

## ***Interactive comment on “Assessing Transportation Vulnerability to Tsunamis: Utilising Post-event Field Data from the 2011 Tohoku Tsunami, Japan, and the 2015 Illapel Tsunami, Chile” by James H. Williams et al.***

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This paper proposed fragility functions for transportation assets. One of the study areas is Coquimbo, Chile. Even though there is no studies related to transportation vulnerability to tsunami in this area, there are other published papers that analyze vulnerability after the 2015 Coquimbo tsunami. See for example Izquierdo et al (2018) "Analysis and validation of the PTVA tsunami building vulnerability model using the 2015 Chile post-tsunami damage data in Coquimbo and La Serena cities" and Arán-guiz et al (2018) "Development and application of a tsunami fragility curve of the 2015

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tsunami in Coquimbo, Chile". It would be interesting to discuss some results of those papers in the results and discussion sections. For example, in the latter paper, we compared different curves from other places and made comments on ria and plain coasts. In addition, we made comments about the effects of the wetland and proximity to the coast on damage to houses.

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