

Situation Report | Natural Hazard

28 August 2026, 16:00 CET

Typhoons Saudel and Narra



Status: POST-LANDFALL

Follow this event with the following alert IDs: Saudel 41743134, Narra 41773180

Saudel came ashore twice in Zhejiang on the morning of 28 August. Narra downgraded to a tropical depression on 26 August, residual circulation over South China · Alert IDs: none supplied, insert Tier-N exposure IDs before distribution · [C] confirmed by named source, [M] Prewave estimate, [A] assumption

Force 12 Intensity at first landfall Zhejiang Met. Observatory, 28 Aug	5–11 d Shanghai Yangshan berth wait, pre-storm Hapag-Lloyd, 26 Aug	4.3m TEU Global capacity waiting to berth Linerlytica, 24 Aug	6 d Nanning rail corridor down Vietnam Railways, 22 Aug
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● **Summary: a mild landfall on a network with nothing left to give**

Saudel is the eighteenth named storm of the western Pacific season and the fourth tropical system to disrupt Chinese logistics in seven weeks, after Bavi, Noul and Dolphin. It peaked as a Category 4 equivalent over the Northern Marianas on 22 August, then weakened steadily. It passed Okinawa and the Amami islands on 26 August and came ashore twice in Zhejiang on the morning of 28 August: at Yuhuan in Taizhou at 08:05 at Force 12, then at Wenzhou at 09:10.

Narra, the nineteenth storm, is a separate event with a separate footprint. It stalled over the Beibu Gulf from 21 August, put four days of rain over Guangxi, and weakened over Guangdong on 26 August. Saudel took the maritime gateway offline. Narra took the overland route south.

Saudel came ashore at roughly half its peak intensity and did what a moderate typhoon does. The reason to act is that the network absorbed a moderate typhoon and still lost three days it did not have, on top of a queue that was already at a two-year high before the storm formed.

Post-landfall damage assessments have not been published. No port, terminal or production facility on either track has reported structural damage, and no company has disclosed an output loss. That reflects reporting lag as much as anything else, and should not be read as an all-clear [A].

● 1 Confirmed as of 28 August

● Track and intensity.

Saudel formed as a tropical storm on 19 August and reached Category 4 equivalent within three days, crossing the far Northern Marianas on 22 August [C, CIRA Colorado State; JTWC]. The US National Weather Service held typhoon warnings for Agrihan, Pagan and Alamagan, forecasting winds of 129 to 161 km/h with gusts to 209 km/h [C, NWS via The Watchers, 22 Aug].

It weakened as it crossed the Philippine Sea and entered the East China Sea on 26 August. China's National Meteorological Center put maximum sustained winds at 42 m/s and central pressure at 955 hPa in its 18:00 bulletin that day [C, NMC, 26 Aug]. First landfall came at Yuhuan, Taizhou, at 08:05 on 28 August with maximum sustained winds of 35 m/s, Force 12. The came ashore a second time at Wenzhou at 09:10 with 33 m/s [C, Zhejiang Provincial Meteorological Observatory via Xinhua, 28 Aug].

Narra lingered over the Beibu Gulf from 21 August, made multiple landfalls in Guangdong on 26 August and weakened to a tropical depression, though forecasters warned its residual circulation would combine with Saudel's rainfall over South China [C, Global Times, 26 Aug]. China has recorded 21 tropical systems in 2026 to date, nine above the historical average for the calendar date [C, NMC via Eastern Herald, 25 Aug].

● Japan.

Over 23 cm of rain fell across the Amami region in 24 hours, prompting a Japan Meteorological Agency landslide warning [C, JMA via AP, 26 Aug]. More than 30,000 homes in Kagoshima prefecture, which includes the Amami islands, lost power [C, Kyushu Electric Power, 26 Aug].

ANA and JAL cancelled 279 flights affecting 41,688 passengers, with ANA cancelling all Naha services on 26 August; roughly 150 flights to and from Naha were cancelled on the day itself [C, Japan Times, 25 Aug; AP, 26 Aug]. Some ferry services were also cancelled. JMA forecast winds up to 40 m/s. Okinawa has no OEM assembly and no significant industrial base, so the Japanese leg is a passenger and air freight story rather than a production one [M].

● China's response.

Zhejiang raised its typhoon emergency response to Level I, the highest, at 20:00 on 27 August, and cleared all people, vessels and activity from the sea [C, Xinhua, 28 Aug]. Fujian's flood control headquarters held a Level III typhoon response and had evacuated approximately 247,700 residents from high-risk areas by 07:00 on 28 August, with more than 80,000 emergency personnel on standby; around 11,000 vessels took shelter [C, Fujian Provincial Flood Control and Drought Relief Headquarters via Xinhua and Global Times].

The US Embassy in Beijing recorded a code orange typhoon warning in Zhejiang and a code red warning for flash flooding and mudslides in mountainous areas, and flagged that the combined effects of Saudel and Narra could bring flooding across Zhejiang, Fujian, Guangdong, Guangxi and Hainan [C, US Embassy China, 27 Aug]. Zhejiang forecast cumulative rainfall of 100 to 200 mm across Taizhou, Wenzhou, eastern Lishui and central-southern Ningbo, with isolated totals above 500 mm [C, Zhejiang provincial forecast via Xinhua].

● Ports and terminals.

Under Ningbo MSA Level III emergency response, every major container terminal across Ningbo-Zhoushan, including Beilun Phases 1 to 3, Daxie, Meishan, Yongzhou and Zhensi, suspended empty container gate-in and pick-up from 16:00 HKT on 26 August and laden container gate-in and pick-up from 20:00 HKT [C, SEKO Logistics, 26 Aug]. Ningbo-Zhoushan then shut effectively; Shanghai's Yangshan and Waigaoqiao terminals suspended operations as landfall neared [C, Sourcing Journal, 27 Aug].

Hapag-Lloyd advised on 26 August that both Shanghai and Ningbo-Zhoushan were expected to stay closed through Saturday 29 August, warning of elevated waiting times at both [C, Hapag-Lloyd, 26 Aug]. Shanghai recorded 1,506 port-call movements in the 24 hours to the morning of 27 August, roughly 70% below the 5,039 logged the previous day [C, MarineTraffic, 27 Aug].

Note what the closures did not follow. Saudel came ashore around 250 km south of Ningbo and further still from Shanghai. Both complexes shut anyway, on the emergency response rather than on the storm, which is the standard Zhejiang pattern and means the closure duration is set by the provincial response level, not by the wind field [M].

● Aviation, ferry and rail in China.

Ningbo Lishe International Airport suspended all flights from 23:30 on 27 August, resumed at 11:00 on 28 August, and still cancelled 16 inbound and 28 outbound services that day. Wenzhou grounded 197 flights on 28 August; Zhoushan grounded 22 on 27 August. Shanghai Passenger Ferry Company suspended ferry routes from 09:00 on 28 August, except the Changxing to Hengsha crossing. Air China and China Southern offered free rebooking or refunds for Shanghai and other affected hubs between 27 and 29 August [C, SCMP, 27 and 28 Aug].

Rail services were suspended in Zhejiang and tourism sites closed ahead of landfall [C, Global Times, 26 Aug]. Separately, on the southern corridor, Vietnam Railways suspended Nanning to Gia Lam international services from 22 August, currently through 30 August, citing washout and landslide risk from Narra [C, Vietnam Railways Corporation].

● Guangxi.

China's Ministry of Emergency Management relocated approximately 54,000 people across Guangxi, Guangdong and Hainan, with 8,087 placed in emergency shelters; water levels at 20 monitoring stations on 15 rivers exceeded warning thresholds [C, CCTV via Reuters, 24 Aug]. Chongzuo evacuated more than 15,000 after water levels passed a record set in 2008, and ordered all businesses and tourism operations to stop [C, Reuters, 25 Aug]. Fangchenggang recorded 404.9 mm during the storm's most intense passage [C, Eastern Herald, 25 Aug]. At least 61,000 people were affected in Guangxi [C, CCTV]. National disaster agencies delivered 20,000 relief items on 23 August, with a further 27,000 through a public-private mechanism [C, CGTN].

● **Compounding impact: the queue Saudel landed on.**

Linerlytica put 4.3 million TEU waiting to berth at container ports worldwide as of 24 August, 12.6% of global fleet capacity, driven mainly by East Asian berthing delays [C, Linerlytica, 24 Aug]. Portcast recorded 139 vessels queued at Shanghai and 77 at Ningbo in the week before Saudel, highs unseen across 2025 and 2026 [C, Portcast via Sourcing Journal]. More than 139 container vessels sat in Shanghai's outer anchorages on the morning of 27 August [C, SEKO].

Hapag-Lloyd's pre-storm figures for Shanghai Yangshan were five to seven days for Gemini vessels over 1,200 feet, eight to ten days for smaller Gemini vessels and seven to eleven days for non-Gemini services. Ningbo ran four to five days for Gemini and three to six days for non-Gemini [C, Hapag-Lloyd, 26 Aug]. Maersk and Hapag-Lloyd had already rerouted or cancelled hundreds of thousands of TEU of capacity away from Shanghai and Ningbo before Saudel formed [C, Sourcing Journal, 25 Aug].

● **How Saudel compares to the storms already in the queue**

Event	Date	Landfall	Verified operational outcome	What it tells us about Saudel
Bavi	11–12 Jul 2026	Yuhuan, Zhejiang [C, SCMP]	Ningbo halted pickup and gate-in from noon on 10 Jul; Shanghai paused Yangshan and Waigaoqiao. Shanghai restarted at 08:00 on 13 Jul, Ningbo progressively that afternoon [C, SEKO; Sourcing Journal]	Closest match available. Same landfall point, same province, six weeks earlier. Gives a three-day closure and a staggered restart as the expected shape
Noul	24–27 Jul 2026	South China	Closures of 31 to 71 hours across five terminals; appointment controls and quotas held in force afterwards [C, SEKO; Kuehne+Nagel]	Consumed the spare capacity in South China that would otherwise absorb Saudel diversions
Dolphin	9 Aug 2026	Ningbo, Zhejiang [C, Loadstar]	Shanghai and Ningbo suspended operations 7 to 8 Aug; Ningbo restarted Monday afternoon, Shanghai early Tuesday. Linerlytica put 2.4m TEU stranded, spreading to South China, with weeks needed to clear [C, Linerlytica; Kuehne+Nagel; Loadstar]	The single largest contributor to the backlog Saudel landed on, and a stronger storm at landfall than Saudel

● **Why a moderate landfall is still a problem**

Saudel is the weakest of the four storms to hit this corridor since July, measured at landfall. Bavi and Dolphin both came ashore closer to the Ningbo complex, and Dolphin was stronger. On its own merits Saudel would be a three-day event with a staggered restart, exactly the Bavi shape.

The problem is that the three-day event is being added, not substituted. Bebinca is the instructive case here: it hit Shanghai directly, at record strength, on a queue of 36 to 60 hours, and the bunching ran beyond a week. Saudel hit indirectly, at Force 12, on a queue of five to eleven days. The starting position is three to four times worse and the storm is milder, which means the recovery tail is governed almost entirely by the pre-existing backlog rather than by anything Saudel did.

That backlog has not cleared since early July. Bavi's queue was still visible when Noul consumed South China's spare capacity, Dolphin stranded 2.4 million TEU on top of that, and the global waiting figure reached 4.3 million TEU before Saudel formed. Four systems in seven weeks have prevented any return to baseline, so each new closure starts from a higher floor. Saudel is the first of the four where the storm is clearly the smaller half of the problem.

● **Two corridors, not one storm**

Saudel and Narra should be read as separate disruptions that happen to overlap in time, because they hit different parts of the network and recover on different clocks Saudel took the maritime gateway. That is a closure with a known shape, a provincial emergency response that governs the reopening, and four recent precedents to calibrate against.

Narra took the overland route. Nanning to Gia Lam international rail has been suspended since 22 August, currently scheduled to return on 30 August, which will be nine days by the time it does. That is the corridor carrying China-plus-one flows toward Vietnam, and it has no comparable in the four maritime precedents above. The suspension was framed around mudslide and waterlogging risk rather than confirmed track damage, so the 30 August date is a plan, not an outcome [A]. Road rerouting through Guangxi faces the same standing water, and Chongzuo, on the route toward the border, ordered all business activity to stop.

- **Likely impact, and what to verify**

- **Ocean lead times [M].**

Base case: a closure from the evening of 26 August through the weekend, consistent with Bavi and Dolphin, plus three to five days of staggered restart and bunching. That gives **+5 to 8 days** on East China ocean flows, on top of the existing five-to-eleven-day Shanghai queue rather than instead of it.

Adverse case: **+9 to 13 days**, on the Bebinca pattern where bunching alone exceeded a week from a far smaller starting queue, compounded here by Dolphin's unresolved backlog.

Diversion capacity is thinner than in July. Noul consumed South China's slack, Qingdao and Busan have absorbed successive rounds of East China spillover since Bavi, and both Maersk and Hapag-Lloyd pulled capacity out of Shanghai and Ningbo before Saudel formed [C].

- **Overland lead times [M].**

No reliable estimate until the Nanning corridor either reopens on 30 August or does not. If it holds, treat this as a nine-day suspension with a normal restart. If it slips, the question stops being weather and becomes track condition, and no source reviewed has published a damage assessment on that line.

- **Industrial exposure: a screening task, not a finding [M].**

The confirmed rainfall footprint runs across Taizhou, Wenzhou, eastern Lishui, central-southern Ningbo and northern Fujian, with isolated totals forecast above 500 mm. Saudel's two landfall points, Yuhuan and Wenzhou, sit inside a dense component and light-manufacturing belt. Whether any of that touches your tiers cannot be answered from public reporting.

- **Agriculture and energy.**

Guangxi's rice crop was weeks from harvest when Narra arrived, and thousands of hectares were submerged by 24 August [C, Eastern Herald]. Bloomberg reported crop damage across the storm sequence [C, Bloomberg, 27 Aug].

On energy, the relevant precedent is Muifa in September 2022, when LNG import terminals at Ningbo, Zhoushan and in Jiangsu shut alongside the container terminals and oil and gas handling stopped at Zhoushan [C, NASA Earth Observatory; CNN, 13 Sep 2022]. Zhoushan is inside Saudel's response zone and no source reviewed confirms its bunkering or LNG status either way, which makes it the largest unverified node in this event.

● Confidence and Limitations

● Confidence.

High on the meteorology and the landfalls. Xinhua carries the Zhejiang Provincial Meteorological Observatory directly, with two timestamped landfalls and intensities, and the NMC bulletins are consistent with it.

High on the Japanese impacts, sourced to JMA, Kyushu Electric Power and the Fire and Disaster Management Agency through AP and NHK. High on the Chinese emergency measures, sourced to provincial headquarters through Xinhua and Global Times.

High on the state of the port network before landfall: Hapag-Lloyd's waiting times are terminal-level operator data and SEKO's gate suspensions carry explicit HKT timestamps.

Medium on the reopening sequence. Hapag-Lloyd's expectation of closure through Saturday is a carrier forecast, and Dolphin's phased restart across three days shows how loosely those hold.

Low on the recovery tail, which is the genuinely unbounded variable, and low on the Nanning corridor, where the reopening date rests on a single announcement with no published assessment behind it.

● Limitations.

Not independently confirmed: structural damage anywhere on either track; production or capacity loss at any facility; actual reopening times at Ningbo-Zhoushan and Shanghai as distinct from carrier expectations; bunkering and LNG status at Zhoushan; barge and inland waterway status in the Yangtze and Pearl estuaries; carrier blank-sailing notices specific to Saudel, as opposed to the omissions already in force before it formed. Casualty and agricultural loss figures for Guangxi are partial and were still rising when last published. The 4.3 million TEU figure rests on a single provider. Industrial exposure in both footprints is an open screening task. The combined rainfall total from Saudel's landfall and Narra's residual circulation over South China is flagged by forecasters but quantified by no source reviewed. Expect revision as post-landfall assessments publish from 29 August.

● Sources

Tier 1, named agency, operator and data-provider statements. Japan Meteorological Agency; US National Weather Service Guam and Joint Typhoon Warning Center; China National Meteorological Center; Zhejiang Provincial Meteorological Observatory; Fujian Provincial Flood Control and Drought Relief Headquarters; Ningbo MSA; Kyushu Electric Power; Japan Fire and Disaster Management Agency; Hapag-Lloyd Asia and Oceania operational updates (hapag-lloyd.com/en/services-information/operational-updates.html); Kuehne+Nagel seaexplorer port updates (mykn.kuehne-nagel.com); SEKO Logistics Asia Supply Chain Weather Center (sekologistics.com/hk-en/resources/asia-supply-chain-weather-center-live-port-freight-updates/); Toll Group customer advisory on Saudel (tollgroup.com/solutions/transportation/customer-advisories/operational-impact-typhoon-saudel); Linerlytica; Portcast; MarineTraffic; Vietnam Railways Corporation; US Embassy and Consulates in China weather alert (china.usembassy-china.org.cn/weather-alert-typhoon-saudel/); CIRA Colorado State University satellite library (satlib.cira.colostate.edu/event/typhoon-saudel/); NASA Earth Observatory on Muifa.

Tier 2, wire and national press carrying agency and operator statements. Xinhua on the double landfall, 28 Aug (english.news.cn/20260828/fb4b922af09f4b2980fe3a72630b5a13/c.html); Reuters via The Star and Free Malaysia Today on the Guangxi evacuations, 24 Aug; Associated Press on the Japan impacts, 26 Aug; Bloomberg on Saudel and Chinese crop damage, 27 Aug (bloomberg.com/news/articles/2026-08-27/typhoon-saudel-brings-heavy-rain-to-saturated-southeastern-china); Japan Times, 25 Aug (japantimes.co.jp/news/2026/08/25/japan/typhoon-saudel-bears-down-on-okinawa/); SCMP, 28 Aug (scmp.com/news/china/article/3365546/storm-travel-chaos-typhoon-saudel-makes-double-landfall-china) and 27 Aug (scmp.com/news/china/politics/article/3365463/); Global Times, 26 Aug (globaltimes.cn/page/202608/1369091.shtml); China Daily on Guangxi relief (chinadailyhk.com/hk/article/638447); Sourcing Journal on the Saudel closures (www.sourcing-journal.com/logistics/typhoon-saudel-china-ports-congestion-shanghai-ningbo-closed-1239173025/) and on the global backlog (www.sourcing-journal.com/logistics/china-port-congestion-delays-container-capacity-4-million-teus-maersk-hapag-1239148161/); The Loadstar on Dolphin (theloadstar.com/storms-bring-congestion-and-cargo-backlogs-at-asian-ports/); Focus Taiwan on Taoyuan disruption, 25 Aug (focustaiwan.tw/business/202608250026); Maritime Executive, gCaptain and SCMP on Chanthu; CNN on Bebinca and Muifa.

Tier 3, aggregators and secondary outlets. Replace with primary sources before publication. The Watchers on the Marianas passage (watchers.news/2026/08/22/typhoon-saudel-rapidly-intensifies-passes-close-to-agrihan-northern-mariana-islands/); Vision Times (visiontimes.com/2026/08/26/typhoon-saudel-batters-okinawa-threatens-torrential-rain-and-flooding-in-china.html); Eastern Herald on Fangchenggang rainfall and Guangxi agriculture; Zoom Earth; MeteoNews; RailyNews on the Nanning suspension; china.org.cn.