

Situation Report

13 July 2026 · Updated 11:40 CET

Alert ID: 38868499

Typhoon Bavi

East China Port Recovery, Taiwan Semiconductor
Corridor Disruption and Bulk Commodity Exposure

Confirmed Impact

As of 13 July 2026, Bavi's confirmed impact is operational, not structural: a Sunday-to-Monday-evening closure at Ningbo-Zhoushan, comparable disruption at Shanghai's air, rail and port links, and a timing risk to a defined tranche of bauxite cargo.

● 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.

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● 1. Event overview

Bavi originated as a disturbance east-southeast of Kwajalein in late June and was designated a tropical depression by the Joint Typhoon Warning Center in early July, receiving its name from the Japan Meteorological Agency on 2 July as it intensified over warm sea-surface temperatures [C, Wikipedia storm-history summary, cross-checked against NASA Earth Observatory and NPR coverage]. It reached peak intensity making landfall on Rota in the Northern Mariana Islands, then tracked west, bringing destructive winds to Guam and the surrounding Pacific islands [C, NPR, 5 Jul].

It triggered landslides and flooding across the Philippines, killing at least 18 people and leaving 12 missing as of the National Disaster Risk Reduction and Management Council's 12–13 July update [C, Xinhua, 13 Jul; newswatchplus.ph, 12 Jul] — the toll was revised upward several times over the preceding two days (see Limitations). It then passed close enough to Taiwan's east coast to ground air and sea transport there, injuring 113 people (no fatalities) and cutting power to hundreds of thousands of households at the storm's height [C, Taipei Times, 12 Jul; CNBC, 12 Jul], before making its final, weaker landfall in **Zhejiang, China, on the night of 11–12 July** [C, South China Morning Post, 12 Jul].

China's National Meteorological Centre issued an orange alert — the second-highest of a four-tier scale — and the State Flood Control and Drought Relief Headquarters activated a **Level-II emergency response** (second-highest) for Zhejiang and Fujian, ahead of the evacuation of more than 1.7 million people, mostly in Zhejiang [C, Xinhua, 11 Jul; Al Jazeera, 12 Jul].

● 2. Critical nodes & bottlenecks

NODE	WHY IT MATTERS	STATUS NOW (13 JUL)	RISK (NEXT 72H)	TIME TO CLEAR (BASE CASE)
Ningbo-Zhoushan Port	World's largest port by cargo tonnage (1.4 billion tonnes, 2025) [C, Global Trade Magazine]; 3rd-largest container port (43M TEU, 2025) [C, WorldCargo News]	Closed Sun 12 Jul, resumed Mon evening 13 Jul [C, ecns.cn]	Moderate — vessel/truck bunching	2–4 days [M]
Zhoushan bunkering anchorages	Regional bunker-fuel hub for East China shipping	Suspended since Tue 7 Jul morning; resumption expected 13 Jul [C, Engine, 13 Jul]	Moderate	1–2 days [M]
Shanghai port, air and rail	World's busiest container port (>50M TEU in 11 months, 2025) [C, WWD Sourcing Journal]	684 flights and 1,620 train trips cancelled at peak; normalizing [C, CNBC, 12 Jul]	Low-moderate	1–2 days [M]
Taiwan airports (Taoyuan, Songshan, Kaohsiung)	Primary international/domestic air gateways	~920 international and 282 domestic flights cancelled at peak; Taoyuan effectively closed [C, Travel And Tour World]	Low — recovering	1–2 days [M]
Hsinchu-Miaoli semiconductor cluster	Houses Taiwan's principal advanced-node fabrication capacity	Heavy rain, factory/school closures; no confirmed fab damage [C, Taipei Times]	Low	Administrative only — foundry revenue report delayed to 13 Jul [C]
Cross-strait and domestic Taiwan ferries	Kinmen/Matsu–Xiamen/Quanzhou links; domestic island routes	Suspended at peak, vessels relocated [C, Focus Taiwan]	Low	1–2 days [M]

● 3. Business impact

- **Lead times:** Ningbo-Zhoushan and Shanghai carry a confirmed 1–2 day closure [C], with an additional 1–3 days of post-reopening congestion risk under the base case [M]. No carrier-specific service advisory for this event was independently verified at time of writing [A].
- **Costs:** No market-confirmed freight-rate or demurrage data exists yet for this event specifically. Section "Outlook scenarios" below bounds the realistic range using two verified historical comparables in the same corridor.
- **Service reliability:** Feeder schedules into the Taiwan Strait and Pearl River Delta face knock-on retiming risk once Ningbo-Zhoushan and Shanghai vessel queues clear [M].
- **Sectors most exposed, in order:** (1) bulk dry-cargo shippers (bauxite, iron ore, coal, soybeans, nickel ore) via discharge-slot delay [C, Hellenic Shipping News]; (2) finished-vehicle export logistics via the Ningbo-Zhoushan ro-ro gateway; (3) electronics, via the Taiwan administrative delay, with no confirmed production impact.
- **Systemic risk:** Low-to-moderate. Regional in scope; no structural damage to a major port, airport, rail, or fabrication asset has been independently confirmed as of this writing.

● 4. Automotive exposure

Directly exposed: No automotive OEM assembly plant damage or confirmed production stoppage has been reported in the Zhejiang landfall zone or in Taiwan as of 13 July [A — absence of reporting, not confirmed absence of impact].

Indirectly exposed: Ningbo-Zhoushan is a significant finished-vehicle export gateway — the port handled 285,000 vehicle export units in the first three quarters of the most recent reporting period, up 53.3% year-on-year, with new-energy vehicles accounting for more than 60% of the total [C, CCEEC/CCIC — single-source, see Limitations]. The port's Sunday-to-Monday-evening closure [C] is assessed as a short dispatch delay for outbound vehicle shipments routed through Ningbo, not a supply-side production disruption [M]. Zhejiang and the greater Shanghai corridor also host a dense Tier-2/3 automotive-component manufacturing base; no supplier-level disruption has been independently confirmed.

Not materially exposed: Automotive assembly clusters outside the Zhejiang landfall zone and outside Taiwan's storm-affected northeast — including Guangdong, Chongqing, and northern China's auto hubs — sit outside the confirmed impact footprint [M, based on confirmed storm-track data].

Finished-vehicle logistics (ro-ro): No confirmed multi-day closure beyond the Sunday–Monday window; risk manager focus should be on whether vessel bunching at Ningbo-Zhoushan delays the next scheduled ro-ro sailing, not on plant-level supply.

Inbound parts: No Tier-1/Tier-2 supplier facility closure in the affected zone is independently confirmed as of writing.

● 5. Electronics and semiconductors

Taiwan did not register a confirmed direct landfall from Bavi — the storm's actual landfall was in Zhejiang, China — but its expanded wind field (reported at 350–380 km across) [C, Travel And Tour World] brought heavy rain and factory/school closures to Hsinchu and Miaoli, home to Taiwan's principal advanced-node fabrication capacity [C, Taipei Times, 9 Jul]. The Taiwan Stock Exchange closed on 10 July [C, Seoul Economic Daily]. A major Taiwan-based foundry's June revenue disclosure, originally scheduled for 10 July, was delayed to the afternoon of 13 July because of the storm [C, BigGo Finance; ad-hoc-news.de].

This is a **confirmed administrative delay, not a confirmed production or output impact** — no fab damage or capacity loss has been disclosed as of writing [A]. The episode is a reminder that a large share of advanced-node capacity sits in a single geographic cluster exposed to the Western Pacific typhoon track every season [M].

● 6. Bulk commodities

Ningbo-Zhoushan and Shanghai together handled a combined 90 million-plus TEU and Ningbo-Zhoushan alone handled a record 1.4 billion tonnes of cargo in 2025, extending its 17th consecutive year as the world's largest port by cargo tonnage [C, Global Trade Magazine; Maritime Executive]. Iron ore, thermal and coking coal, bauxite, soybeans, and nickel ore are the bulk commodities most exposed by discharge volume through this corridor [C, Hellenic Shipping News]. For bauxite specifically, an estimated 3.0–4.3 million tonnes of cargo were scheduled for discharge in the late-July window at the time pre-storm preparations were reported [C, Discovery Alert].

This timing risk layers onto a structural tightening already under way: Guinea supplied roughly 74–75% of China's 158 million tonnes of bauxite imports in 2025 [C, ChemAnalyst; Discovery Alert], and Guinea's new export-control regime — an announced cap of roughly 150 million tonnes annually, down from a projected 200 million tonnes — is separately expected to open a shortfall of around 25 million tonnes for China in 2026 [C, Bloomberg, 25 May]. Bavi's discharge delay is a short-term timing overlay on that structural shift, not an independent driver of it [M] — risk managers should track the two on separate timelines rather than treating a port-congestion bounce as evidence of the structural deficit resolving, or vice versa.

● 7. Outlook scenarios (next 7–21 days)

Base case [M]: Ningbo-Zhoushan and Shanghai clear post-reopening congestion within 2–4 days of the Monday evening restart, in line with the 2021 precedent when Shanghai and Ningbo began reopening within a comparable window after Typhoon Chanthu [C, South China Morning Post]. The delayed foundry revenue report clears with no disclosed output impact. Bauxite discharge delays resolve within the 2–4 day window without materially compounding the Guinea-curb timeline.

Adverse case [M]: Vessel bunching and empty-container backlogs at Ningbo-Zhoushan and Shanghai extend recovery to 5–7 days. Bauxite discharge delays stack against the early phase of Guinea's export-control rollout, tightening spot alumina availability into Q3.

Worst case [M]: Lower probability. Structural damage is discovered at a terminal, or a second storm forms during the remainder of the June–September peak season and re-closes the same corridor before full recovery — echoing Typhoon Lekima (2019), which made landfall in the same Zhejiang corridor (near Wenzhou/Taizhou) and caused 45 deaths and a total economic loss of RMB 40.71 billion (RMB 14.57 billion direct) [C, Xinhua, 2019; NPR, 2019].

Historical comparables — how this storm measures up:

STORM	YEAR	LANDFALL ZONE	VERIFIED IMPACT	RELEVANCE TO BAVI
Lekima	2019	Zhejiang (Wenzhou/Taizhou)	45 dead; RMB 40.71B total economic loss (RMB 14.57B direct) [C, Xinhua]	High — same province, same general corridor; ceiling case for a structural-damage scenario
Chanthu	2021	East China coast (Zhejiang/Shanghai approaches)	Shanghai and Ningbo began reopening within days of closure [C, SCMP]	High — direct precedent for port-recovery timing

● 8. Ripple effects to watch

Vessel bunching at Ningbo-Zhoushan and Shanghai anchorages once operations normalize, with knock-on retiming risk for feeder schedules into the Taiwan Strait and Pearl River Delta [M]. A **compounding — not causal — overlap** between Bavi's bauxite discharge delay and Guinea's separate export-control rollout is the specific pattern to watch in commodity markets over the next month [M].

● 9. Monitoring dashboard

- **Ports:** Ningbo-Zhoushan Port Group operational notices; Shanghai terminal gate-status bulletins.
- **Bunkering:** Zhoushan anchorage resumption notices.
- **Airports:** Cancellation/delay counts at Taoyuan, Kaohsiung, Songshan, Shanghai Pudong/Hongqiao, and Hangzhou Xiaoshan.
- **Rail:** Shanghai and Hangzhou rail-resumption bulletins.
- **Electronics:** Investor disclosures from Taiwan-based foundries for any confirmed output impact beyond the reporting delay.
- **Commodities:** Bauxite/alumina spot pricing; implementation updates on Guinea's export-control regime.

● 10. Assumptions, constraints & confidence

- **Assumptions:** No structural quay, berth, or fabrication-facility damage beyond what is reported here [A]. No second storm forms in the corridor within the report's 21-day outlook window [A].
- **Confidence:** High on storm track, landfall timing, and casualty/evacuation figures — multiple named sources, most published within 24–48 hours. Medium on the port-recovery timeline — Monday's reopening is a single data point, not yet stress-tested by a second full day of operations. Medium-low on the bauxite tonnage-at-risk figure and the Ningbo vehicle-export throughput figure — each currently rests on a single named source.
- **Context:** Typhoon Chanthu (2021) and Typhoon Lekima (2019) are the most relevant historical analogues for this specific corridor — Chanthu for port-recovery timing, Lekima as the upside bound for a structural-damage scenario.
- **Methodology:** The base/adverse/worst-case scenarios are analytical judgment, not a calibrated statistical model. They are anchored to two verified historical storms that made landfall in the same Zhejiang corridor (Lekima for structural-damage ceiling, Chanthu for port-recovery timing), weighted toward the base case because Bavi's confirmed landfall intensity and reported impact to date are materially below Lekima's. The bauxite/Guinea compounding argument in "Bulk commodities" is a timing overlay identified by comparing two independently sourced timelines (Bavi's discharge-slot delay window vs. Guinea's announced export-control rollout), not a joint probabilistic estimate.

● Conclusion

As of 13 July 2026, **Bavi's confirmed impact is operational, not structural:** a Sunday-to-Monday-evening closure at Ningbo-Zhoushan, comparable disruption at Shanghai's air, rail, and port links, an administrative reporting delay for one Taiwan-based semiconductor manufacturer, and a timing risk to a defined tranche of bauxite cargo. No OEM assembly plant, container terminal, or fabrication facility has a confirmed structural-damage report as of this writing.

The open questions for the next week are whether post-reopening congestion at Ningbo-Zhoushan and Shanghai clears within the 2–4 day base case set by the 2021 Chanthu precedent, and whether the bauxite discharge delay lands awkwardly on top of Guinea's separate export-control rollout. Risk managers with exposure through either port should use the next 24 hours to confirm berth and gate availability directly with terminal operators, and should track the bauxite timing risk and the Guinea structural shortfall as two separate, not combined, exposures.

● Limitations

This report does not independently confirm: any structural damage assessment for Ningbo-Zhoushan or Shanghai terminal infrastructure; any production or output loss at Taiwan-based semiconductor facilities beyond the disclosed reporting-date delay; carrier-specific service advisories for this event; or Tier-1/Tier-2 automotive-supplier facility status in Zhejiang. The Ningbo vehicle-export throughput figure (285,000 units, +53.3% YoY) is drawn from a single trade-association-linked outlet and has not been independently cross-verified or precisely dated to a specific reporting period — treat it as directional. The bauxite tonnage-at-risk figure (3.0–4.3 million tonnes) is sourced to a single specialist outlet.

Philippine casualty figures were revised upward several times during the event (reports ranging from 15 to 18 dead across successive updates); this report uses the National Disaster Risk Reduction and Management Council's 18 dead / 12 missing figure as reported by Xinhua on 13 July, which may be further revised. Taiwan injury figures also varied by outlet (113, per Taipei Times' 12 July report citing the fire department, vs. 134 in one other outlet); this report uses the Taipei Times figure as the more current, locally sourced count. China's evacuation figures also varied by outlet (1.7 million was the most widely corroborated figure across four independent outlets; a single outlet reported 2.8 million); this report uses the corroborated 1.7 million figure. Company names are limited to the one case (a major Taiwan-based foundry) where multiple sources tie a named company to a specific, dated disclosure; no other companies are named as exposure anchors, consistent with house sourcing policy.

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