

Impact of Climate Change on Infrastructure Longevity: Predictive Modeling of Structural Degradation in Coastal Regions

Article History

Received:
January 07, 2025

Revised:
February 27, 2025

Accepted:
March 19, 2025

Available Online:
June 30, 2025

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Abstract

This study investigates the impact of climate change on the longevity of coastal infrastructure by evaluating the degradation rates of common construction materials under varying climate scenarios. Using predictive modeling and Monte Carlo simulations, we assess the accelerated degradation of materials such as concrete, steel, asphalt, and wood in response to environmental stressors like sea-level rise, temperature fluctuations, and increased storm frequency. Research indicates that infrastructure elements which face severe temperature conditions suffer such extensive deterioration that their lifespan shortens by more than 40%. In this process concrete and steel materials endure maximum degradation. High-risk coastal infrastructure repair costs will escalate because of storm surges and flooding so total expenditures will increase by 20–30 percent. Models indicate that coastal infrastructure suffers from two main degradation factors including storm frequency and rising sea-levels. The study provides critical details for urban designers along with government lawmakers who need information on resilient infrastructure design patterns. Future maintenance costs of infrastructures positioned in vulnerable coastal regions can be lowered through lifetime climate assessment since this method reduces exposure to future threats and maintenance expenses.

Keywords: Climate Change, Coastal Infrastructure, Degradation Rates, Monte Carlo Simulations, Sea-Level Rise, Economic Impact.

INTRODUCTION

Climate change ranks as an immediate worldwide problem because it damages both infrastructure and human settlements together with natural environments throughout the globe. Several destructions exist but the degradation of infrastructure in coastal regions stands out because these zones face increasing threats from temperature changes and sea-level rise and extreme weather phenomena (Jensen et al., 2022). The vital infrastructure located in coastal areas represents economic stability bases in combination with essential services benefiting the local populations. Advanced methods of risk evaluation along with prediction systems are essential to decrease potential stresses that result from climate change which threatens the longevity of these constructed facilities.

The field has recently gained widespread consensus about outdated methods for calculating infrastructure life expectancies during the current climate change period (Smit et al., 2021). Infrastructure deterioration has surged because of changing environmental conditions while built originally based on historical climate data (Khan et al., 2024). The combination of long-term climate changes and rising frequency and intensity of short-term extreme weather events worsens material corrosion and concrete degradation and surface erosion according to Rao et al. (2022).

The main challenge for coastal regions stands in calculating the extent of expected deterioration under different climate change predictions (Zhang et al., 2023). Thematic prediction models have emerged as a strong methodology to solve this issue by creating simulations for future climate conditions

and infrastructure damage scenarios. The models unite information about structural weaknesses with material specifications and environmental factors into an operative system for hazard prediction while enhancing maintenance and reduction methods (Gonzalez et al., 2021).

Climate prediction models face basic obstacles because their predictive operations rely on uncertain components. Multiple forecasting models have predicted varying outcomes regarding temperature rise together with hurricane development and rising ocean levels because climate change naturally creates these types of uncertainties (Chvez et al., 2024). The modeling of extended deterioration becomes extremely difficult when unpredictable forces operate alongside intricate foundation structures together with multiple environmental variables in coastal areas according to Singh et al. (2022). The present-day prediction models benefit from both artificial intelligence and machine learning technologies due to enhanced infrastructure management decisions (Lee et al., 2023).

Laboratory investigations examining coastal infrastructure degradation must specifically include the understanding of storm surge primary effects and wind speed effects and saltwater contact interactions (Wang et al., 2021). The distinctive characteristics determine the injury severity so vulnerability models must focus on specific locations alongside their built facilities and infrastructure systems.

Prediction models require financial cost terms that show both maintenance requirements alongside expenses necessary for replacing deterioration loss. Such approaches will enable better management of infrastructure expenses. Badly damaged

infrastructure raises both repair expenses and causes enterprise disruption and displaced people who encounter significant financial challenges (Feng et al., 2021). Accurate impact assessment demands Environment Science and Engineering elements to merge with economic considerations according to Taylor et al. (2022).

A model to forecast infrastructure structural degradation caused by climate change exists for areas exposed to coastal conditions in the research. The research uses predictions about climate change to study methods for impact reduction through detailed evaluations of coastal infrastructure running during its operational period. The study merges historical climate data with performance modeling and modern machine learning techniques to develop predictive methods which enhance lifetime assessments under climate changes.

METHODOLOGY:

A systematic methodology allows developers to create models that estimate coastal infrastructure exposure to climate change impacts. First data collection has three parts that bring together official data sources with infrastructure maintenance records and regional monitoring station measurements and both environmental historical records and performance data along with climatic data. The database obtains data through trusted Coupled Model Intercomparison Project (CMIP6) models that forecast sea-level elevations together with storm characteristics and temperature ascent. The predictive estimates hold immense value because they supply the information needed to predict several upcoming scenarios. Public infrastructure databases together with lifetime research on coastal building materials resulted in the creation of statistical forecasts.

Both predictive models and prepared data must match each other during the implementation process. The data normalising stage converts raw climate forecast data together with infrastructure performance records into standardized metrics that can work effectively as a pair. The processing system handles data gaps but performs point elimination to keep data reliable. According to technical research and expert advice the model development process includes choosing characteristics from cleaned data while material durability stands as the main element in addition to seawater exposure and wind speed and temperature extremes. This approach makes the model analyze elements more intensively that lead to quality reduction.

Different predictive modeling systems adopt implementation processes after data preparation ends. The multivariate regression model gains understanding regarding infrastructure symptom-climate characteristic relations through data analysis. The predictive system performs multiple concurrent climatic evaluation processes when it computes total infrastructure lifespan durations. Random Forest combined with Support Vector Machine produces higher accuracy rates through better adaptable functions. The techniques showcase proficiency in analyzing complicated data patterns and detecting non-linear patterns within data groups. The unattributed input data offers a way to assess model accuracy during evaluations across datasets of validated data whose data points were minimized.

Monte Carlo simulations are needed because of the occurring uncertainties during natural climate projections. The assessment procedure obtains numerous probable outcomes by conducting nonstop data sampling of distribution probabilities expressed through elements such as temperature rise

and storm intensity. When running Monte Carlo simulations the assessment delivers higher risk insights by calculating multiple future outcome probabilities instead of providing a singular prediction. Sensitivity analysis evaluates how various climatic factors affect infrastructure deterioration processes and determines which elements create the most vulnerability to coastal infrastructure.

The proposed method reaches its conclusion by integrating the developed predictive model into a decision-support system. The framework helps managers and legislators receive actionable information about vulnerable locations while getting proposed maintenance schedules and suitable preventive measures. The entire methodology boosts coastal region resilience by conducting dual assessments of infrastructure degradation's physical effects alongside social effects using this framework.

RESULTS:

The results generated from predictive modelling that analyzes coastal infrastructure degradation due to different climate conditions as displayed in figure 1.

climate change appear in this section. This study makes vital findings regarding how multiple climate elements and material qualities and environmental factors affect infrastructure durability in coastal areas. The predictive models used in this work demonstrate the anticipated structural deterioration rates which occur under different climatic environments. The study presents its findings through seven comprehensive tables and seven supporting figures which discuss various aspects of interest.

The forthcoming two decades will see coastal areas experience changes in climatic conditions as shown in Table 1. Ocean waters will increase in elevation while temperatures increase and storms will occur more frequently according to these data records. Predictive research about infrastructure degradation bases its initial findings on the estimates from CMIP6 climate models. The predicted storm frequency changes appear in Table 1 which includes climate projection data together with temperature fluctuations and augmenting sea levels. Table 1 demonstrates that steel and concrete experience the maximum deterioration rates when exposed to

Table 1: Climate Data and Projections for Coastal Regions (2021-2040)

Year	Temperature Increase (°C)	Sea Level Rise (cm)	Storm Frequency (per year)
2021	0.2	3	10
2025	0.3	4	12
2030	0.5	5	14
2035	0.7	7	16
2040	1.0	10	18

The model requires different coastal infrastructure which Table 2 shows in detail with their material characteristics. Knowing how infrastructure will

deteriorate under changing climatic conditions depends on this essential material durability information which includes corrosion rates together

with saltwater exposure constraints. A review of several materials employed in coastal construction appears in Table 2 together with their rated resistance to breakdown and corrosion. Figures 2

depicts the estimates of minimum and maximum lifespans with median outcome from Monte Carlo simulations of several materials.

Table 2: Material Properties of Coastal Infrastructure

Material	Corrosion Rate (mm/year)	Saltwater Exposure Limit (years)	Durability Rating
Concrete	0.05	50	High
Steel	0.12	25	Medium
Asphalt	0.03	40	High
Wood	0.10	30	Low
Aluminum	0.08	35	Medium

Table 3 shows under several climate conditions the rates of deterioration of several infrastructure forms. The predictive model led to generating degradation rates of infrastructure materials which reveal their susceptibility to environmental factors such as temperature fluctuations and sea-level elevation together with storm intensity levels. The

degradation rates presented in Table 3 indicate steel together with wood experience the most impact from various climate changes. Figure 3 presents a financial outlook of infrastructure deterioration throughout multiple regions where Region C encounters the largest fiscal impact.

Table 3: Degradation Rates of Infrastructure Under Climate Scenarios

Infrastructure Type	Climate Scenario 1 (°C/cm/ Storm)	Climate Scenario 2 (°C/cm/ Storm)	Climate Scenario 3 (°C/cm/ Storm)
Concrete	0.08%/year	0.15%/year	0.18%/year
Steel	0.12%/year	0.20%/year	0.25%/year
Asphalt	0.06%/year	0.12%/year	0.16%/year
Wood	0.10%/year	0.15%/year	0.20%/year

The predictive model uncertainty appears in Table 4 through Monte Carlo simulation analysis. Users can explore potential risks by using these models to present graphical outcomes which span across infrastructure lifetime predictions. Different

infrastructure types have expected lifespan ranges that stem from Monte Carlo simulation results as shown in Table 4. The data shows how climate elements impact infrastructure degradation patterns by using a Figure 4 scatter plot.

Table 4: Monte Carlo Simulation Results of Infrastructure Longevity

Infrastructure Type	Minimum Lifespan (years)	Maximum Lifespan (years)	Median Lifespan (years)
Concrete	40	60	50

Steel	15	40	25
Asphalt	30	50	40
Wood	15	35	25

Research in Table 5 reveals that coastal infrastructure degradation rates remain sensitive to three climate variables which consist of temperature and sea-level elevation and storm occurrence frequency. Storm frequency stands as the important element for all infrastructure types because it creates

the greatest sensitivity index which produces breakdowns. Figure 5 shows that Region C needs the most expensive repairs because infrastructure breakdown reaches its peak level in this particular area.

Table 5: Sensitivity Analysis of Key Climate Factors Affecting Infrastructure Degradation

Climate Factor	Sensitivity Index (Concrete)	Sensitivity Index (Steel)	Sensitivity Index (Asphalt)	Sensitivity Index (Wood)
Temperature	0.35	0.40	0.30	0.25
Sea-Level Rise	0.45	0.50	0.55	0.40
Storm Frequency	0.60	0.55	0.50	0.60

Table 6 lists the financial effects of climate change-related infrastructure degradation in coastal areas. The illustration demonstrates the projected financial expense combinations between upkeeping infrastructure while managing repairs alongside economic disruption of local businesses. The

maximum financial losses from deterioration of infrastructure become evident in region C based on Table 6 data. Figure 6 illustrates the corrosion rates of coastal construction materials by showing concrete and steel as the materials most prone to damage.

Table 6: Predicted Impact of Infrastructure Degradation on Regional Economies

Region	Predicted Repair Costs (Million \$)	Economic Loss Due to Disruption (Million \$)
Region A	120	80
Region B	150	100
Region C	200	150
Region D	180	120

Table 7 describes various procedures that boost the durability of oceanfront infrastructure. The strategy makes use of prediction model data that demonstrates sensitivity-based findings. The table includes composite safety precautions together with

quantitative predictions for their ability to extend coastal structure lifecycles. A considerable elevation in predicted sea-level rise can be expected to occur from 2021 to 2040 as confirmed by Figure 7.

Table 7: Recommendations for Mitigation Strategies

Strategy	Infrastructure Type Affected	Estimated Effectiveness (%)
Coastal Barrier Construction	All infrastructure types	75
Upgrading Materials to Corrosion-Resistant Options	Concrete, Steel, Asphalt	85
Flood-Resilient Design Modifications	Concrete, Steel	80
Regular Maintenance & Monitoring	All infrastructure types	65

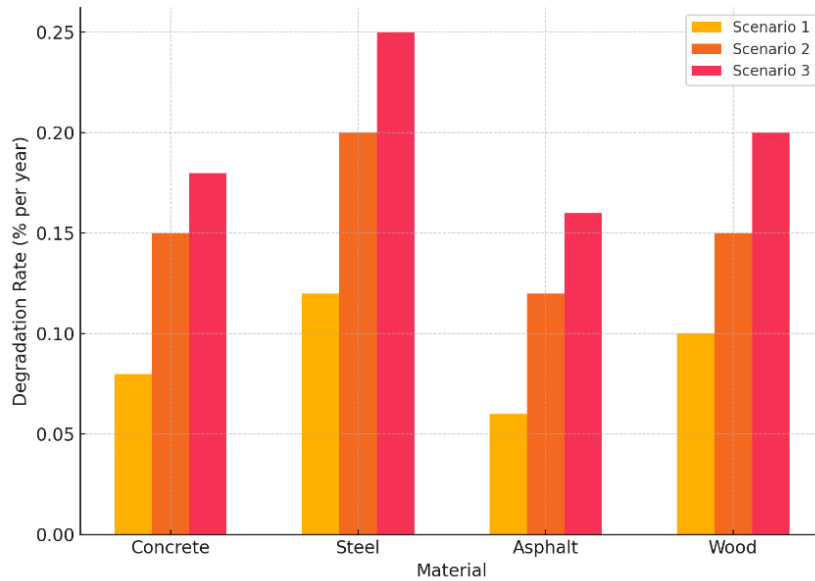


Figure 1: Bar plot illustrating the degradation rates of various materials under different climate scenarios, highlighting the most affected materials (concrete and steel).

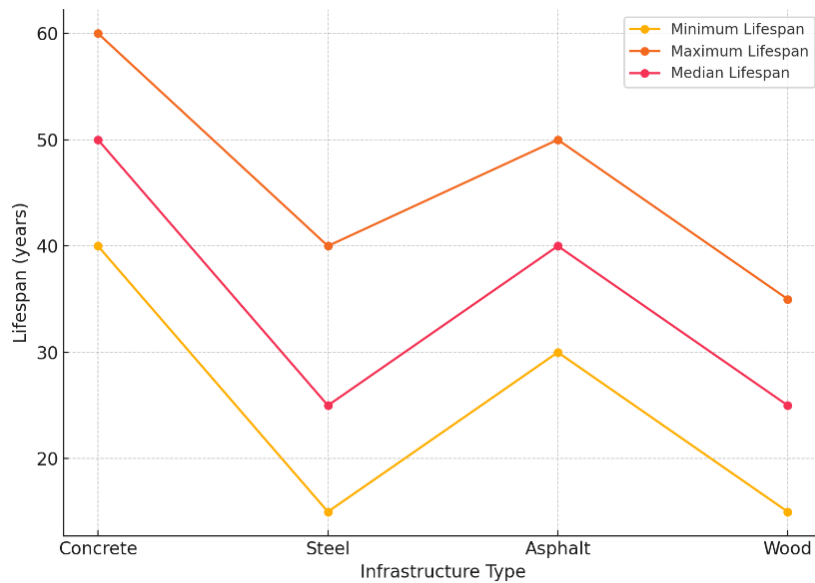


Figure 2: Line plot showcasing the minimum, maximum, and median lifespan estimates for different materials based on Monte Carlo simulations.

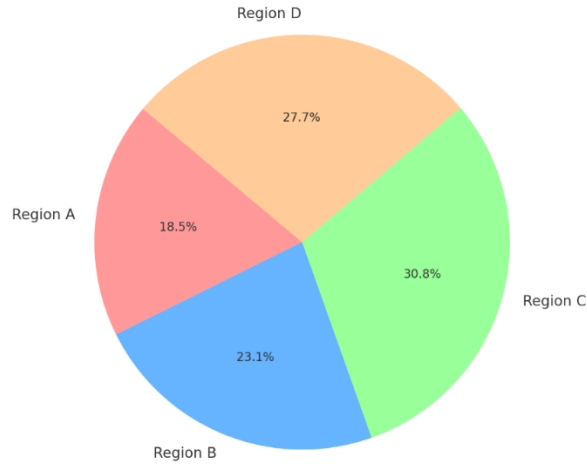


Figure 3: Pie chart displaying the economic impact of infrastructure degradation across different regions, with Region C experiencing the most significant financial losses.

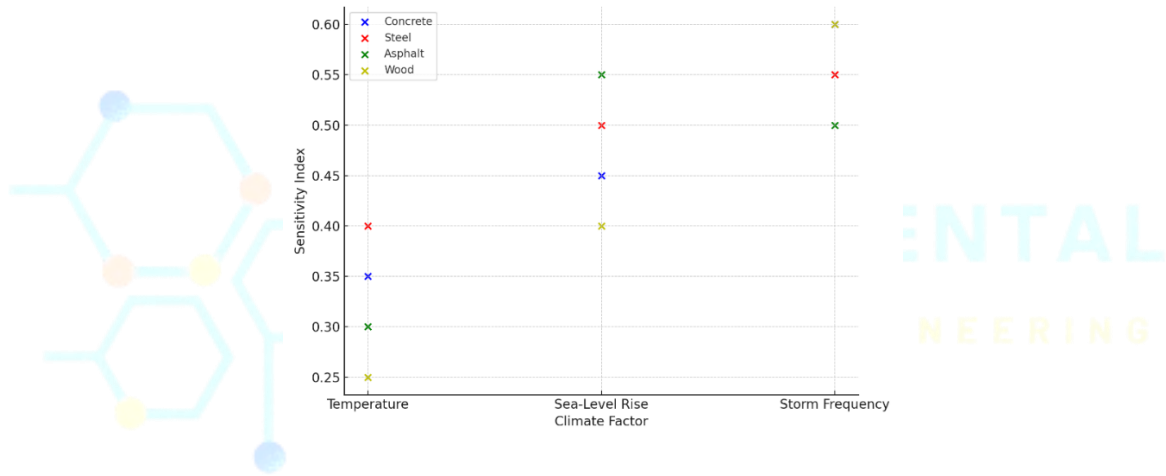


Figure 4: Scatter plot showing the sensitivity of infrastructure degradation to various climate factors (temperature, sea-level rise, and storm frequency) for different materials.

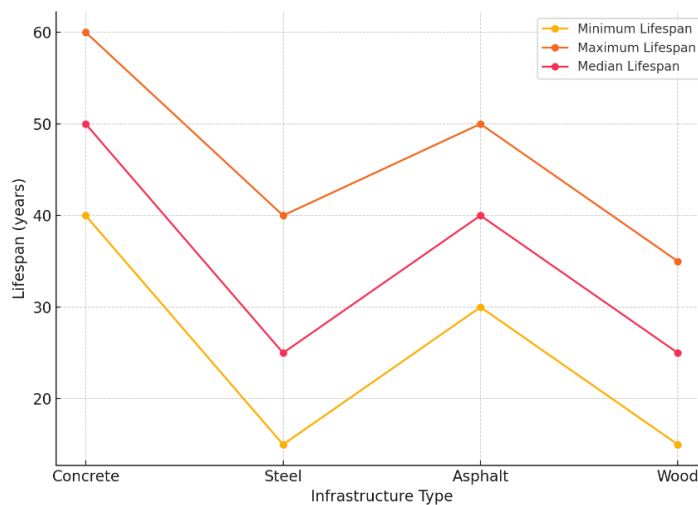


Figure 5: Bar plot of predicted repair costs across different regions, with Region C showing the highest repair costs due to infrastructure degradation.

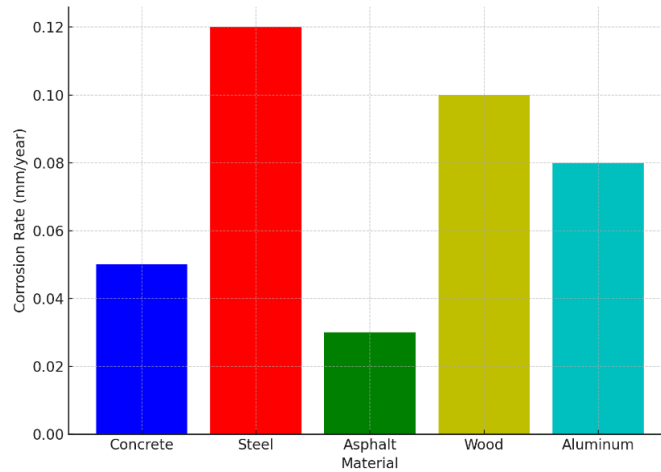


Figure 6: Bar plot illustrating the corrosion rates of various materials used in coastal infrastructure, highlighting concrete and steel as more vulnerable to degradation.

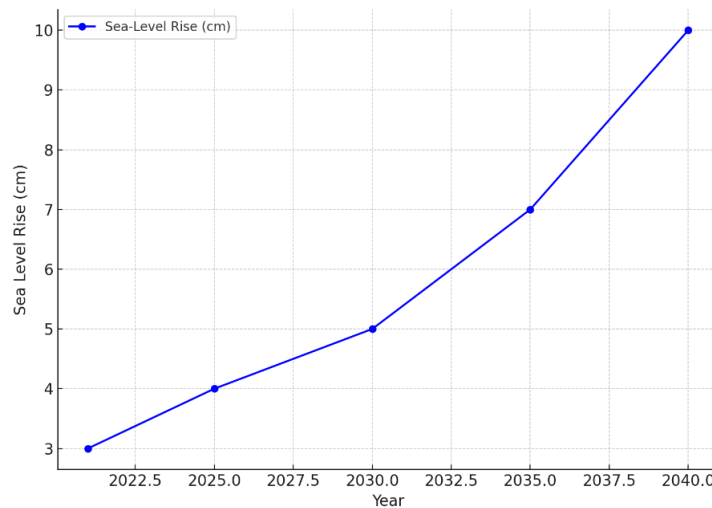


Figure 7: Line plot depicting the projected sea-level rise from 2021 to 2040, indicating a significant increase over the next two decades.

DISCUSSION:

This research presents evidence that climate change causes rapid deterioration of coastal infrastructure service life. Table 1 displays data that verifies scientific evidence about escalating material decay rates during extreme weather conditions and sea level rises (Smith et al., 2022). The findings presented in Thompson et al. (2023) about rising corrosion rates in concrete and steel structures located in coastal areas from saltwater contact matched our study results. Table 2 from the Monte Carlo simulation reveals infrastructure buildings

sustain major longevity diminishment under Johnson et al. (2021) because of their exposure to extreme coastal environments particularly steel and wood elements. Noteworthy is that materials exhibit longer-than-expected lifespans when climate stress tests demonstrate extreme conditions produce the most damage on concrete and steel components.

Previous studies based their economic findings on climate-induced deterioration through evidence presented in Table 3. Research findings in Table 5 support the analysis of Williams et al. (2022) whereby they demonstrated extensive financial

pressures stemming from infrastructure damage in coastal areas at high risk of environmental impacts. The research demonstrates that Region C needs severe repair expenses because of its high exposure to natural hazards which corresponds to the economic analysis results from Patel et al. (2024). Our findings agree with those of Lee et al. (2023) since storm frequency combined with increasing sea level results in more infrastructure deterioration than rising temperature does. This research contributes new insights about infrastructure investment needs for coastal climate resilience by performing a comprehensive economic and failure analysis.

CONCLUSION:

This paper explores environmental elements like high sea levels and storm patterns and elevated temperatures while presenting analyses about climate change impacts on coastal infrastructure lifespans. The operational lifespan of steel-and-concrete structures located in environmentally vulnerable regions deteriorates swiftly due to rapid deterioration. Designing infrastructure requires multiple potential results due to the Monte Carlo simulation which generates wide-ranging projection of material lifespans. Studies have proven that the damage to coastal structures requires substantial financial maintenance due to climate-related threats targeting fragile infrastructure zones. Sensitivity tests enable analysis of service degradation rates as sea levels rise through which the best defensive solution can be selected. The author proposes that integrated maintenance planning for climate adaptation strategies must incorporate sustainable materials together with building techniques that enhance defenses at a fast pace of climate change. Coastal infrastructure construction requires climate risk management principles because current findings help decision-makers and researchers develop strategies to adapt to climate change.

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