

# Modeling and Simulation of Disaster Dynamics

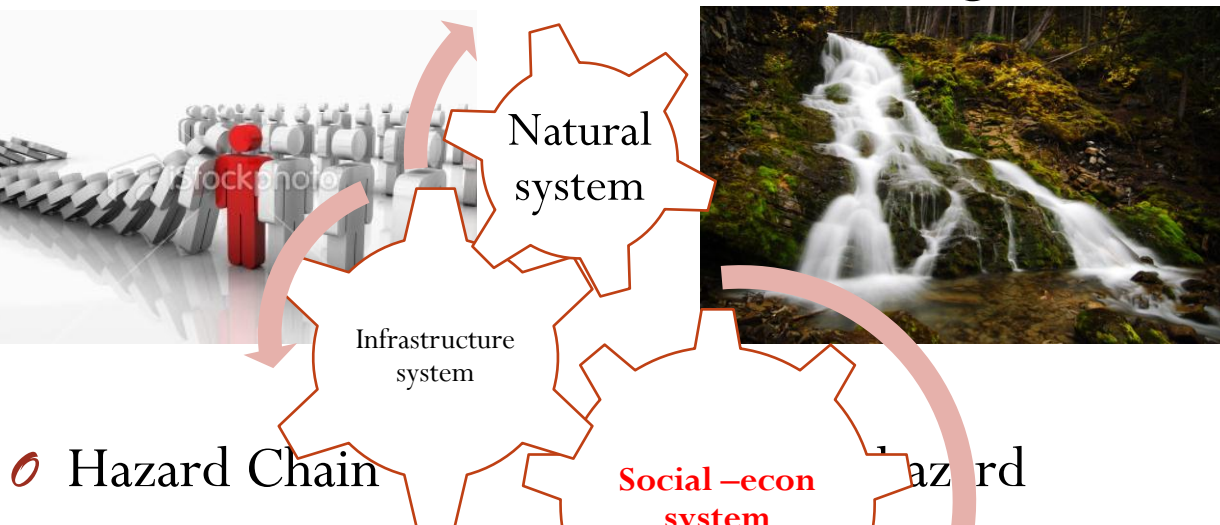
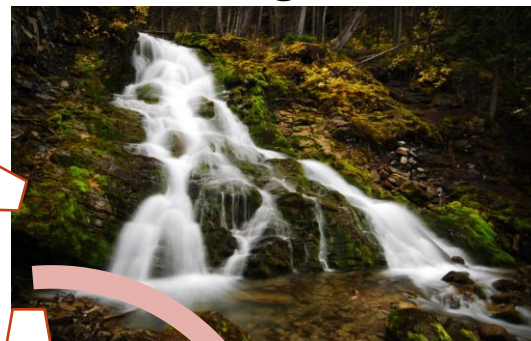
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# Introduction

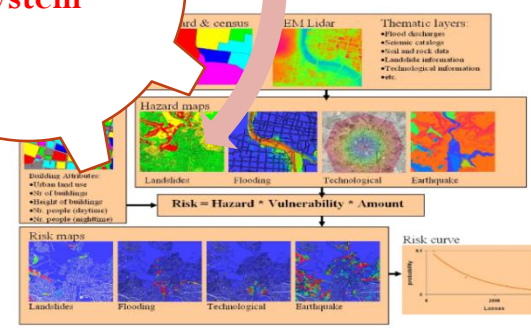
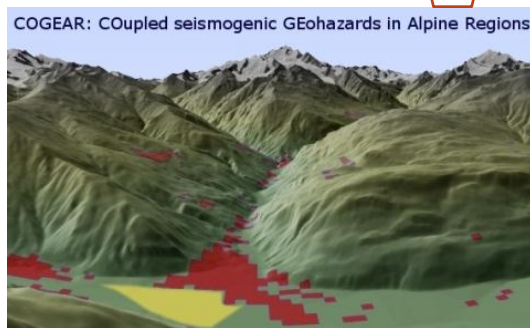
- Domino effect



- Cascading effect



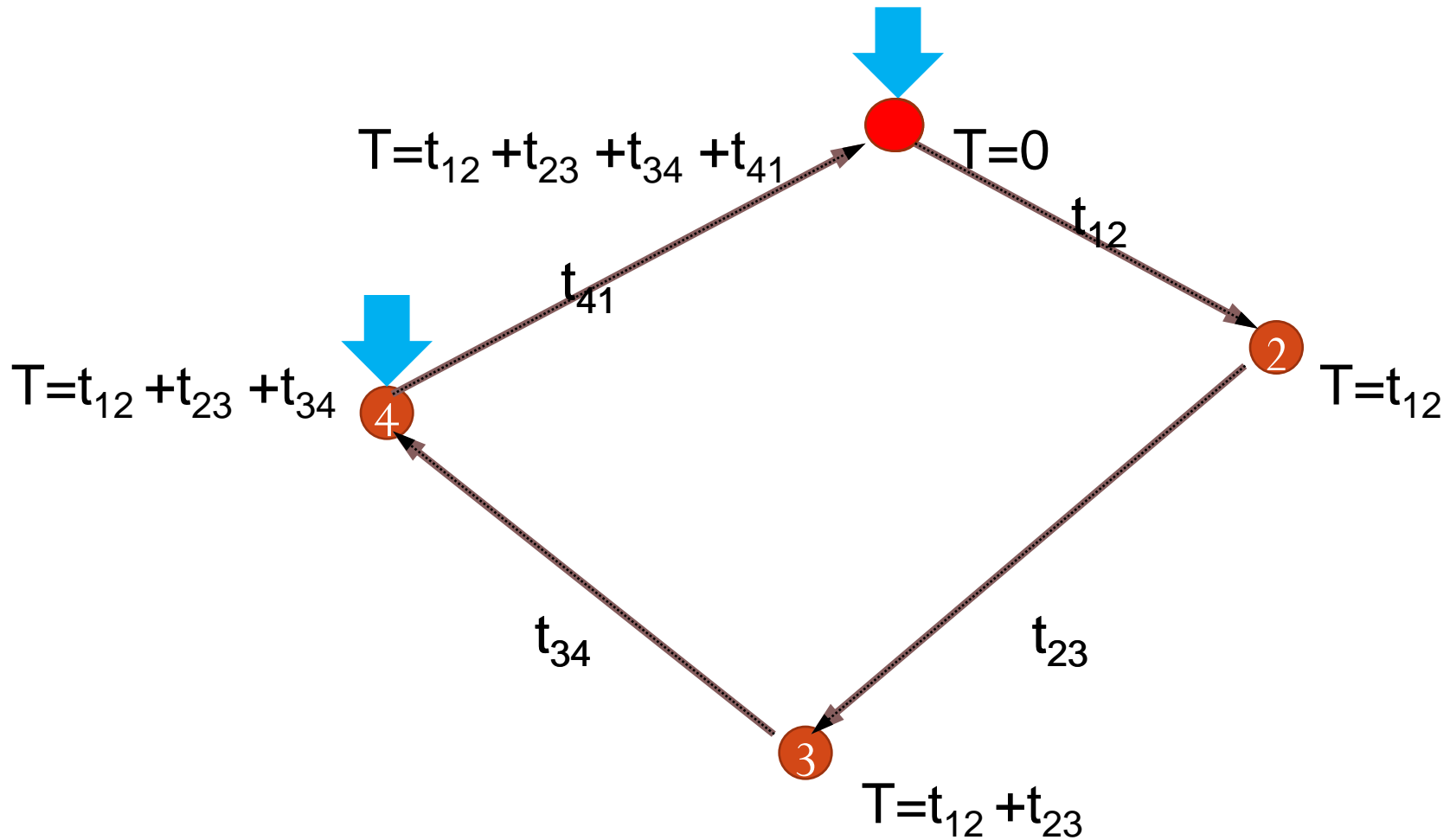
## ○ Hazard Chain



# How to model disaster spreading effect?

- “Add-up” is not enough
- Direct impact & Indirect impact
- Impact transfer & Amplification
- Dynamic vulnerability/resilience

# Spreading Process



# Conceptual Model

- $X_i$ : state of component  $i$

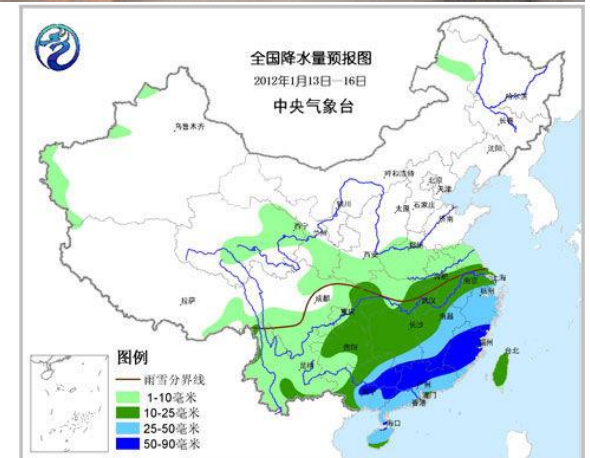
$$x_i \dot{(t)} = \omega(p) \cdot x_i(t) - \frac{x_i(t) - 1}{\tau_i} + \theta \left( \sum_{i \neq j} \frac{M_{ji} [x_j(t - t_{ji}) - 1]}{f(O_j)} e^{\beta t_{ji}} \right)$$

$\theta(y) = \frac{1 - \exp(-\alpha y)}{1 + \exp[-\alpha(y - \theta_i)]}$ ,  $f(O_j) = (aO_j) / [1 + bO_j]$

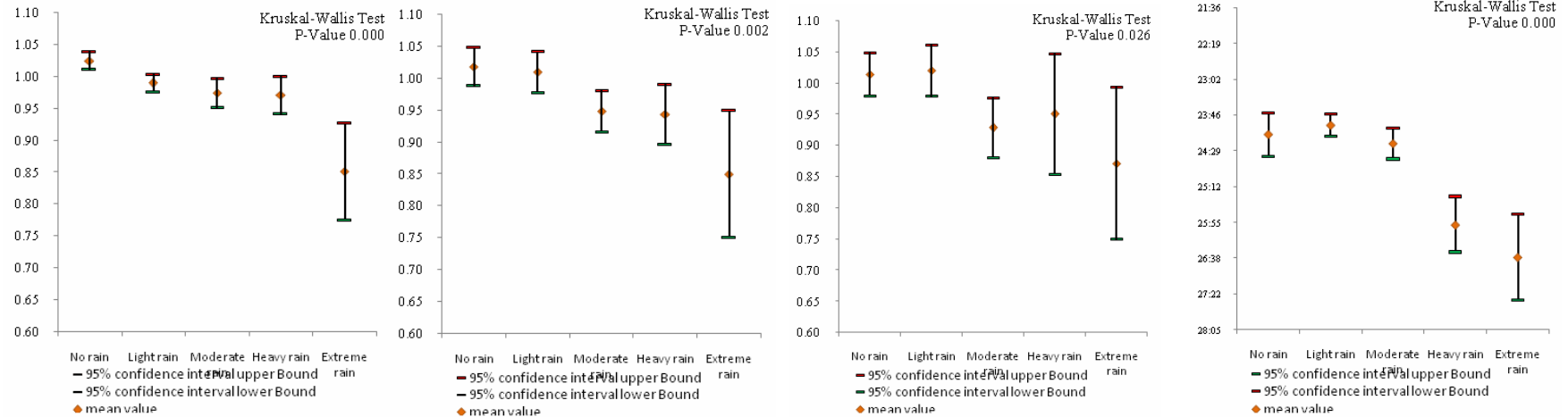
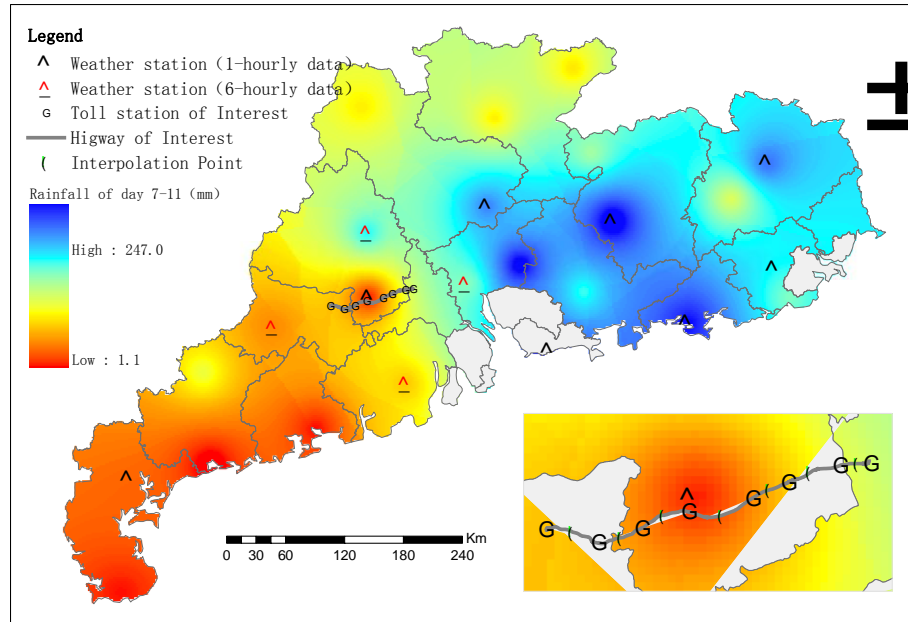
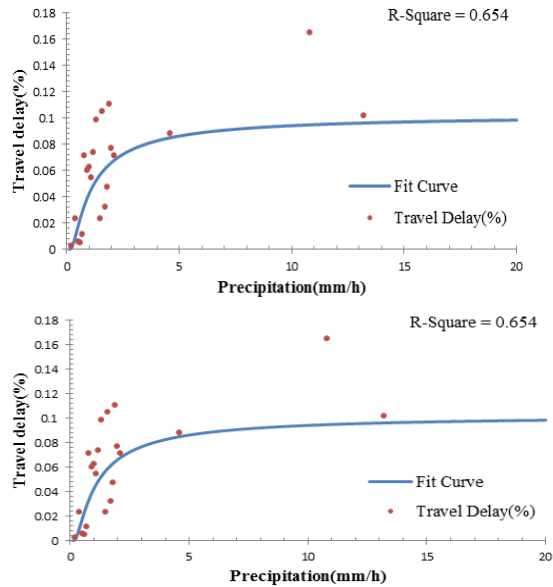
**Direct hazard impact** (red arrow pointing to  $\omega(p) \cdot x_i(t)$ )  
**Recovery process** (blue arrow pointing to  $\frac{x_i(t) - 1}{\tau_i}$ )  
**Spreading impact (Indirect impact)** (green arrow pointing to the summation term)

# A Real World Case Study

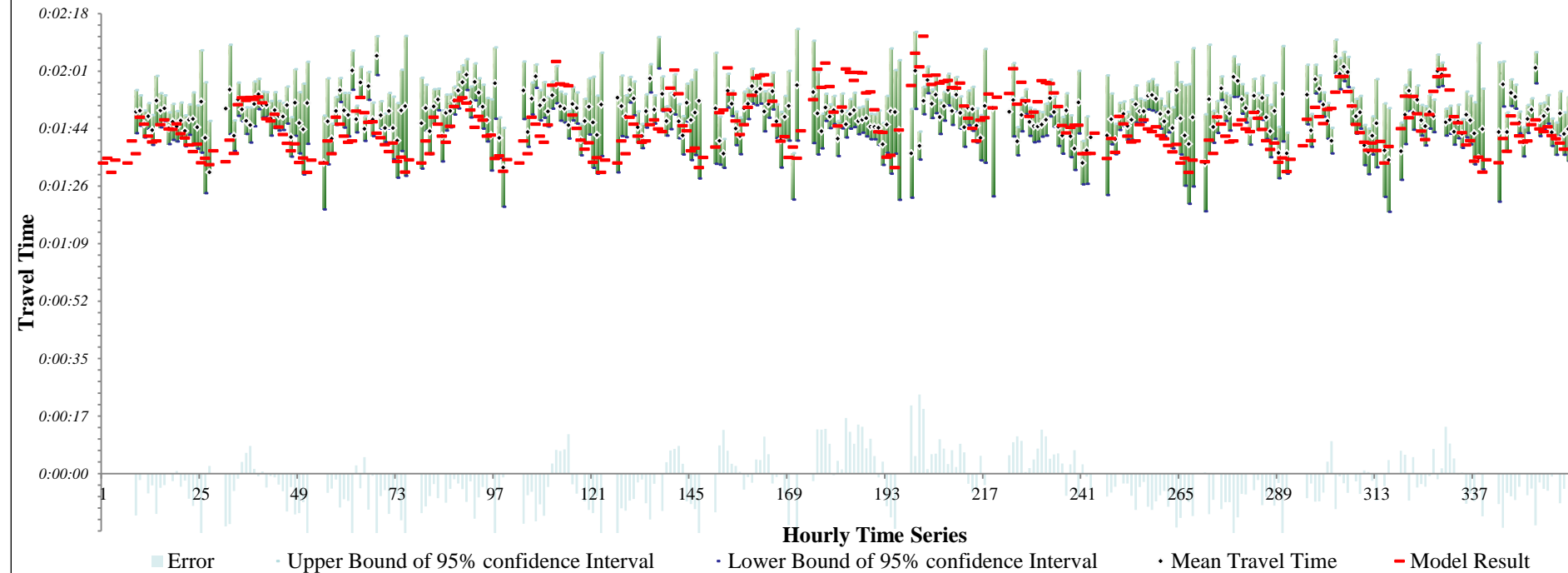
- Why transportation?
  - Critical Infrastructure
  - Crucial for daily operation and emergency response
  - Direct and indirect losses due to disasters
- Why rainfall?
  - Typical hazard in Southeast China



# Precipitation and Freeway Traffic



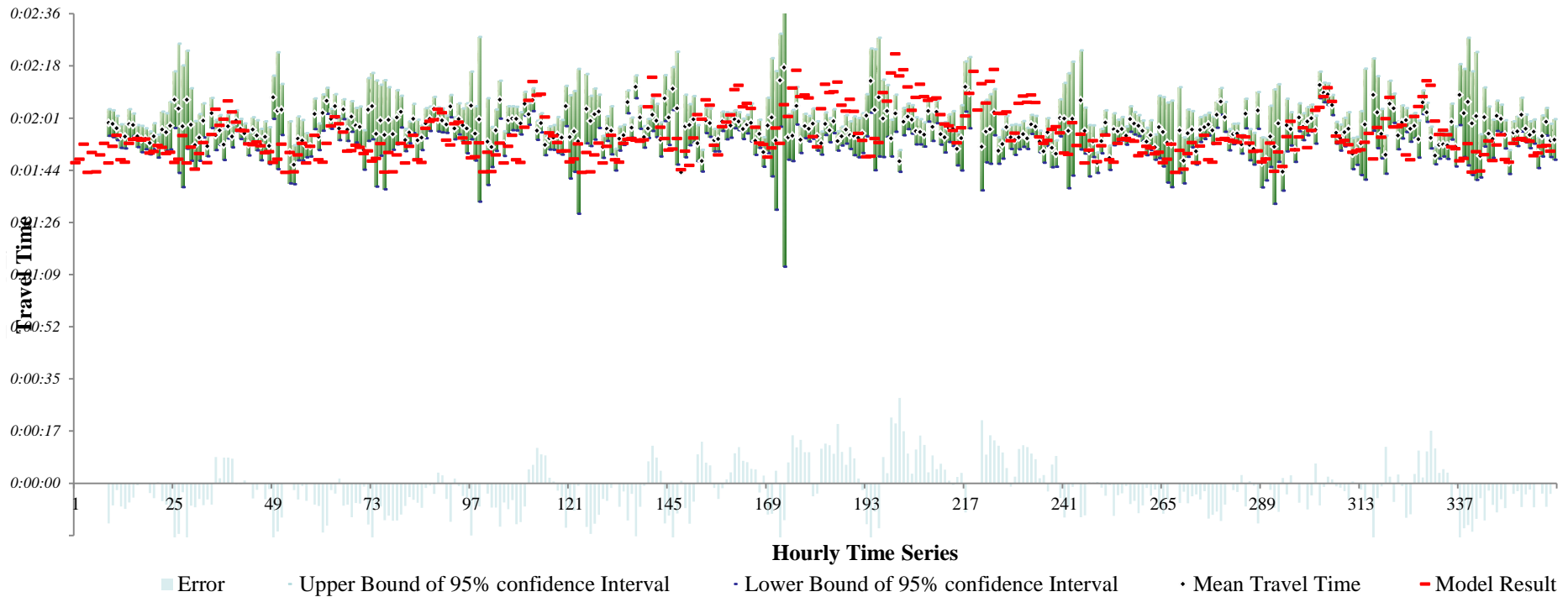
## ● Passenger Cars' Travel Times



- 68.46% estimated travel time of records are in the range of 95% confidence interval/
- Total average error of travel time is 4.6%.



## ▶ Trucks' Travel Time



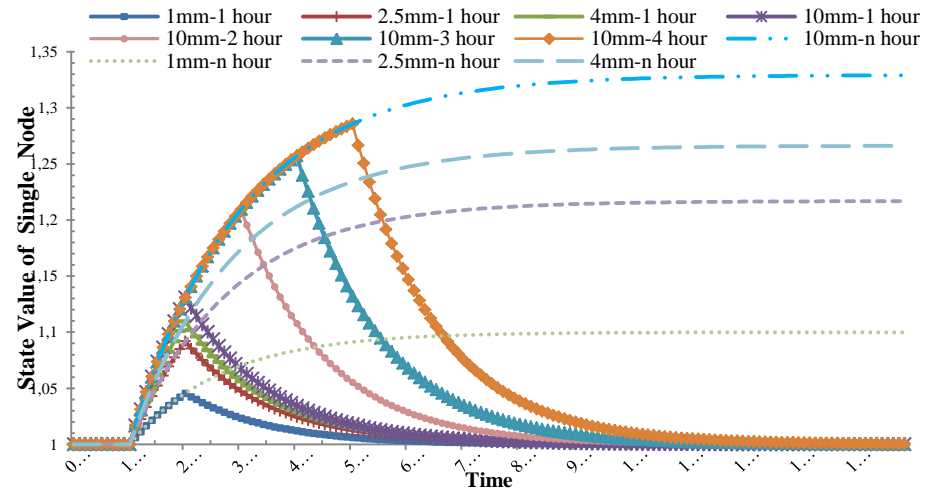
- ▶ 59.61% estimated travel time of records are in the range of 95% confidence interval
- ▶ Total average error is 4.7%.

- Indirect impact will be amplified on nodes with high connectivity.

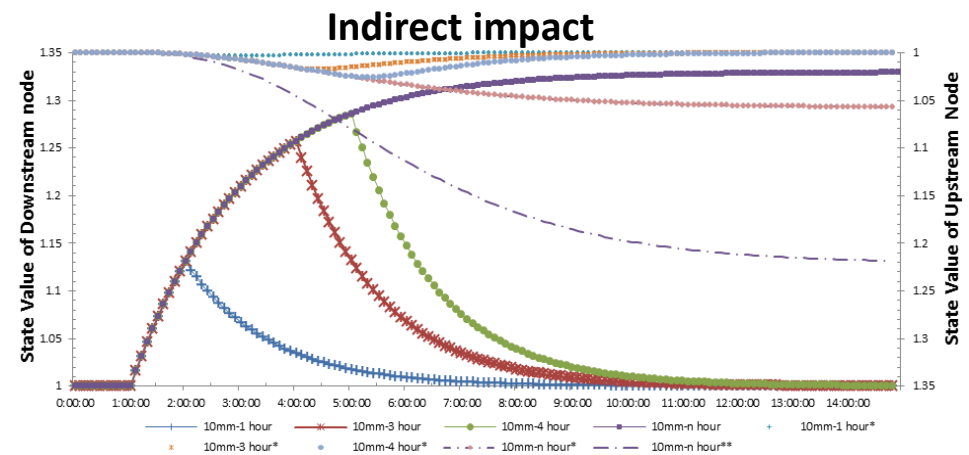
- under long continuous precipitation, the direct impact and indirect impact are at the same level

- Model expandable and adaptable

- With known weather trend, this model can be extended to evaluate the potential economic loss caused by adverse weather (ongoing research)



**Direct impact under different precipitation scenarios**



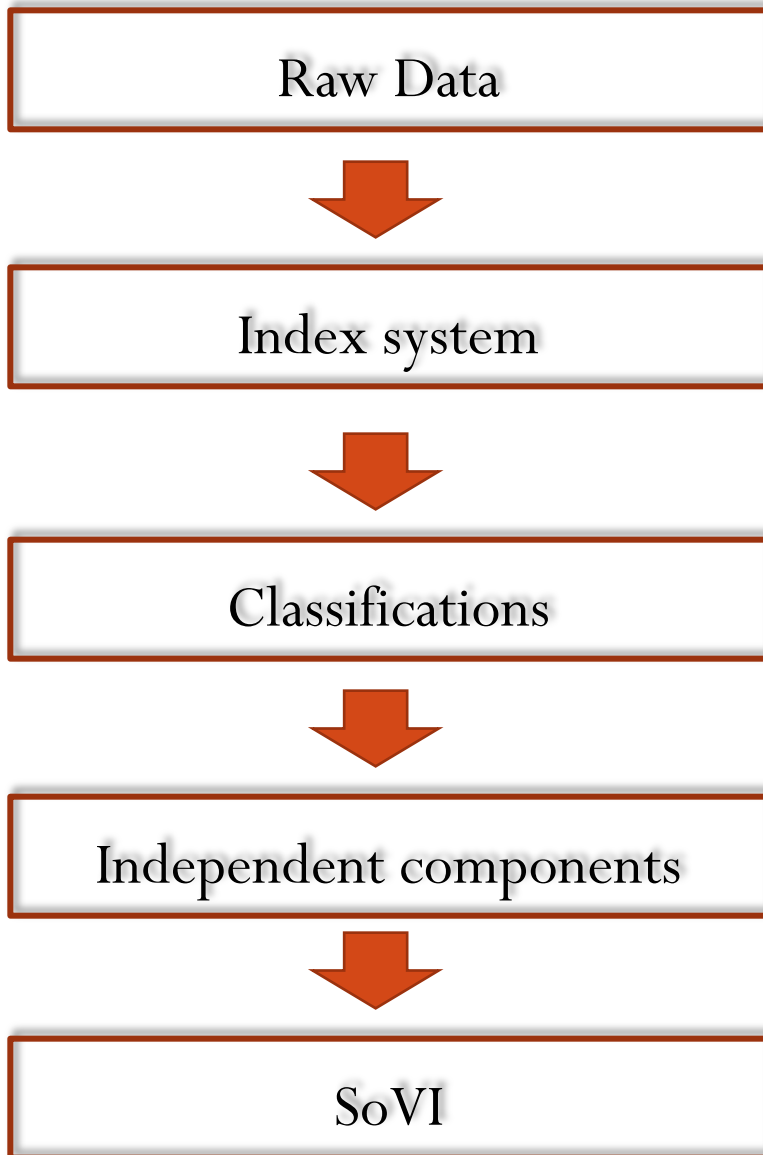
**Direct impact**

# Social Fabrics of China to Natural Disaster

# Social Fabrics of China to Natural Disaster: why special?

- Multi-hazard
- Rapid Economic Growth
- High Population Density
- Quick Urbanization
- Little is known about social vulnerability in China.

# Methodology



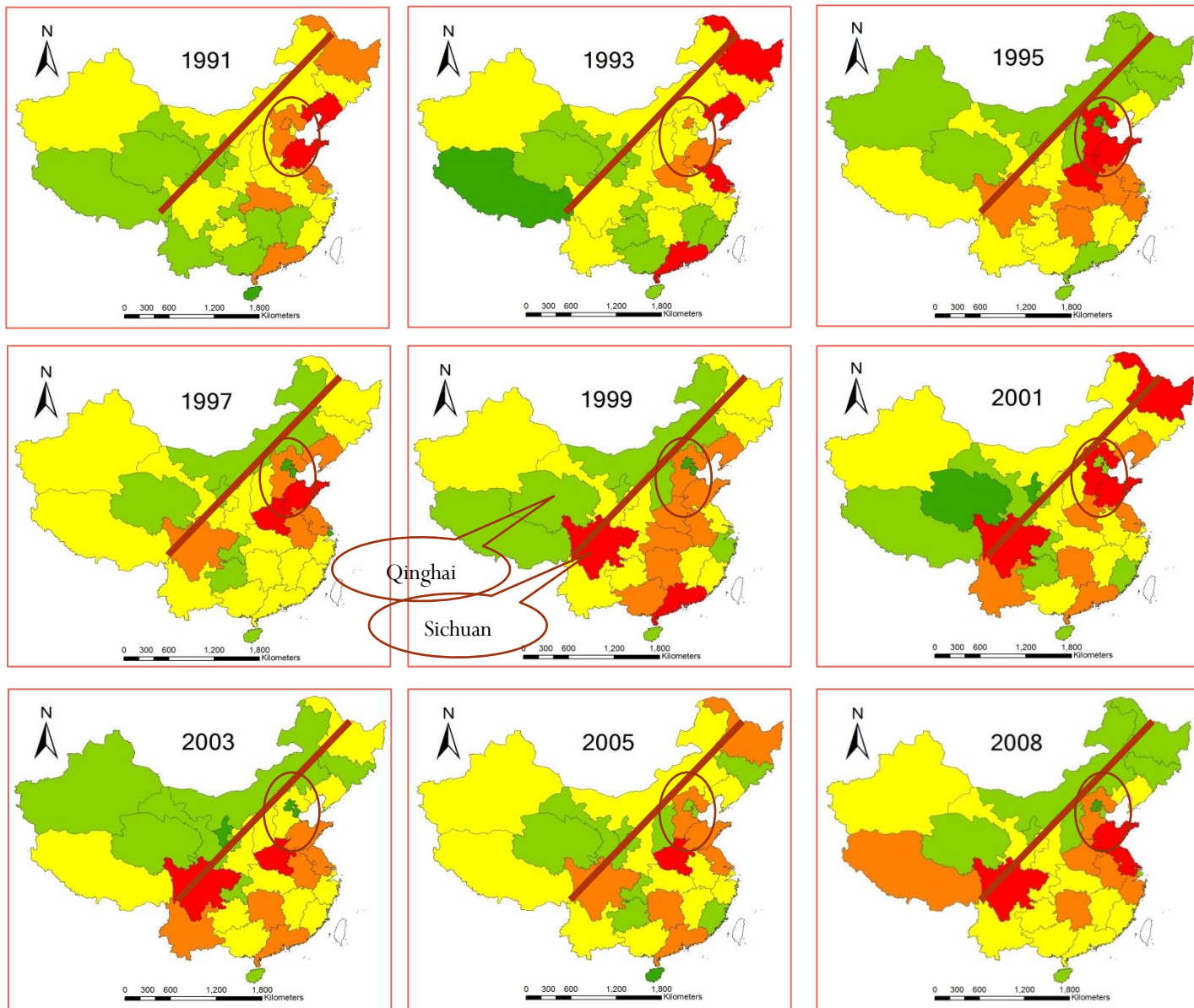
- ◆ Provincial socioeconomic and demographic data of 31 provinces in China (except Taiwan, Hong Kong and Macao) (1991~2010)
- ◆ The selection of social vulnerability index system :
  - The principle of index construction
  - The hazards of place (HOP) conceptual model
- ◆ Divide the index system into 10 groups:
  - Population
  - Employment and Unemployment
  - Social Security
  - Construction Industry
  - Health, Culture & Education
- ◆ Principle of principal component analysis (PCA) (Cuttler, 1996)
  - The rule of "potential loss" and "ability to adapt"
  - uncorrelated variables
  - A few principal components can contain almost all the information
- ◆ More than 250 indexes
  - An effective method to deal with the problem : fewer experimental units than response variables

## The Social Vulnerability Index

(SoVI) (Cutter. 2003, 2008)

$$Z = W_1 Z_1 + W_2 Z_2 + \dots + W_p Z_p$$

# Results



Legend: ■ < -1.5 Std. Dev. ■ -1.5 - -.50 Std. Dev. ■ -.50 - .50 Std. Dev. ■ .50 - 1.5 Std. Dev. ■ > 1.5 Std. Dev.

The social fabrics index of southeastern China is higher than that of northwestern China.

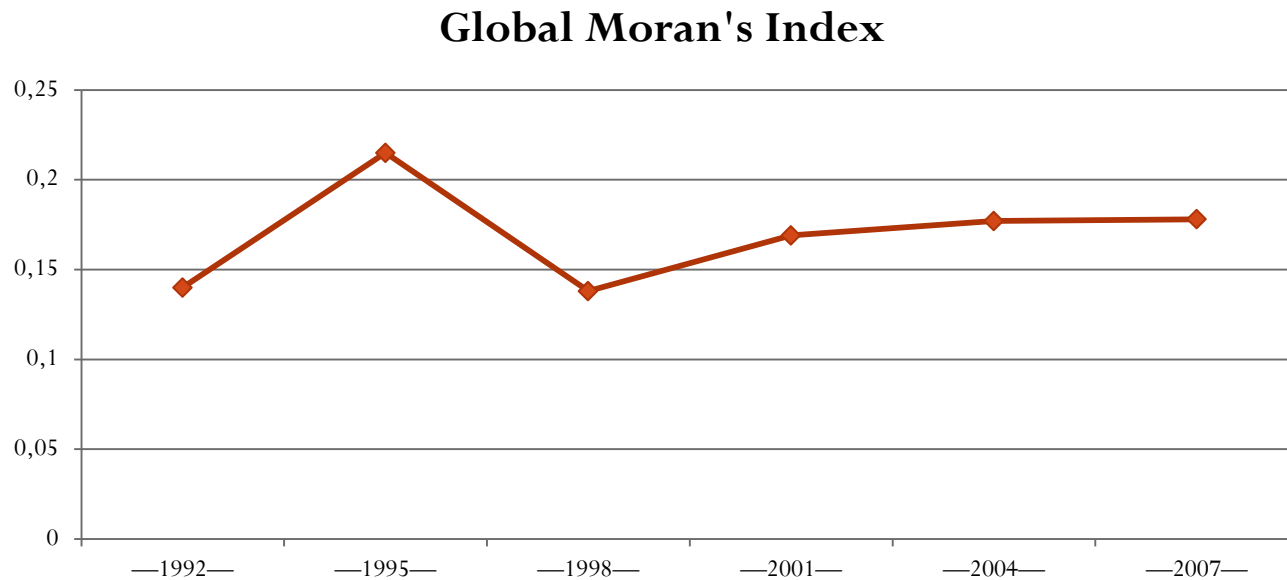
# Moran's Indexes

	1991		1993		1995		1997		1999	
<b>Global Moran's I</b>	0.22		0.13		0.22		0.15		0.10	
<b>Local Moran's I</b>	Count	% of total	Count	% of total	Count	% of total	Count	% of total	Count	% of total
<b>High-high</b>	2	6.67		0.00	4	13.33	3	9.68	1	3.23
<b>Low-Low</b>		0.00		0.00		0.00		0.00		0.00
<b>Low-high</b>		0.00		0.00	1	3.33	1	3.23		0.00
<b>High-low</b>		0.00		0.00		0.00		0.00	1	3.23
<b>Counties</b>	28	93.33	30	100.00	25	83.33	27	87.10	29	93.55
<b>Total</b>	30	100.00	30	100.00	30	100.00	31	100.00	31	100.00
	2001		2003		2005		2007		2008	
<b>Global Moran's I</b>	0.06		0.19		0.12		0.12		0.26	
<b>Local Moran's I</b>	Count	% of total	Count	% of total	Count	% of total	Count	% of total	Count	% of total
<b>high-high</b>	2	6.45	2	6.45	2	6.45	3	9.68	4	12.90
<b>low-low</b>		0.00	1	3.23		0.00		0.00		0.00
<b>Low-high</b>		0.00		0.00		0.00		0.00	1	3.23
<b>High-low</b>	1	3.23		0.00		0.00		0.00		0.00
<b>Counties</b>	28	90.32	28	90.32	29	93.55	28	90.32	26	83.87
<b>Total</b>	31	100.00	31	100.00	31	100.00	31	100.00	31	100.00

Generally, Moran's Index value close to +1.0 indicates clustering, and the value near -1.0 indicates dispersion.

# Spatial Autocorrelation Analysis

- The clustering effect was significant in mid 90's
  - Deng's Talk during inspect of south in 1992.



Global Moran Index: 3-year average



# Major Indexes

	1991 year	1992 year	1993 year	1994 year	2000 year	2001 year	2006 year	2007 year	2008 year	2009 year
<b>Population</b>	6.46%	5.44%	7.14%	5.72%	6.88%	8.38%	14.65%	11.97%	15.90%	14.99%
<b>Employment and Unemployment</b>	8.41%	10.56%	10.21%	10.77%	10.72%	10.87%	9.59%	9.11%	5.23%	11.68%
<b>Social Security</b>	3.82%	5.52%	3.60%	2.19%	9.16%	7.02%	5.26%	4.97%	2.99%	4.17%
<b>Construction Industry</b>	10.87%	6.77%	13.62%	12.07%	11.33%	9.59%	8.99%	11.88%	12.38%	10.87%
<b>Health, Culture &amp; Education</b>	9.59%	13.43%	12.18%	11.65%	9.49%	8.53%	9.24%	7.38%	5.81%	6.47%
<b>Economy</b>	23.41%	25.37%	22.44%	24.39%	21.51%	20.10%	17.60%	16.24%	18.90%	16.43%
<b>GDP</b>	8.99%	7.74%	11.06%	8.46%	9.67%	10.96%	10.30%	11.80%	10.99%	7.40%
<b>People's Livelihood</b>	6.16%	4.64%	2.96%	4.05%	3.53%	1.86%	3.51%	2.06%	5.10%	1.38%
<b>Infrastructure</b>	11.11%	10.79%	9.27%	11.24%	8.87%	11.77%	13.81%	13.57%	14.52%	15.77%
<b>Agriculture</b>	11.19%	9.75%	7.51%	9.48%	8.85%	10.92%	7.05%	11.02%	8.18%	10.85%