Prewave

Situation Report

03 July 2026 · Updated 10:23 CET

Typhoon Maysak

"Storm No. 1" — South China–Northern Vietnam Corridor

Prewave Alert ID: 38310829

Confirmed Impact

As of 3 July 2026, Maysak's confirmed impact is a short, operational disruption on Hainan — ferry, rail and select air suspensions lasting 1–2 days — at an intensity well below the region's most damaging recent storms.

Confidence framework

[C] confirmed by a named source (cited on first use) · [M] Prewave analytical estimate or historical-analogue reasoning · [A] assumption flagged.

Unmarked figures are arithmetic derivations from confirmed inputs.

Executive Summary

Typhoon Maysak — Vietnam's first named storm of 2026, "Storm No. 1" — is approaching a first landfall on Hainan Island, China, forecast for the afternoon of 3 July near the Lingshui–Ledong coast, close to Sanya [C].

As of the 06:00 advisory it carried Force 8 winds (18 m/s) and central pressure 998 hPa, tracking north-northwest at 10–15 km/h with further strengthening possible before landfall [C].

China has activated a **Level-IV flood and typhoon emergency response** for Hainan, Guangxi and Guangdong [C]. Confirmed impact so far is operational, not structural: Hainan's Qiongzhou Strait ferry crossings and island rail network are suspended, and Haikou/Sanya airports report cancellations [C].

Who this might influence:

The storm's second landfall — forecast near the Guangxi coast/northern Vietnam border on the night of 4 July [C] — puts its rainfall footprint (100–250 mm, isolated >350 mm, 3–5 July) [C] over the Bac Ninh–Bac Giang electronics cluster and Haiphong-area EV assembly.

Both sit inside the forecast band; a 2024 flooding precedent at a Bac Ninh electronics facility during Typhoon Yagi shows the mechanism [C]. **Intra-Asia feeder shipping through the Qiongzhou Strait and Gulf of Tonkin is directly affected today;** northern Vietnam's Red River Delta agriculture is at flood/landslide risk from 3–5 July.

What still might come:

The realistic range for this event sits well below the region's most damaging recent precedents. Typhoon Yagi (2024, same corridor) caused more than $3 billion in losses; Typhoon Rammasun (2014, Category-5-equivalent landfall on Hainan) caused roughly $6.3 billion nationally; Typhoon Usagi (2013, Guangdong) caused roughly $4.3 billion. Maysak's current Force 8–9 forecast intensity is materially weaker than any of those three at landfall, which argues for a base case well short of those totals — but the Vietnam-side landfall has not yet occurred, so the outcome still depends on realized rainfall over the next 48 hours, not on wind speed alone.

The one thing to do today:

Contact Tier-1 suppliers in Bac Ninh, Bac Giang and the Haiphong area directly to confirm flood-contingency readiness before the second landfall on the night of 4 July — this is the single highest-value action available before the picture becomes clearer.

1. The situation today

A tropical depression over the South China Sea/East Sea strengthened into **Typhoon Maysak** on 2–3 July, becoming both China's first landfalling typhoon of 2026 and Vietnam's first named storm of its 2026 season [C, Vietnam News, 3 Jul; Xinhua, 3 Jul]. As of the 06:00 advisory on 3 July, the storm's centre was approximately 140 km south-southeast of Lingshui, Hainan (17.3°N, 110.4°E), with maximum sustained winds of Force 8 (18 m/s) and a central pressure of 998 hPa, moving north-northwest at 10–15 km/h [C, dtinews.dantri.com.vn / China Daily Asia, 3 Jul].

China's Central Meteorological Observatory forecasts landfall along the Hainan coast between Lingshui and Ledong, near Sanya, during the afternoon of 3 July, with the storm expected to strengthen further beforehand [C, China Daily Asia, 3 Jul]. After crossing Hainan, Maysak is forecast to move into the Beibu Gulf/Gulf of Tonkin and make a second landfall near the Guangxi coast–northern Vietnam border on the night of 4 July, with winds of 20–23 m/s (Force 8–9) [C, Xinhua, 2–3 Jul].

China's State Flood Control and Drought Relief Headquarters activated a Level-IV emergency response for Hainan, Guangxi and Guangdong on 2 July and dispatched working groups to Hainan [C, Xinhua, 2 Jul]. Vietnam's National Steering Committee for Civil Defense issued a directive to eleven northern provinces and cities — Hai Phong, Quang Ninh, Bac Ninh, Hung Yen, Ninh Binh, Thanh Hoa, Lang Son, Cao Bang, Ha Giang, Thai Nguyen and Hanoi — to prepare for the storm and post-storm flooding [C, VietNamNet, 2 Jul].

Confirmed operational disruptions:

NODE	WHY IT MATTERS	STATUS NOW	TIME TO CLEAR (BASE CASE)
Qiongzhou Strait ferries (Xinhai, Xiuying, Nangang — Haikou)	Primary ro-ro/rail-ferry link, Hainan–mainland China	Suspended since 02:00, 3 Jul [C]	1–2 days [C]
Hainan island rail (ring HSR, Sanya–Ledong line, Haikou suburban)	Island freight and passenger rail	All services suspended 3–4 Jul [C]	2 days [C]
Haikou Meilan / Sanya Phoenix airports	Regional air cargo and passenger gateways	Cancellations and delays reported 3 Jul; Sanya issued a suspension notice [C]	1–2 days [M]
Haiphong Port / Gulf of Tonkin approaches	Northern Vietnam's principal container gateway	Precautionary preparations directed by Vietnam's civil defense committee; no closure confirmed as of writing [C/A]	3–5 days [M]
Huu Nghi, Mong Cai–Dongxing land crossings	China–Vietnam overland freight corridors	No confirmed closure as of 3 Jul; road conditions at risk from forecast rainfall [A]	Unconfirmed [A]

What is not yet confirmed, and why it matters: the Vietnam-side landfall has not happened yet at the time of writing. Everything downstream of it — Haiphong Port status, Red River Delta flooding, Bac Ninh/Bac Giang facility impact — is still forecast-based, not observed. That is the pivot point for Sections 2 and 3 below.

2. Who and What this might influence

- **Lead times:** Hainan–mainland ferry/rail routes carry a confirmed 1–2 day delay [C]. Gulf of Tonkin/northern Vietnam feeder and trucking schedules carry schedule risk through 3–5 July [C], with no confirmed multi-day Haiphong closure yet [A].
- **Costs:** No market-confirmed freight-rate or demurrage data exists for this event yet. Rather than presenting an unaudited internal dollar forecast, Section 3 below uses verified historical comparables to bound the realistic range.
- **Systemic risk:** Low-to-moderate. Regional in scope; no structural damage to a major port, airport or rail asset has been independently confirmed as of this writing.

Electronics manufacturing: inside the forecast rainfall band.

The Bac Ninh–Bac Giang cluster, which industry reporting places at roughly 45–50% of Samsung's global Galaxy handset volume [C, industry analysis — secondary source, see Limitations], sits inside the 100–250 mm (isolated >350 mm) rainfall band forecast for 3–5 July [C].

A Samsung-linked electronics facility in Bac Ninh flooded during Typhoon Yagi in 2024, with local officials attributing it to low site elevation and an overloaded drainage system [C, TheInvestor.vn] — a real mechanism, not a prediction that it recurs this event.

Automotive/EV: the mandatory exposure verdict.

Directly exposed: Haiphong/Quang Ninh hosts EV assembly linked to VinFast [C, TheInvestor.vn], inside the rainfall/flood footprint of the second landfall (Guangxi coast–northern Vietnam border, night of 4 July) [C]. The mechanism is flood risk to the plant's surroundings and to inbound/outbound logistics via Haiphong Port — not confirmed structural damage.
Indirectly exposed: The Bac Ninh–Bac Giang electronics-component base that feeds automotive-electronics content sits in the same rainfall band, with the Yagi precedent above as the relevant mechanism.
Not materially exposed: Automotive clusters in central/southern Vietnam (Da Nang, Ho Chi Minh City) and the Pearl River Delta auto hubs (Guangzhou, Foshan) sit outside the current forecast track and rainfall band [M, based on confirmed storm-track data].
Finished-vehicle logistics (ro-ro): No ro-ro terminal closure at Haiphong is independently confirmed as of 3 July; the port sits within the precautionary zone named in Vietnam's civil defense directive [C].

Agriculture: Red River Delta.

Rice-growing areas across the delta face flash-flood and landslide risk from the forecast rainfall, 3–5 July [C]. No crop-damage figures exist yet; this is a forecast risk, not an observed loss.

Logistics and shipping — affected today, not tomorrow.

Carriers routing through the Qiongzhou Strait or Gulf of Tonkin face the confirmed 1–2 day suspension above [C]. No carrier-specific service advisory for this storm was independently verified at time of writing [A] — treat this report as a planning input, not a substitute for your own carrier's written advisory.

3. What still might come

Base case [M]: Maysak continues on its forecast track; Hainan suspensions lift within 1–2 days; the Vietnam landfall brings the forecast rainfall band without major dam-release flooding. Modelled normalization window: 5–8 days. This case is consistent with a Force 8–9 landfall — materially weaker than any of the historical comparables below.

Adverse case [M]: Rainfall over the Red River Delta or Bac Ninh/Bac Giang materially exceeds the current 100–250 mm forecast, echoing the *mechanism* (drainage overload, low-elevation flooding), though not necessarily the *scale*, of Typhoon Yagi (2024), which caused more than $3 billion in losses concentrated in Quang Ninh and Hai Phong — the single most geographically relevant precedent for this corridor [C, widely reported, incl. CBS News coverage, 2024]. Modelled window: 8–12 days.

Worst case [M]: The storm intensifies materially beyond the current Force 8–9 forecast before the second landfall, or dam-release flooding compounds industrial-zone impact as it did during Yagi. This is a lower-probability, high-impact tail case. Modelled window: 10–14+ days.

Historical comparables — how this storm measures up:

STORM	YEAR	LANDFALL ZONE	VERIFIED ECONOMIC LOSS	RELEVANCE TO MAYSAK
Yagi	2024	Quang Ninh / Hai Phong, N. Vietnam	>$3.0B (widely reported) [C]	**High** — same corridor, same industrial footprint (Bac Ninh/Bac Giang, Haiphong); best available analogue for the adverse case
Rammasun	2014	Hainan (Cat-5-equivalent landfall)	~$1.74B in Hainan alone; ~$6.3B nationally [C, People's Daily/China Daily]	**Low-moderate** — same landfall island as Maysak's first strike, but Rammasun hit at far greater intensity; useful only as a worst-case ceiling
Usagi	2013	Guangdong	~$2.9B in Guangdong; ~$4.3B nationally [C, per Wikipedia/scientific literature]	**Low** — different province, different industrial exposure; included for regional scale context only
Damrey	2017	Central Vietnam (Khanh Hoa)	~$1.0B [C, Reinsurance News]	**Low** — different region (central, not northern, Vietnam); shows a lower-intensity storm can still be a billion-dollar event

Reading the table correctly: Maysak's forecast Force 8–9 landfall intensity is well below Rammasun's Category-5-equivalent strike or Usagi's landfall intensity. Yagi remains the most useful comparison not because of intensity, but because it hit the same industrial corridor this report is tracking. If the base case holds, expect an outcome closer to a fraction of Damrey's $1.0B than to Yagi's $3B+. If the adverse case materializes — driven by rainfall and drainage failure rather than wind — Yagi becomes the operative comparison.

Escalation triggers to watch:

- Rainfall totals in Bac Ninh/Bac Giang/Hai Phong exceeding the 250 mm forecast ceiling.
- Any dam-release announcement affecting the Red River Delta.
- Extension of the Qiongzhou Strait suspension beyond 2 days (currently forecast to lift by 4–5 July).
- Any confirmed port or grid outage in the Haiphong/Bac Ninh industrial belt after the 4 July landfall.

Ripple effects to watch:

Feeder vessels serving Qiongzhou Strait and Gulf of Tonkin routes may bunch once suspensions lift, creating a short secondary congestion window [M]. Shippers preemptively diverting to alternate Vietnamese ports could create localized congestion there even if Haiphong itself stays open [M].

Monitoring dashboard

- **Ports/ferries:** Haikou Municipal Transport Bureau resumption notices for Xinhai, Xiuying and Nangang crossings.
- **Rail:** Hainan railway authority service-resumption bulletins.
- **Vietnam civil defense:** National Steering Committee for Civil Defense bulletins for the eleven named provinces.
- **Rainfall:** Actual totals vs. the forecast 100–250 mm band (isolated >350 mm), 3–5 July.
- **Industrial zones:** Dispatch or power-supply disruption reports from Bac Ninh, Bac Giang or Haiphong-area industrial parks.

4 Assumptions, confidence & methodology

- **Assumptions:** The storm continues on its currently forecast track without intensification materially beyond Force 8–9 [A]. No structural port, airport or rail damage is assumed unless separately confirmed [A].
- **Confidence:** Medium-High on China-side status — multiple named sources published within the last 24 hours, including a same-day position advisory. Medium on Vietnam-side impact — forecast-based, since the second landfall had not occurred at time of writing. Low-to-medium on the historical-comparable analysis — the underlying loss figures are well sourced, but the read-across to Maysak is analytical judgment, not a calibrated model.
- **Methodology:** Rather than reproducing an internal financial model whose parameters could not be independently verified for this report (see the QA note on the prior draft), this version bounds the realistic outcome range using four verified historical storms in the same general region, weighted by geographic and industrial relevance (Yagi highest, Damrey/Usagi lowest). This is a disciplined substitute for false precision, not a replacement for a validated damage model.

Limitations

This report does not independently confirm: named carrier service advisories for this specific storm; quantified rerouting costs or added transit days for alternative maritime routings; the operational status of the Huu Nghi and Mong Cai–Dongxing land border crossings; or the status of cross-border rail freight between Guangxi and northern Vietnam. Company names are limited to two cases (Samsung-linked Bac Ninh electronics, VinFast-linked Haiphong EV assembly) where a source ties the company to the named facility and geography; no other companies are named as exposure anchors, consistent with house sourcing policy. The 45–50% Galaxy-production-share figure is drawn from secondary industry analysis, not a primary company disclosure — treat it as directionally reliable, not audited. Historical comparable loss figures come from post-event government/UN/reinsurance reporting for each respective storm and are not adjusted for inflation or exposure growth since the year of occurrence. Vietnam-side impacts are forecast-based as of publication — the storm's second landfall had not yet occurred. This report needs a same-day update once the 4 July landfall outcome is confirmed.

Conclusion

As of 3 July 2026, Maysak's confirmed impact is a short, operational disruption on Hainan — ferry, rail and select air suspensions lasting 1–2 days — at an intensity well below the region's most damaging recent storms. The open question is entirely on the Vietnam side: how much rain actually falls across the Red River Delta and the Bac Ninh–Bac Giang–Haiphong industrial belt after the second landfall on the night of 4 July. History gives a useful bracket — Damrey's $1.0B at the low end, Yagi's $3B+ as the relevant adverse-case ceiling for this exact corridor, and Rammasun/Usagi as reminders of what a higher-intensity strike on this coastline can do, even though Maysak isn't forecast to reach that intensity. Risk managers with Tier-1 exposure in Bac Ninh, Bac Giang or Haiphong should use the next 24 hours to confirm supplier flood-contingency status, then revisit routing and buffer decisions once the landfall outcome is confirmed.

Sources

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