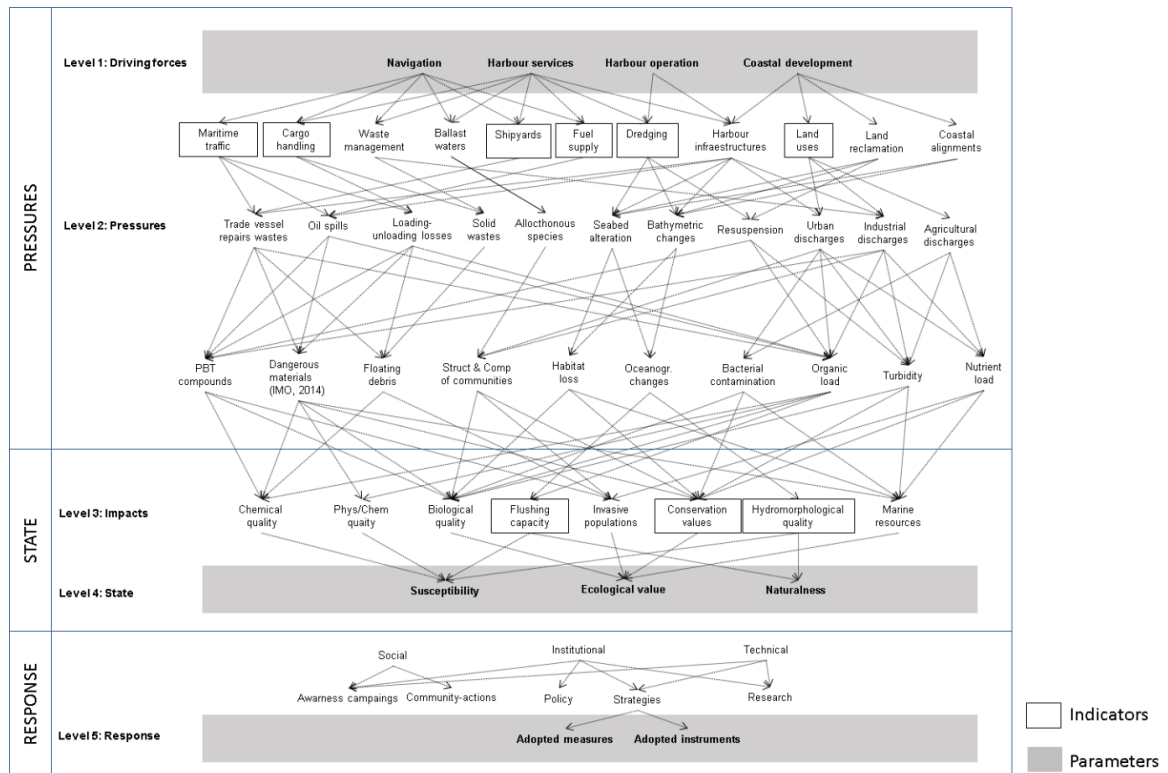
316 Indirect or direct pressures are identified by each driving force (Gómez et al., 2019). The
317 identified pressures produce impacts altering the state of the environment (Ondiviela et al.,
318 2013; Petrosillo et al., 2010). State factor of risk considers three important aspects of the
319 harbour's environment: susceptibility, ecological value and naturalness. From the eight
320 pressure indicators proposed in the conceptual model (Figure 6), there are three related to
321 quality of the aquatic system (chemical quality, physico-chemical quality and biological
322 quality) that require periodic monitoring and systematic evaluation. Since each country
323 applies different monitoring and evaluation systems (in terms of thresholds, frequency, etc.),
324 the susceptibility to water and sediment contamination was considered as a standard
325 representative indicator of the quality of the aquatic system of harbours worldwide, assuming
326 a significant relationship between flushing capacity and water quality in littoral areas
327 (Ferreira et al., 2005; Fortes and Silva., 2006; Gómez et al, 2014; Yin et al., 2000). This
328 assumption was previously used for ERA in marinas (Gómez et al., 2017) and harbours
329 (Gómez et al., 2015). The harbour's ecological value considered that the greater the
330 protected area in the vicinity of the harbours is, the greater the biodiversity and ecological
331 processes that maintain that system (Gómez et al., 2015; Langanke et al., 2005; Margulles
332 and Usger, 1981). Finally, their 'naturalness' (Machado, 2004) was estimated using the
333 harbour typology (US National Geospatial-Intelligence Agency, 2015) as a surrogate of
334 number and dimensions of hydro-morphological pressures at the marina level typology
335 (Gamito, 2008; Gómez et al., 2019).

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337 The response factor to environmental risk was used to integrate the actions and reactions,
338 intended to mitigate, adapt to or prevent human-induced negative effects on the environment
339 that could be applied to minimize the impacts of driving forces and improve the state of
340 aquatic ecosystems (OECD, 2003). Responses may arise from different sectors, such as
341 those in social, technical or institutional (i.e. local, national or international administrations)
342 realms (Figure 6). Among all of them, institutional responses are the option that integrates
343 a greater number of fields involving social responses (awareness campaigns), institutional

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344 responses (policy and strategies) and technical responses (research). For this reason, the
345 implementation of different kinds of well-known international measures (e.g., garbage
346 disposal, oil recycling, ballast water management, among others) and international
347 standards (e.g. EMAS, ISO, PERS, among others) was considered an appropriate indicator
348 to estimate the response factor.



349
350 Figure 6. Conceptualisation of the causal links between main driving forces, pressures, impacts, state and
351 response of aquatic systems in harbours.

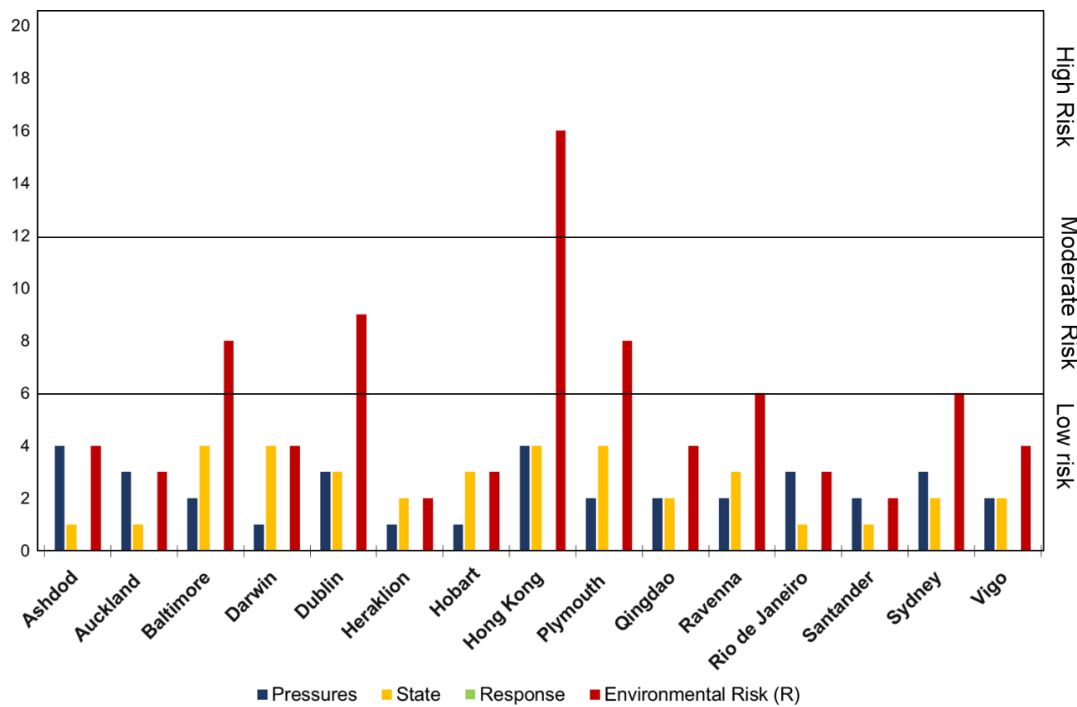
352 353 4.2 The global implementation

354 Based on this study's results, the method used provides a tool to standardize the
355 assessment of environmental risk to aquatic systems value at a global scale (Supplementary data
356 Appendix B). However, a question arose from this implementation: Are the PSR and DPSIR
357 scenarios of the study sites representative of the environmental risks of harbours globally?
358 ERA results showed that most of the study areas had a moderate risk but included significant
359 variability of environmental pressures, environmental conditions and societal responses.
360 However, results showed differences at the indicator level in those harbours within the same

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1006 361 category of risk. For instance, Hobart showed a moderate environmental risk on the aquatic
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1008 362 system due to a combination of high vulnerability (high naturalness but a moderate
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1010 363 ecological value of the surroundings) with a high score of environmental management (due
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1012 364 to the low number of adopted measures and none of the international standards
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1014 365 implemented). Heraklion showed a moderate risk on the aquatic system even though they
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1016 366 were adopting a good number of environmental measures (above the average) to reduce
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1018 367 the pressure of human activities on the environment because no international environmental
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1020 368 management instruments were applied. In other cases, the higher susceptibility (Baltimore)
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1022 369 or the higher ecological value (Ravenna), were the parameters of risk that penalised the
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1024 370 result for these harbours. Identification of such risk parameters allows for the targeted
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1026 371 application of more preventive and corrective management actions to help reduce
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1028 372 environmental risk to aquatic systems for those specific harbours.
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1030 373 Therefore, from a practical perspective, the environmental risk assessment method can be
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1032 374 used as a tool to proactively identify the most important factors of risk on which to apply
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1034 375 actions that allow for environmental improvements in each.
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1036 376 For this, expert knowledge on environmental risk is not strictly necessary, but a deep
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1038 377 understanding on the environment harbour characteristics is needed. These data are
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1040 378 controlled and known by harbour managers. In Section 2, practical steps are described
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1042 379 considering parameters, indicators, metrics and criteria to estimate each risk factor. The
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1044 380 pathway to apply the ERA method to an individual harbour include the collection of the
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1046 381 information needed and the calculation of parameters for each risk factor. A standardized
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1048 382 form to gather the information is provided in Appendix A and calculations described at
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1050 383 Section 2 are easy to apply with a basic knowledge of spatial analysis using geographical
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1052 384 information systems.
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1054 385 Once applied, the method can be used to detect which harbours should apply environmental
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1056 386 measures or/and international standards to improve their management of aquatic systems,
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1058 387 based on the highest standards of environmental quality applied around the world. An
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1060 388 example of this is shown in Figure 7, which represents the hypothetical case in which the 15
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389 harbours analysed for this implementation applying eight environmental measures (such as
390 garbage disposal, dirty ballast management, waste management, bilge management, sewer
391 pump-out, oil management) and 1 international standard (Figure 7). As all harbours apply
392 the maximum number of environmental measures and standard certifications, the value of
393 the response factor is 0 (optimal response) for all the harbours analysed. For this reason,
394 the green bars are not observed in Figure 7.



395
396 Figure 7. Graphical representation of a hypothetical situation at each of the 15 studied harbours
397 with reduced categorised risk factors (pressures, state and responses) by the application of at least
398 4 environmental measures and 1 international standard and categorised environmental risk to
399 aquatic systems.

400 In this case, one harbour continues to show high risk, five harbours show moderate risk
401 while the other nine show a low environmental risk on the aquatic system. The screening
402 capacity of this tool may address the global challenge of standardizing methods that produce
403 comparable risk assessments of high-level entities (e.g. harbours) at large spatial scales.
404 However, if the harbours applying the environmental measures and certifications do not
405 obtain a low value of environmental risk, they should then focus their efforts on reducing the

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1124 406 environmental risk factors that are penalizing the final value of environmental risk. This is
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1126 407 the case in Hong Kong, which has high pressures due to the presence of intense navigation
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1128 408 activity (NV), the harbour services (HS) provided in the harbour, the continual dredging
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1130 409 activity (DG) in the harbour area and the Coastal development (CD) in their surroundings.
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1132 410 Baltimore is also highly susceptible probably due to the morphological characteristics of the
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1134 411 harbour area, which is very difficult to change from an environmental management
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1136 412 standpoint. In these cases, socio-economic issues should also be incorporated into a long-
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1146 417 To the extent that harbours collaborate by providing the necessary information for the
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1150 419 Collaboration by harbours will be feasible as long as the global atlas were understood as a
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1152 420 participatory process towards the sustainability of aquatic systems, recalling the adoption of
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1154 421 the 2030 Agenda and its Sustainable Development Goals (SDG, in particular SDG 14) and
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1156 422 the more recent resolution of the UN on the Decade for Ocean Sciences (2021-30), which
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1158 423 will provide a unifying framework across the UN system to enable countries to achieve all of
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1160 424 their ocean-related Agenda 2030 priorities (IOC, 2017).
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1164 426 The global atlas developed by using the method presented herein would introduce valuable
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1166 427 ~~bring the~~ elements of judgment to guide managers involved in decision-making (AENOR,
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1168 428 2008) towards the sustainability of aquatic systems in harbour areas, as well as to design
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1170 429 the first global strategy for sustainability related to the water quality at a global level.
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1172 430 Sustainable development goal (SDG) 14 in the UN 2030 Agenda requires to “conserve and
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1174 431 sustainably use the oceans, seas and marine resources for sustainable development”
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1176 432 (United Nations, 2015). Global Sustainable development goals require global analysis of the
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1178 433 problems presented and definition of global strategies to resolve them. Many critical
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1183 434 management and conservation challenges of aquatic systems in harbour areas are
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1185 435 inherently spatial issues (Valdor et al., 2016). As new spatial data are collected on the
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1195 440 Future work could improve the current Atlas through the collection and comparison of more
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1199 442 approach. In addition, new indicators could be developed to improve the method proposed.
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1201 443 For example, the navigation and docking of cruise ships or fishing vessels could serve as a
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1203 444 complementary indicator for the parameter of risk related to navigation activity (NV), and an
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1205 445 international connectivity index of harbours could be an indicator of the potential
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1207 446 environmental risks from invasive species.

1208 447 **5. CONCLUSIONS**

1210 448 In this study, we present the first example of an Environmental Risk Assessment (ERA)
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1212 449 screening approach to assess the environmental risk on aquatic systems in harbours at
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1214 450 global scale. The method implemented in this attempt proposes a semi-quantitative and
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1216 451 simple-method to assess the environmental risk on aquatic systems in harbour areas
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1218 452 worldwide. The implementation of the method to the 15 diverse harbours has provided
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1220 453 sound evidence for the usefulness, versatility and adaptability of the proposed ERA method
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1222 454 as a management tool. The method is flexible enough to be applied to any harbour
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1224 455 worldwide using international open-databases. The implementation of this method to a wider
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1226 456 number of study cases would allow identification of harbours that could improve their
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1228 457 environmental management through the implementation of measures with specific
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1230 458 indicators. The method lays the foundation of a global atlas for the sustainability of
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1234 460 the sustainability of the harbour sector at a global level.

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467 provided their time to complete the forms to gather relevant information for this study.

468 **Supplementary data**

469 **Appendix A.**

470 The appendix includes the standard form aimed to collected data from each harbour.

471 **Appendix B.**

472 These data include the Google map (.kml) of the Atlas of environmental risk to aquatic
473 systems in the 15 harbours analysed.

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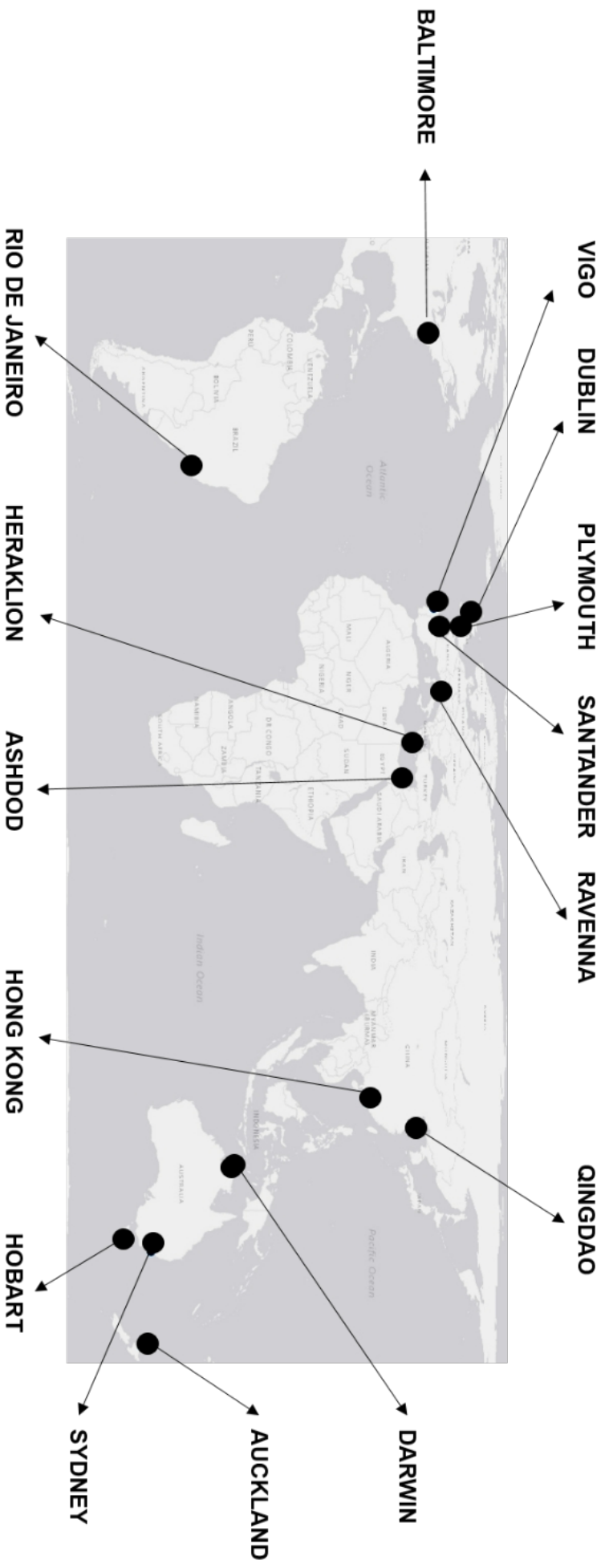
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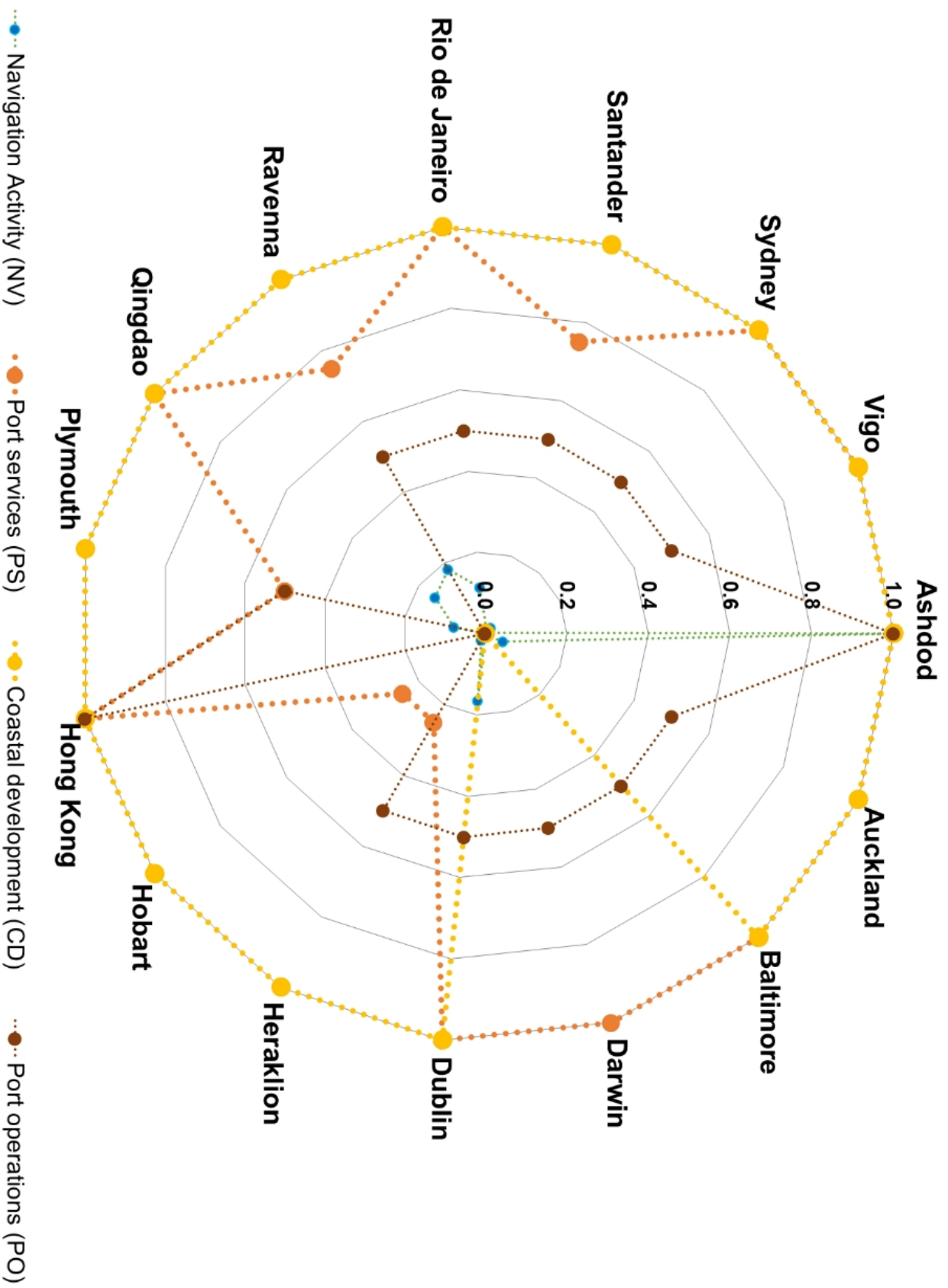
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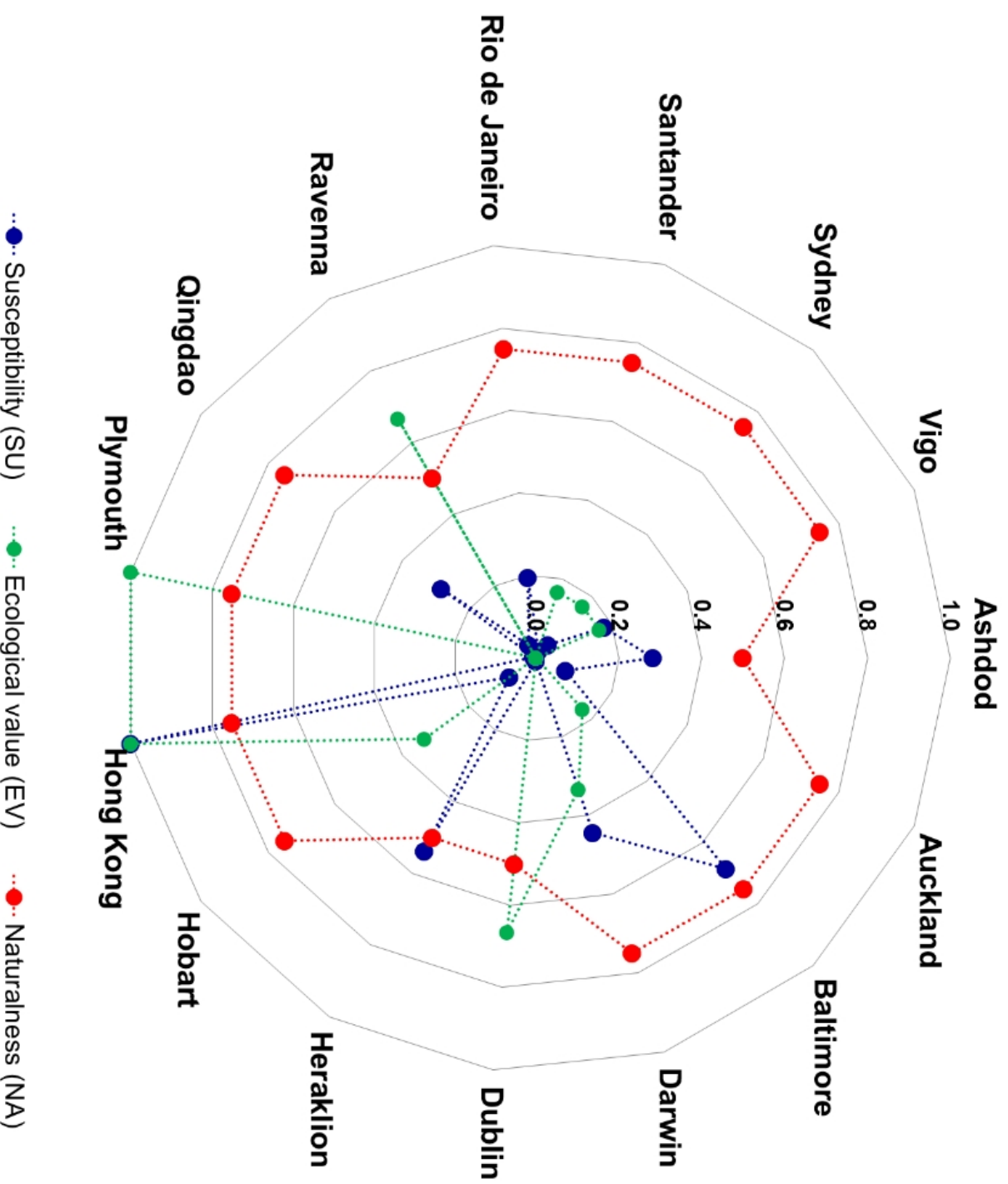
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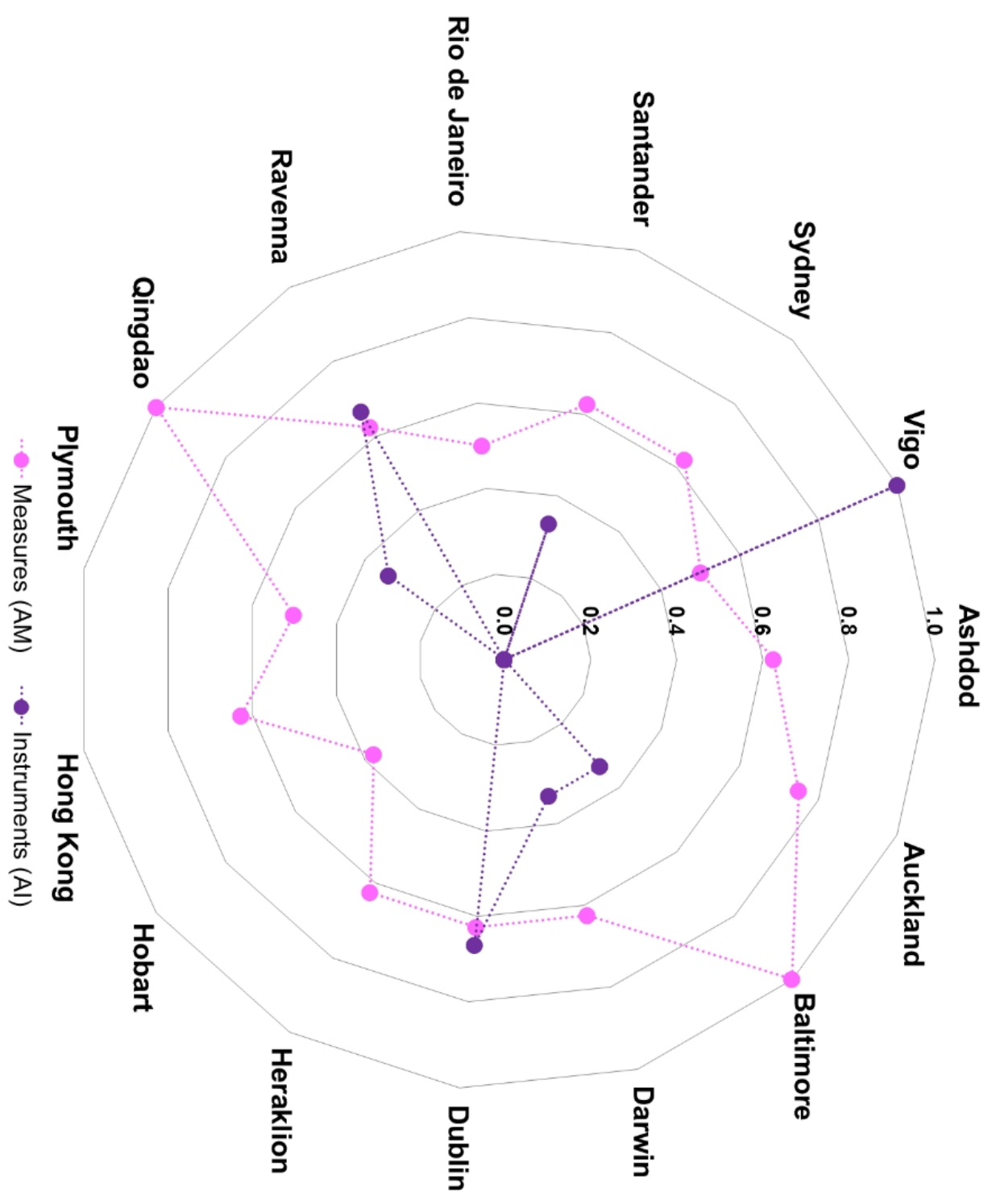
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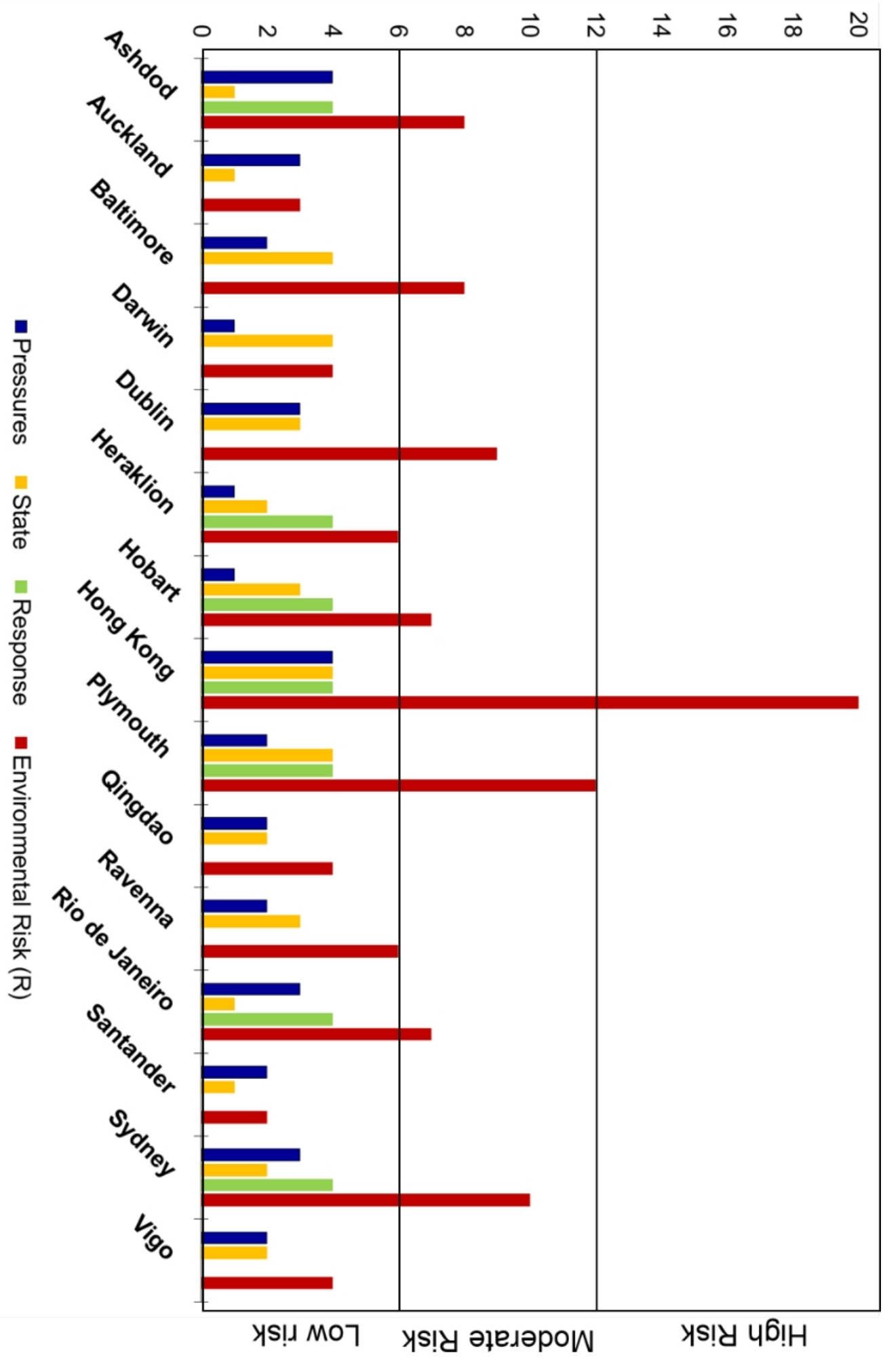
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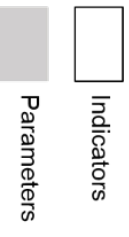
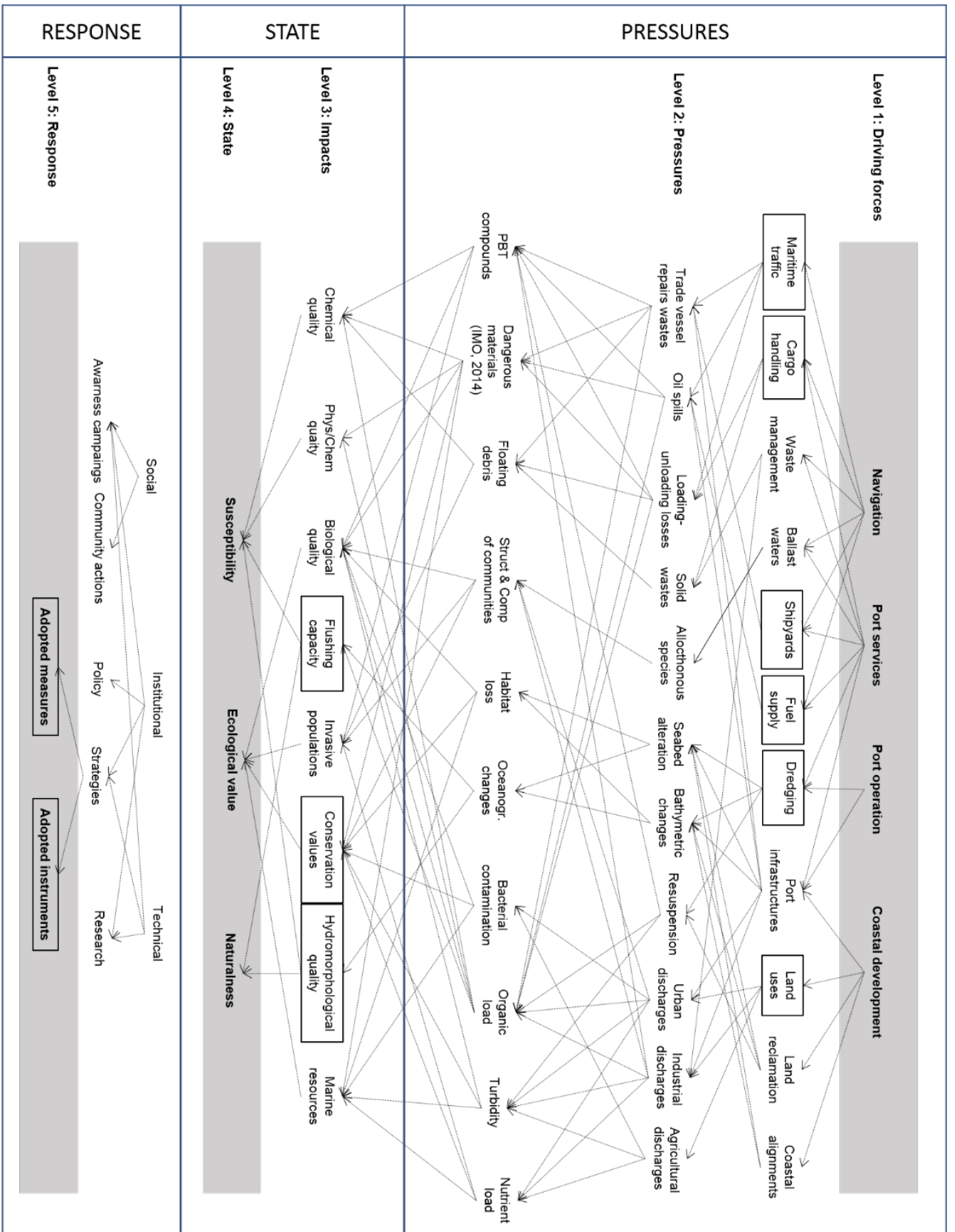


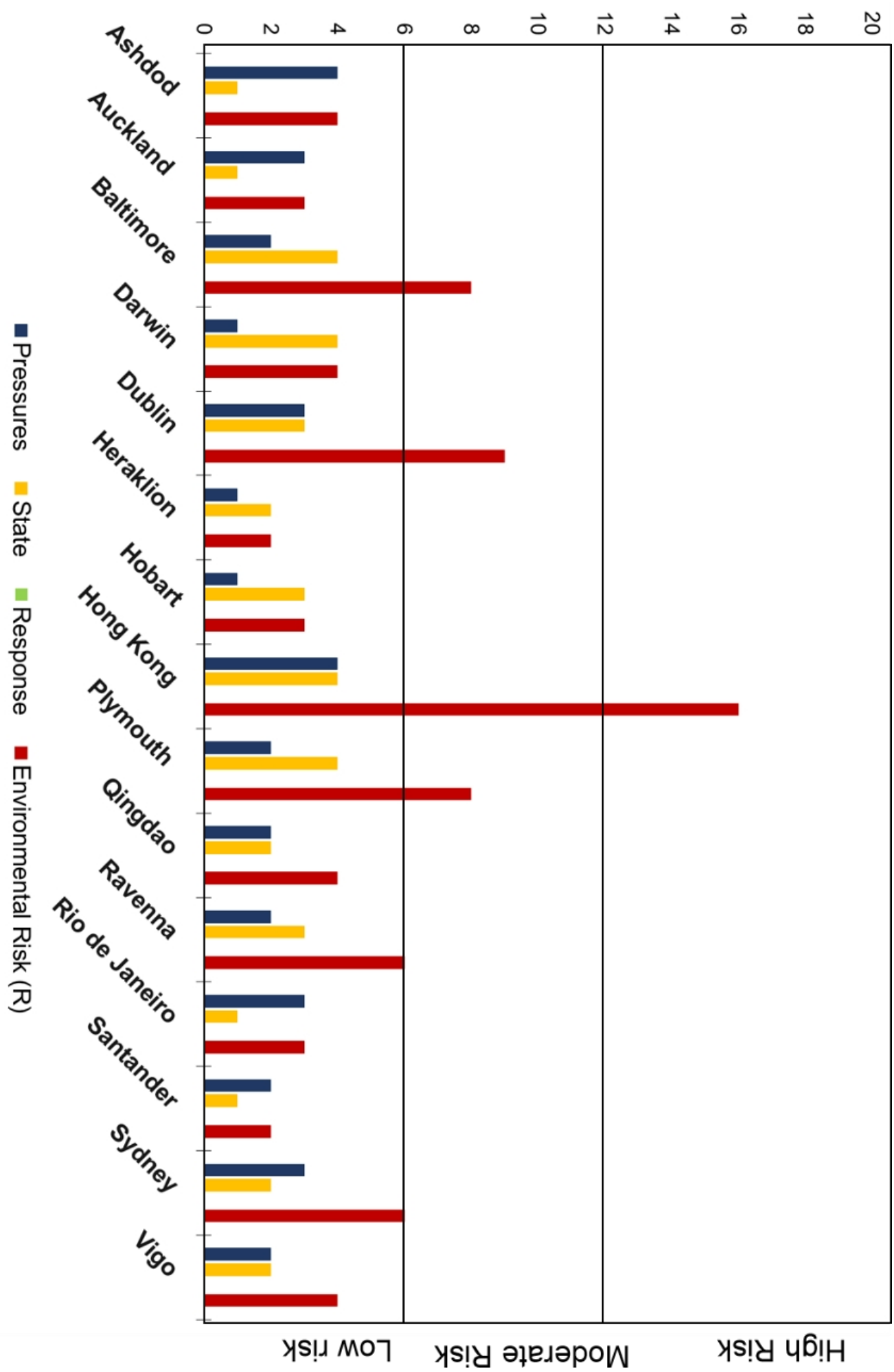












| General data |
|---|
| Harbour's name: Postal address: Code: City: Country: web: phone: e-mail address: |
| Hydromorphological characteristics: |
| Entrance length (in meters): Average tidal range (in meters): Average depth (in meters): Depth at harbour entrance (in meters): |
| Human pressures |
| Number of trade vessels visits per year: Select which activities are developed in the harbour: <input type="checkbox"/> Fuel oil and diesel oil supplies <input type="checkbox"/> Major repair services <input type="checkbox"/> Dangerous/hazardous goods handling Frequency of dredging operations: <input type="checkbox"/> Continual <input type="checkbox"/> Periodic <input type="checkbox"/> No dredging |
| Environmental management |
| Number of Environmental Standard: Please, specify what kind of environmental standards (international certifications) are implemented in the marina: Select which environmental measures are implemented in the harbour: Measures: <input type="checkbox"/> Garbage disposal <input type="checkbox"/> Dirty ballast management <input type="checkbox"/> Waste management <input type="checkbox"/> Bilge management, Sewer Pump-Out <input type="checkbox"/> Oil management Specify any other environmental measure or instrument implemented in the harbour: |

| Application scope |
|--|
| <ol style="list-style-type: none"> 1. Access to GoogleEarth: https://www.google.es/intl/es/earth/ 2. Introduce the name of the harbour in the seeker. 3. Using Add -> Add a polygon: draw the water surface where port activity takes place. 4. Save the polygon as a .kmz and send it with this questionnaire filled out to: xxxxx.xxxx@unican.es |



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