每月天氣摘要
二零二五年九月

Monthly Weather Summary
September 2025

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目錄

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二零二五年十月出版

香港天文台編製
香港九龍彌敦道134A

1. 除特別列明外，所有時間均以協調世界時加八小時為準。

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Published: October 2025

Prepared and published by : Hong Kong Observatory,
134A Nathan Road,
Kowloon,
Hong Kong.

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2. Values of meteorological elements are those recorded at the Hong Kong Observatory, unless otherwise specified.

3. Figures of damage and casualties caused by weather phenomena are compiled from press reports and information provided by other government departments.

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1. 二零二五年九月天氣回顧

二零二五年九月香港接連受熱帶氣旋塔巴、米娜及樺加沙影響。超強颱風樺加沙猛烈吹襲本港，令天文台在九月二十四日繼颱風韋帕後再度需要發出十號颶風信號，追平自一九六四年以來年內兩度發出十號信號的紀錄。雖然接連受熱帶氣旋影響，二零二五年九月本港仍較正常炎熱，主要由於南海北部海面溫度較正常暖及大氣低層的偏南氣流較正常強。該月平均最低氣溫 27.3 度，較正常值高 1.2 度，是有記錄以來九月份的其中一個第二高。平均最高氣溫 32.2 度及平均氣溫 29.3 度，分別較正常值高 1.7 度及 1.4 度，兩者皆是九月份第三高的紀錄。九月共錄得 13 個熱夜，打破二零二一年九月創下的紀錄。而酷熱天氣日數為 15 天，亦是有記錄以來九月份的其中一個最多。主要由於受熱帶氣旋影響，全月總雨量為 528.7 毫米，較正常值 321.4 毫米多約百分之 64。本年首九個月的累積雨量為 2514.0 毫米，較正常值 2242.8 毫米多約百分之 12。

受高空反氣旋影響，除九月二日至三日局部地區有雷暴外，九月首六日本港普遍天晴及持續酷熱。天文台氣溫於九月五日下午上升至全月最高的 35.3 度。此外，熱帶低氣壓塔巴於九月五日在呂宋附近形成，隨後向西北偏西移動，橫過南海中北部，並於九月六日增強為熱帶風暴。塔巴於九月七日轉向西北偏北移向廣東西部沿岸，並在當晚進一步增強為強烈熱帶風暴。塔巴翌日在廣東台山附近登陸，隨後移入廣西內陸。九月七日本港大致多雲，間中有狂風驟雨及雷暴。塔巴襲港令天文台需要在當晚發出八號烈風或暴風信號。九月八日初時本港多處吹烈風，離岸及高地達暴風程度。塔巴的雨帶亦為本港帶來狂風大驟雨，九月八日多處地區錄得超過 100 毫米雨量。

受一股活躍偏南氣流影響，九月九日本港間中有驟雨及局部地區有雷暴，新界西錄得超過 30 毫米雨量。受副熱帶高壓脊影響，除九月十日有幾陣驟雨外，九月十日至十四日本港天氣普遍天晴及酷熱。

受高空擾動影響，雖然九月十五日至十七日天氣仍然酷熱，但大致多雲及有幾陣驟雨和雷暴。九月十七日早上雨勢較大，港島及將軍澳錄得超過 30 毫米雨量。受高空反氣旋影響，除有幾陣驟雨及局部地區有雷暴外，九月十八日天氣酷熱及部分時間有陽光。

此外，熱帶低氣壓米娜於九月十七日向西北移動，橫過南海東北部，並於翌日增強為熱帶風暴。米娜於九月十九日進一步增強為強烈熱帶風暴，並在當日下午於廣東汕尾附近登陸。受東北季候風影響，米娜隨後逐漸轉向偏西方向橫過珠江口北部，並於九月二十日在廣東內陸減弱為低壓區。九月十九日本港大致多雲及有幾陣狂風驟雨。米娜及其殘餘在隨後兩日為本港帶來大驟雨及狂風雷暴。在這兩日，港島及新界東部錄得超過 250 毫米雨量，而大嶼山的雨量更超過 300 毫米。

另外，熱帶氣旋樺加沙於九月十八日在菲律賓以東的西北太平洋形成。樺加沙在隨後三日向西北偏西移動，並逐步增強為超強颱風。樺加沙於九月二十二日橫過呂宋海峽，翌日繼續向西北偏西移動，橫過南海北部，靠近廣東沿岸。樺加沙在九月二十四日早上以超強颱風強度在香港以南約 120 公里掠過。樺加沙於當日下午在廣東陽江登陸並減弱，翌日橫過廣西

沿岸及越南北部一帶，並於當晚逐漸消散。本港方面，受樺加沙的外圍下沉氣流影響，九月二十二日天氣酷熱及部分時間有陽光。隨著樺加沙靠近本港，翌日風勢逐步增強，下午稍後開始有狂風驟雨。受樺加沙的廣闊環流及猛烈風力影響，九月二十四日本港多處受暴風至颶風影響。橫瀾島及長洲錄得的最高 60 分鐘平均風速分別為每小時 133 公里及 114 公里。當日亦有頻密狂風大驟雨，本港普遍錄得超過 200 毫米雨量。由於樺加沙接近本港時正值天文漲潮，其引致的風暴潮導致本港多處水位較正常潮位高。鰂魚涌的最高水位上升至海圖基準面以上 3.4 米，接近超強颱風天鴿於二零一七年襲港時的水位。樺加沙的猛烈風力亦引發越堤浪，導致本港沿岸多處地區出現水浸。根據初步報告，樺加沙吹襲期間至少有 101 人受傷，一名女子及其兒子在柴灣海濱被湧浪捲走，隨後獲救。全港有至少 1224 宗樹木倒塌報告、22 宗水浸報告及四宗山泥傾瀉報告。受樺加沙相關的外圍雨帶影響，九月二十五日本港仍有幾陣驟雨及局部地區有雷暴。

受一股東北季候風及隨後的高空反氣旋影響，九月最後五日除有幾陣驟雨外，本港普遍天晴及炎熱。

二零二五年九月有六個熱帶氣旋影響南海及北太平洋西部。

本月有二十一班航機因惡劣天氣須轉飛其他地方。表 1.1 載列本月發出及取消各種警告/信號的詳情。

1. The Weather of September 2025

September 2025 was marked by the successive strikes of tropical cyclones Tapah, Mitag and Ragasa. The ferocious strike of Super Typhoon Ragasa necessitated the issuance of the Hurricane Signal No. 10 on 24 September once again after Typhoon Wipha, tying the record of issuing the No. 10 Signal twice in the same year since 1964. Despite the succession of tropical cyclones affecting Hong Kong, September 2025 was hotter than usual in Hong Kong, mainly attributing to the warmer than normal sea surface temperature and stronger than usual southerly flow in the lower atmosphere over the northern part of the South China Sea. The monthly mean minimum temperature of 27.3 was 1.2 degrees above the normal and one of the second highest on record for September. The monthly mean maximum temperature of 32.2 degrees and mean temperature of 29.3 degrees were respectively 1.7 degrees and 1.4 degrees above their corresponding normals and both the third highest on record for September. There were in total 13 hot nights, breaking the previous record set in September 2021. The 15 very hot days in the month was also one of the highest records for September. Mainly due to the passage of tropical cyclones, the monthly rainfall was 528.7 millimetres, about 64 percent above the normal of 321.4 millimetres. The accumulated rainfall this year up to September was 2514.0 millimetres, about 12 percent above the normal of 2242.8 millimetres for the same period.

Under the influence of an anticyclonic aloft, apart from isolated thunderstorms on 2 – 3 September, the local weather was generally fine with prolonged heat on the first six days of the month. The maximum temperature at the Observatory rose to 35.3 degrees on the afternoon of 5 September, the highest of the month. Besides, Tropical Depression Tapah formed near Luzon on 5 September. It tracked west-northwestwards across the central and northern parts of the South China Sea and intensified into a tropical storm on 6 September. Tapah turned north-northwestwards towards the western coast of Guangdong on 7 September and further intensified into a severe tropical storm that night. Tapah made landfall near Taishan of Guangdong and then moved into inland Guangxi the next day. Locally, the weather was mainly cloudy with occasional squally showers and thunderstorms on 7 September. The strike of Tapah necessitated the issuance of the No.8 Gale or Storm Signal that night. Gale force winds prevailed over many places, with winds reaching storm force offshore and on high ground at first on 8 September. The rainbands of Tapah also brought heavy squally showers to the territory. More than 100 millimetres of rainfall were recorded over many places on 8 September.

An active southerly airstream brought occasional showers and isolated thunderstorms to Hong Kong on 9 September. More than 30 millimetres of rainfall were recorded over New Territories West. Under the influence of the subtropical ridge, apart from a few showers on 10 September, local weather was generally fine and very hot on 10 – 14 September.

Affected by an upper-air disturbance, while it remained very hot on 15 – 17 September, it was mainly cloudy with a few showers and thunderstorms. Showers were heavier on the morning of 17 September with more than 30 millimetres of rainfall recorded over Hong Kong Island and Tseung Kwan O. Under the influence of an anticyclone aloft, apart from a few showers and isolated thunderstorms, it was very hot with sunny periods on 18 September.

Besides, Tropical Depression Mitag tracked northwestwards across the northeastern part of the South China Sea on 17 September and intensified into a tropical storm the next day. It further intensified into a severe tropical storm on 19 September and made landfall near Shanwei of Guangdong that afternoon. Under the influence of the northeast monsoon, Mitag then gradually turned to move westwards across the northern part of the Pearl River Estuary and weakened into an area of low pressure over inland Guangdong on 20 September. Locally, it was mainly cloudy with a few squally showers on 19 September. Mitag and its remnant brought heavy showers and squally thunderstorms to Hong Kong on the following two days. More than 250 millimetres were recorded over Hong Kong Island and the eastern part of the New Territories and rainfall even exceeded 300 millimetres over Lantau Island on these two days.

Furthermore, tropical cyclone Ragasa formed over the western North Pacific to the east of the Philippines on 18 September. It moved west-northwestwards on the next three days and intensified progressively into a super typhoon. Ragasa moved across Luzon Strait on 22 September and continued to track west-northwestwards across the northern part of the South China Sea the next day, edging closer to the coast of Guangdong. Ragasa skirted about 120 kilometers south of Hong Kong with super typhoon intensity on the morning of 24 September. It made landfall over Yangjiang of Guangdong that afternoon and weakened. Ragasa then moved across the coast of Guangxi and the vicinity of the northern part of Vietnam the next day, and dissipated gradually at night. Locally, under the influence of Ragasa's outer subsiding air, it was very hot with sunny periods on 22 September. As Ragasa came closer to Hong Kong, winds strengthened progressively the next day and squally showers set in later in the afternoon. Under the influence of Ragasa's extensive circulation with fierce winds, storm to hurricane force winds affected many places in Hong Kong on 24 September. The maximum 60-minute mean wind speeds recorded at Waglan Island and Cheung Chau were 133 km/h and 114 km/h respectively. There were also frequent heavy squally showers and more than 200 millimetres of rainfall were generally recorded over the territory on that day. As the approach of Ragasa coincided with the astronomical high tide, storm surge induced by Ragasa resulted in unusually high water level in many parts of the territory. The sea level at Quarry Bay rose to a maximum of 3.4 metres above Chart Datum, close to the level when Super Typhoon Hato hit Hong Kong in 2017. The fierce winds of Ragasa also triggered overtopping waves, causing flooding in many parts of the coastal areas of Hong Kong. According to preliminary reports, at least 101 people were injured during the passage of Ragasa. A woman and her son were swept away by swells at the waterfront of Chai Wan and were later rescued. There were at least 1,224 reports of fallen trees, 22 reports of flooding and four reports of landslides. Under the influence of the outer rainbands associated with Ragasa, there were still a few showers and isolated thunderstorms on 25 September.

Under the influence of a northeast monsoon and the subsequent anticyclone aloft, apart from a few showers, local weather was generally fine and hot on the last five days of the month.

Six tropical cyclones occurred over the South China Sea and the western North Pacific in September 2025.

During the month, 21 aircrafts were diverted due to adverse weather. Details of the issuance and cancellation of various warnings/signals in the month are summarized in Table 1.1.

表 1.1　二零二五年九月發出的警告及信號
Table 1.1　Warnings and Signals issued in September 2025

熱帶氣旋警告信號
Tropical Cyclones Warning Signals

熱帶氣旋名稱 Name of Tropical Cyclone	信號 Signal Number	開始時間 Beginning Time		終結時間 Ending Time	
		日/月 day/month	時 hour	日/月 day/month	時 hour
塔巴 TAPAH	1 3 8SE 3 1	5/9 7/9 7/9 8/9 8/9	2220 0240 2120 1310 1940	7/9 7/9 8/9 8/9 9/9	0240 2120 1310 1940 0420
米娜 MITAG	1 3 1	17/9 19/9 20/9	2120 0920 0920	19/9 20/9 20/9	0920 0920 1040
樺加沙 RAGASA	1 3 8NW 9 10 8SE 3 1	22/9 22/9 23/9 24/9 24/9 24/9 24/9 25/9	1220 2140 1420 0140 0240 1320 2020 0820	22/9 23/9 24/9 24/9 24/9 24/9 25/9 25/9	2140 1420 0140 0240 1320 2020 0820 1120

強烈季候風信號
Strong Monsoon Signal

開始時間 Beginning Time		終結時間 Ending Time	
日/月 day/month	時 hour	日/月 day/month	時 hour
25/9 26/9	1121 1145	26/9 26/9	0745 1450

雷暴警告
Thunderstorm Warning

開始時間 Beginning Time		終結時間 Ending Time	
日/月 day/month	時 hour	日/月 day/month	時 hour
2/9	1249	2/9	1430
3/9	1203	3/9	1700
4/9	1258	4/9	1500
7/9	0350	7/9	0510
7/9	0953	8/9	1200
9/9	0852	9/9	1400
10/9	1400	10/9	1730
15/9	0700	15/9	0830
15/9	1314	15/9	1500

開始時間 Beginning Time		終結時間 Ending Time	
日/月 day/month	時 hour	日/月 day/month	時 hour
16/9	0315	16/9	0500
17/9	0500	17/9	0700
17/9	1620	17/9	1830
18/9	1235	18/9	2200
20/9	0315	20/9	1800
20/9	2315	21/9	2100
25/9	0115	25/9	0500
25/9	1131	25/9	1455
28/9	1113	28/9	1230

酷熱天氣警告
Very Hot Weather Warning

開始時間 Beginning Time		終結時間 Ending Time	
日/月 day/month	時 hour	日/月 day/month	時 hour
1/9	0645	6/9	1900
11/9	0645	14/9	1830
15/9	1105	15/9	1800
16/9	0745	17/9	0530
17/9	1145	18/9	1715
22/9	0645	22/9	1815
26/9	1415	26/9	1800
27/9	0915	27/9	1815
29/9	1220	4/10	1600

新界北部水浸特別報告
Special Announcement on Flooding in the northern New Territories

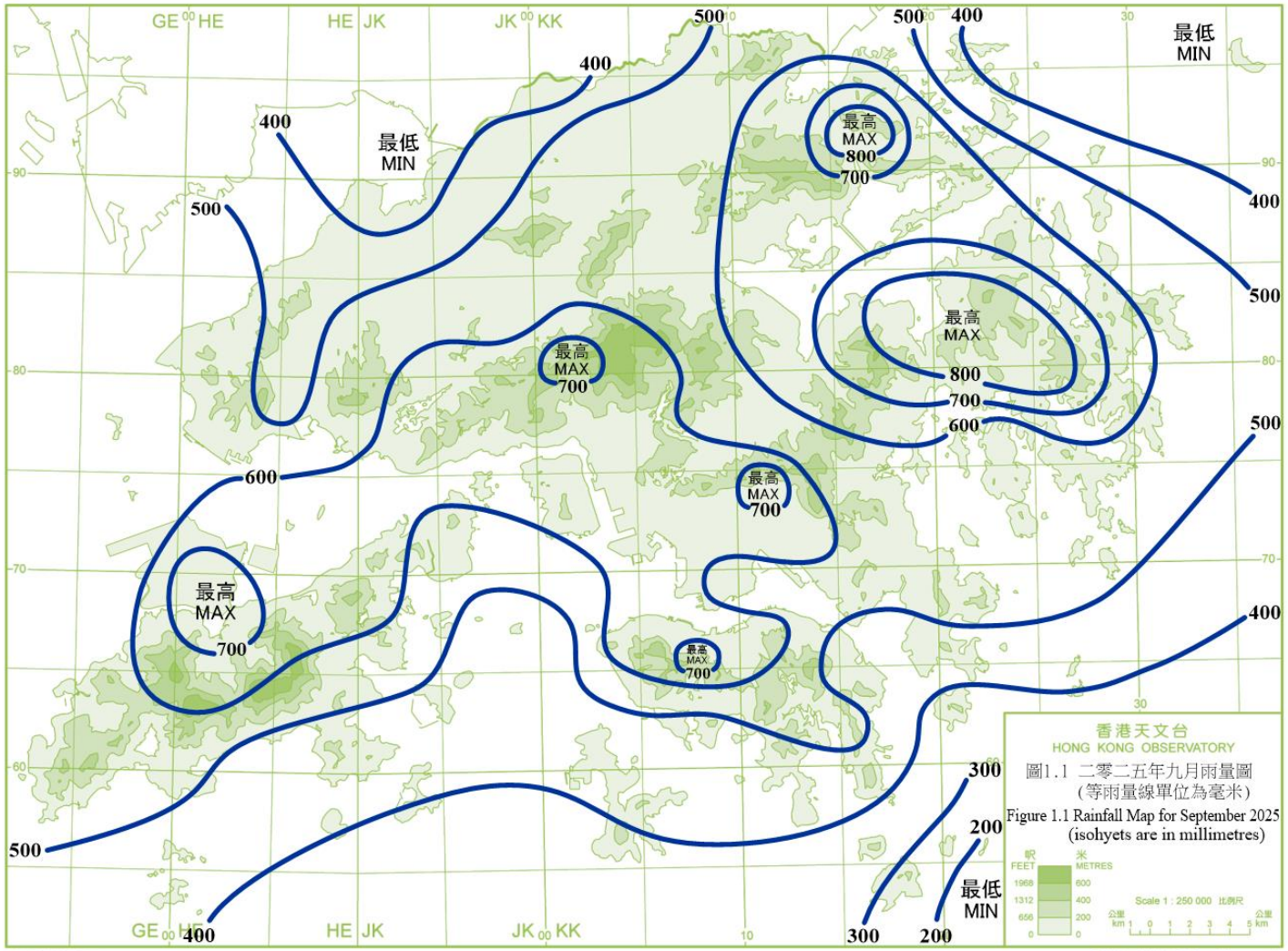
開始時間 Beginning Time		終結時間 Ending Time	
日/月 day/month	時 hour	日/月 day/month	時 hour
24/9	0535	24/9	2200

山泥傾瀉警告
Landslip Warning

開始時間 Beginning Time		終結時間 Ending Time	
日/月 day/month	時 hour	日/月 day/month	時 hour
24/9	0915	25/9	0630

暴雨警告信號
Rainstorm Warnings

顏色 Colour	開始時間 Beginning Time		終結時間 Ending Time	
	日/月 day/month	時 hour	日/月 day/month	時 hour
黃色 Amber	8/9	0455	8/9	1135
黃色 Amber	17/9	0600	17/9	0700
黃色 Amber	20/9	0405	20/9	1510
黃色 Amber	21/9	0910	21/9	1730
黃色 Amber	24/9	0245	24/9	1150
黃色 Amber	24/9	1520	24/9	2000


GE 00 HE
HE JK
JK 00 KK
最低
MIN
最高
MAX
800
700
600
500
400
300
200
香港天文台
HONG KONG OBSERVATORY
圖1.1 二零二五年九月雨量圖
(等雨量線單位為毫米)
Figure 1.1 Rainfall Map for September 2025
(isohyets are in millimetres)
FEET
METRES
1968
1312
656
0
600
400
200
0
Scale 1 : 250 000 比例尺
公里 km 1 0 1 2 3 4 5 公里 km
H.K.O.128 (2014)
地政總署測繪處繪製
Cartography by Survey and Mapping Office, Lands Department.
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黃大仙
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圖 1.2　　超強颱風樺加沙襲港對香港多處造成破壞，包括塌樹、越堤浪、風暴潮及山泥傾瀉

(鳴謝路政署、Kwok Yung Chan/社區天氣觀測計劃、Yw Lee、土力工程處處長及土木工程拓展署署長 (由上至下))

Figure 1.2　　The passage of Super Typhoon Ragasa caused extensive damage over many parts of Hong Kong, including fallen trees, overtopping waves, storm surge and landslides

(Courtesy of Highways Department, Kwok Yung Chan/CWOS, Yw Lee, and the Head of the Geotechnical Engineering Office and the Director of the Civil Engineering and Development (from top to bottom))

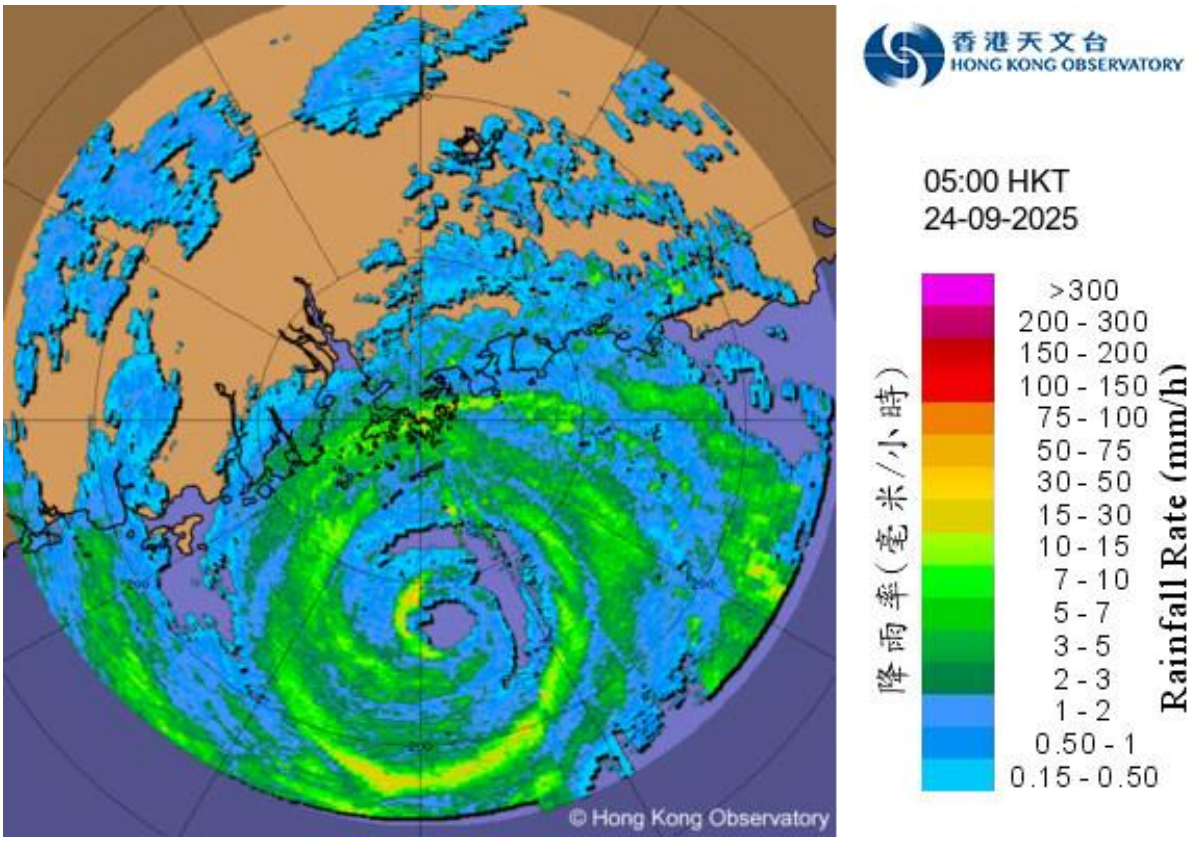


圖 1.3　　2025 年 9 月 24 日早上 5 時超強颱風樺加沙的雷達圖像

Figure 1.3　　Radar imagery at 5 a.m. on 24 September 2025 depicting Super Typhoon Ragasa

2.1. 二零二五年九月的熱帶氣旋概述

二零二五年九月在北太平洋西部及南海區域出現了六個熱帶氣旋，當中塔巴(2516)、米娜(2517)及樺加沙(2518)均引致天文台需要發出熱帶氣旋警告信號。

熱帶低氣壓琵琶(2515)於九月二日晚上在沖繩島之東南約 720 公里的北太平洋西部上形成，大致向北移向日本九州。琵琶於九月四日下午增強為熱帶風暴，掠過日本九州東南部沿岸地區，並逐漸轉向東北偏東移動。琵琶於九月五日橫過日本四國及本州南部沿岸地區，並於當晚在日本本州以東海域達到其最高強度，中心附近最高持續風速估計為每小時 85 公里。最後琵琶於九月六日早上在日本以東的北太平洋西部演變為溫帶氣旋。

根據報章報導，西南季候風及琵琶為菲律賓帶來大雨，造成超過 35 萬人受災，超過 120 間房屋受損。琵琶亦為日本帶來狂風暴雨，九州宮崎縣都農町錄得破紀錄的二十四小時雨量達 465.5 毫米，四國及本州東南部沿岸地區有龍捲風報告，其中在靜岡縣出現的龍捲風最高陣風估計為每小時 270 公里，是日本自一九六一年有記錄以來最強的龍捲風之一。琵琶在日本造成兩死、90 人受傷，超過 1 200 間房屋受損，超過 4 200 戶停電。

熱帶低氣壓塔巴(2516)於九月五日晚上在東沙之東南偏南約 390 公里的南海中部上形成，向西北偏西橫過南海中北部。塔巴於九月七日早上轉向西北偏北移向廣東西部沿岸，並於當晚增強為強烈熱帶風暴。塔巴於九月八日凌晨達到其最高強度，中心附近最高持續風速估計為每小時 110 公里。當天早上塔巴在廣東台山市附近登陸，隨後逐漸轉向西北移入內陸，並迅速減弱。最後塔巴於九月九日早上在廣西減弱為低壓區。

根據報章報導，西南季候風及塔巴為菲律賓帶來大雨，造成超過 83 000 人受災。塔巴吹襲華南期間，廣東江門市及珠海市部分地區累積雨量達 434 毫米，而海南海口市的一小時雨量達 124 毫米。塔巴在海南、廣東、廣西及雲南合共造成超過 29 萬人受災，超過 21 萬人需要撤離。塔巴吹襲澳門期間，有四人受傷及 25

宗事故報告，澳門國際機場有至少 81 班航班取消。有關塔巴的詳細資料及對香港的影響，請參閱其熱帶氣旋報告。

熱帶低氣壓米娜(2517)於九月十六日下午在馬尼拉之東北偏東約 300 公里的呂宋以東海域上形成，隨後兩天大致向西北橫過呂宋及南海東北部，並移向廣東東部沿岸。米娜於九月十九日早上增強為強烈熱帶風暴，並達到其最高強度，中心附近最高持續風速估計為每小時 90 公里。米娜於當天下午在廣東汕尾市附近登陸，隨後轉向西北偏西移入內陸，並迅速減弱。最後米娜於九月二十日早上在廣東減弱為低壓區。

根據報章報導，米娜為菲律賓帶來大雨並引發水浸。米娜及其殘餘為台灣、福建、廣東及廣西帶來狂風暴雨，超過 13 萬人受災，超過 10 萬人需要撤離。有關米娜的詳細資料及對香港的影響，請參閱其熱帶氣旋報告。

熱帶低氣壓浣熊(2519)於九月十七日晚上在威克島以北約 420 公里的北太平洋西部上形成，隨後三天向西或西北偏西移動。浣熊於九月二十一日凌晨迅速增強為超強颱風，並達到其最高強度，中心附近最高持續風速估計為每小時 195 公里。浣熊於隨後兩天逐漸轉向偏東方向移動，並於九月二十四日下午減弱為強烈熱帶風暴。隨後兩天浣熊以逆時針方向轉了一個圈，並於九月二十七日開始加速及轉向東北移動。翌日浣熊再度增強為強颱風，是少數在北緯 35 度或以北仍達強颱風或以上強度的熱帶氣旋。最後浣熊於九月二十九日早上在北太平洋西部演變為溫帶氣旋。

熱帶低氣壓樺加沙(2518)於九月十八日凌晨在馬尼拉以東約 1 450 公里的北太平洋西部上形成，隨後三日大致向西北偏西移向呂宋海峽。由於菲律賓以東的北太平洋西部的熱帶氣旋潛熱較高，加上配合良好的高空輻散及偏弱的垂直風切變，樺加沙於九月二十一日凌晨迅速增強為超強颱風，並於當晚達到其最高強度，中心附近最高持續風速估計為每小時 230 公里。

翌日樺加沙採取偏西路徑橫過呂宋海峽。由於樺加沙的中心沒有經過呂宋及台灣等主要陸地，樺加沙在進入南海後結構仍然完整、環流廣闊及風眼渾圓清晰，

其中心附近最高持續風速仍維持約每小時 230 公里，是二零二五年北太平洋西部及南海區域最強的熱帶氣旋；亦是天文台自一九五零年有記錄以來南海區域第二強的熱帶氣旋，與二零二三年的超強颱風蘇拉和二零二四年的超強颱風摩羯並列。九月二十三日樺加沙轉向西北偏西橫過南海北部，並於翌日早上靠近廣東沿岸，期間由於南海的大氣及海洋條件合適，樺加沙一直維持超強颱風強度。樺加沙於九月二十四日下午在廣東陽江市附近登陸，隨後迅速減弱。翌日樺加沙橫過廣西沿岸，最後於晚上在越南北部減弱為低壓區。

根據報章報導，樺加沙為菲律賓北部帶來狂風暴雨，造成多人傷亡及嚴重破壞。受樺加沙的外圍雨帶影響，暴雨導致台灣馬太鞍溪堰塞湖溢流，洪水淹沒下游三個鄉鎮，造成 19 人死亡，五人失蹤，157 人受傷。台灣有超過 4 300 戶停水及 17 000 戶停電，直接經濟損失超過 1 900 萬美元；浙江、福建、廣東、廣西、海南及雲南亦有超過 387 萬人受災，超過 5 000 間房屋受損，其中廣東陽江市有超過 53 000 棵樹木損毀。約五萬公頃農作物受災，經濟損失超過 158 億人民幣。台山市上川島錄得最大陣風每小時 234 公里，是有歷史紀錄以來廣東省的國家級氣象站錄得最大陣風。樺加沙吹襲澳門期間，有八人受傷，約 16 000 戶停電，另有 259 宗事故報告，澳門國際機場有至少 206 班航班取消。有關樺加沙的詳細資料及對香港的影響，請參閱其熱帶氣旋報告。

熱帶低氣壓博羅依(2520)於九月二十三日下午在雅蒲島以西約 300 公里的北太平洋西部上形成，隨後兩天大致向西北偏西移向菲律賓中部，並逐漸增強。博羅依於九月二十六日橫過菲律賓中部，並於當晚進入南海南部。博羅依翌日橫過南海中部期間增強為颱風，並於九月二十八日凌晨達到其最高強度，中心附近最高持續風速估計為每小時 130 公里。博羅依翌日凌晨在越南中部登陸，隨後移入內陸並迅速減弱。最後博羅依於九月三十日凌晨在老撾減弱為低壓區。

根據報章報導，米娜、樺加沙及博羅依接二連三吹襲菲律賓，合共造成至少 53 人死亡，三人失蹤，61 人受傷，超過 530 萬人受災，超過 18 萬間房屋受損，經濟損失超過 57 億菲律賓比索。受博羅依的外圍環流影響，九月二十八日至二十九日期間海南、廣東、廣西及雲南出現暴雨及強對流天氣，有超過 49 萬人受災，超過七萬人需要撤離。海南海口市、廣東湛江市及廣西北海市共有至少 26 宗

龍捲風或水龍捲報告。博羅依亦為越南帶來狂風暴雨，引致多處水浸及山洪暴發，造成 57 人死亡、10 人失蹤及 172 人受傷，約 18 萬間房屋受損，經濟損失約 24 萬億越南盾。清化及義安部分地區錄得累積雨量超過 600 毫米，而寧平、興安及海防有龍捲風報告。博羅依及其殘餘引發的暴雨亦在老撾、柬埔寨、泰國及緬甸造成水浸。在老撾，有至少四人死亡、四人失蹤及 36 000 人受災。在泰國，有 12 人死亡及一人失蹤，超過 29 萬人受災。

2.1. Overview of Tropical Cyclone in September 2025

Six tropical cyclones occurred over the western North Pacific and the South China Sea in September 2025. Among them, Tapah (2516), Mitag (2517) and Ragasa (2518) necessitated the issuance of the tropical cyclone warning signal by the Observatory.

Peipah (2515) formed as a tropical depression over the western North Pacific about 720 km southeast of Okinawa on the night of 2 September, and moved generally northwards towards Kyushu, Japan. It intensified into a tropical storm on the afternoon of 4 September, skirted past the coastal areas of southeastern Kyushu, Japan, and gradually turned to track east-northeastwards. Peipah moved across the coastal areas of southern Shikoku and Honshu, Japan on 5 September, and attained its peak intensity with an estimated maximum sustained wind of 85 km/h near its centre over the seas east of Honshu, Japan that night. It finally evolved into an extratropical cyclone over the western North Pacific east of Japan on the morning of 6 September.

According to press reports, the southwest monsoon and Peipah brought heavy rain to the Philippines, causing over 350 000 people affected and more than 120 houses damaged. Peipah also brought torrential rain and squalls to Japan. A record-breaking 24-hour rainfall reaching 465.5 millimetres was recorded in Tsuno in Miyazaki Prefecture, Kyushu. There were reports of tornadoes in the coastal areas of Shikoku and southeastern part of Honshu, with a maximum gust of around 270 km/h recorded during the passage of the tornado in Shizuoka Prefecture, making it one of the strongest tornadoes recorded in Japan since 1961. Peipah caused two deaths and 90 injuries in Japan. More than 1 200 houses were damaged, and electricity supply to over 4 200 households was disrupted.

Tapah (2516) formed as a tropical depression over the central part of the South China Sea about 390 km south-southeast of Dongsha on the night of 5 September, and moved west-northwestwards across the central and northern parts of the South China Sea. It turned to track north-northwestwards towards the coast of western Guangdong on the morning of 7 September, and intensified into a severe tropical storm that night. Tapah attained its peak intensity in the small hours of 8 September, with an estimated maximum sustained wind of 110 km/h near its centre. It made landfall near Taishan of Guangdong that morning, then gradually turned northwestwards and moved inland, where it weakened rapidly. Tapah finally degenerated into an area of low pressure in Guangxi on the morning of 9 September.

According to press reports, the southwest monsoon and Tapah brought heavy rain to the Philippines, affecting over 83 000 people. During the passage of Tapah over southern China, accumulated rainfall in parts of Jiangmen and Zhuhai of Guangdong reached 434 millimetres, and hourly rainfall in Haikou of Hainan reached 124

millimetres. In Hainan, Guangdong, Guangxi, and Yunnan, more than 290 000 people were affected and over 210 000 were evacuated during the passage of Tapah. In Macau, there were four injuries and 25 incident reports. At least 81 flights were cancelled at the Macau International Airport. For detailed information of Tapah including its impact to Hong Kong, please refer to the Tropical Cyclone Report of Tapah.

Mitag (2517) formed as a tropical depression over the seas east of Luzon about 300 km east-northeast of Manila on the afternoon of 16 September. It moved generally northwestwards across Luzon and the northeastern part of the South China Sea in the following two days, approaching the coast of eastern Guangdong. Mitag intensified into a severe tropical storm on the morning of 19 September, attaining its peak intensity with an estimated maximum sustained wind of 90 km/h near its centre. It made landfall near Shanwei of Guangdong that afternoon, then turned west-northwestwards and moved inland, where it weakened rapidly. Mitag finally degenerated into an area of low pressure over Guangdong on the morning of 20 September.

According to press reports, Mitag brought heavy rain and caused flooding in the Philippines. Mitag and its remnant brought torrential rain and squalls to Taiwan, Fujian, Guangdong and Guangxi, with more than 130 000 people affected and over 100 000 people evacuated. For detailed information of Mitag including its impact to Hong Kong, please refer to the Tropical Cyclone Report of Mitag.

Neoguri (2519) formed as a tropical depression over the western North Pacific about 420 km north of Wake Island on the night of 17 September, and moved westwards or west-northwestwards in the following three days. It rapidly intensified into a super typhoon in the small hours of 21 September, attaining its peak intensity with an estimated maximum sustained wind of 195 km/h near its centre. Neoguri turned to track generally eastwards in the following two days and weakened into a severe tropical storm on the afternoon of 24 September. It then made an anti-clockwise loop in the following two days, and began to pick up speed and turned northeastwards on 27 September. Neoguri re-intensified into a severe typhoon the next day, making it one of the few tropical cyclones that remained at or above severe typhoon intensity at or north of 35°N. Neoguri finally evolved into an extratropical cyclone over the western North Pacific on the morning of 29 September.

Ragasa (2518) formed as a tropical depression over the western North Pacific about 1 450 km east of Manila in the small hours of 18 September and moved generally west-northwestwards towards the Luzon Strait in the following three days. As the tropical cyclone heat potential was relatively high over the western North Pacific to the east of the Philippines, together with favourable upper-level divergence and weak vertical wind shear, Ragasa rapidly intensified into a super typhoon in the small hours

on 21 September and attained its peak intensity that night, with an estimated maximum sustained wind of 230 km/h near its centre.

Ragasa adopted a westerly track across the Luzon Strait the next day. As its centre did not pass over major landmasses such as Luzon or Taiwan, its structure remained intact with extensive circulation and a clear, well-defined eye as it entered the South China Sea. The maximum sustained wind near its centre remained at 230 km/h, making it the strongest tropical cyclone in the western North Pacific and the South China Sea region in 2025. It is also the second strongest tropical cyclone in the South China Sea since the Observatory's records began in 1950, on par with Super Typhoons Saola in 2023 and Yagi in 2024. Ragasa turned to track west-northwestwards across the northern part of the South China Sea on 23 September and edged closer to the coast of Guangdong the next morning. Due to favourable atmospheric and oceanic conditions in the South China Sea, Ragasa maintained its super typhoon intensity throughout. It made landfall near Yangjiang of Guangdong on the afternoon of 24 September and then weakened rapidly. It moved across the coast of Guangxi the next day and finally degenerated into an area of low pressure over the northern part of Vietnam that night.

According to press reports, Ragasa brought torrential rain and squalls to the northern part of the Philippines, resulting in many casualties and severe damage. Under the influence of the outer rainbands of Ragasa, torrential rain caused the overflow of the Matai'an barrier lake in Taiwan, flooding three downstream townships and resulting in 19 deaths, five missing persons, and 157 injuries. Water and electricity supplies to more than 4 300 and 17 000 households were disrupted respectively in Taiwan. Economic loss exceeded USD 19 million. More than 3.87 million people in Zhejiang, Fujian, Guangdong, Guangxi, Hainan and Yunnan were also affected, with over 5 000 houses damaged. Over 53 000 trees were damaged in Yangjiang of Guangdong. Approximately 50 000 hectares of crops were damaged and economic loss exceeded RMB 15.8 billion. Maximum gust of 234 km/h was recorded on Shangchuan Dao in Taishan, the highest on record by a national meteorological station in Guangdong. Besides, eight people were injured when Ragasa affected Macau. Electricity supply to about 16 000 households was disrupted. There were also 259 incident reports. At least 206 flights were cancelled at the Macau International Airport. For detailed information of Ragasa including its impact to Hong Kong, please refer to the Tropical Cyclone Report of Ragasa.

Bualoi (2520) formed as a tropical depression on the afternoon of 23 September over the western North Pacific about 300 km west of Yap, moved generally west-northwestwards towards the central part of the Philippines and intensified gradually in the following two days. It moved across the central part of the Philippines on 26 September, and entered the southern part of the South China Sea that night. Bualoi intensified into a typhoon while moving across the central part of the South China Sea

the next day and attained its peak intensity in the small hours of 28 September, with an estimated maximum sustained wind of 130 km/h near its centre. Bualoi made landfall over the central part of Vietnam in the small hours of the next day, then moved inland and weakened rapidly. It finally degenerated into an area of low pressure in Lao PDR in the small hours of 30 September.

According to press reports, Mitag, Ragasa and Bualoi hit the Philippines successively, causing at least 53 deaths, three missing persons and 61 injuries. More than 5.3 million people were affected, more than 180 000 houses were damaged, and economic loss exceeded PHP 5.7 billion. Under the influence of the outer circulation of Bualoi, there were torrential rain and severe convective weather in Hainan, Guangdong, Guangxi and Yunnan on 28 – 29 September. Over 490 000 people were affected and 70 000 people were evacuated. There were at least 26 reports of tornadoes or waterspouts in Haikou of Hainan, Zhanjiang of Guangdong and Beihai of Guangxi. Bualoi also brought torrential rain and squalls to Vietnam, causing flooding and landslides in many places and resulting in 57 deaths, 10 missing, and 172 injuries. Approximately 180 000 houses were damaged and economic loss amounted to about VND 24 trillion. Accumulated rainfall exceeding 600 millimetres was recorded in Thanh Hoa and Nghe An, while tornadoes were reported in Ninh Binh, Hung Yen and Hai Phong. The torrential rain induced by Bualoi and its remnant also caused flooding in Lao PDR, Cambodia, Thailand and Myanmar. In Lao PDR, there were at least four deaths, four missing and 36 000 people affected. In Thailand, there were 12 deaths, one missing and over 290 000 affected.

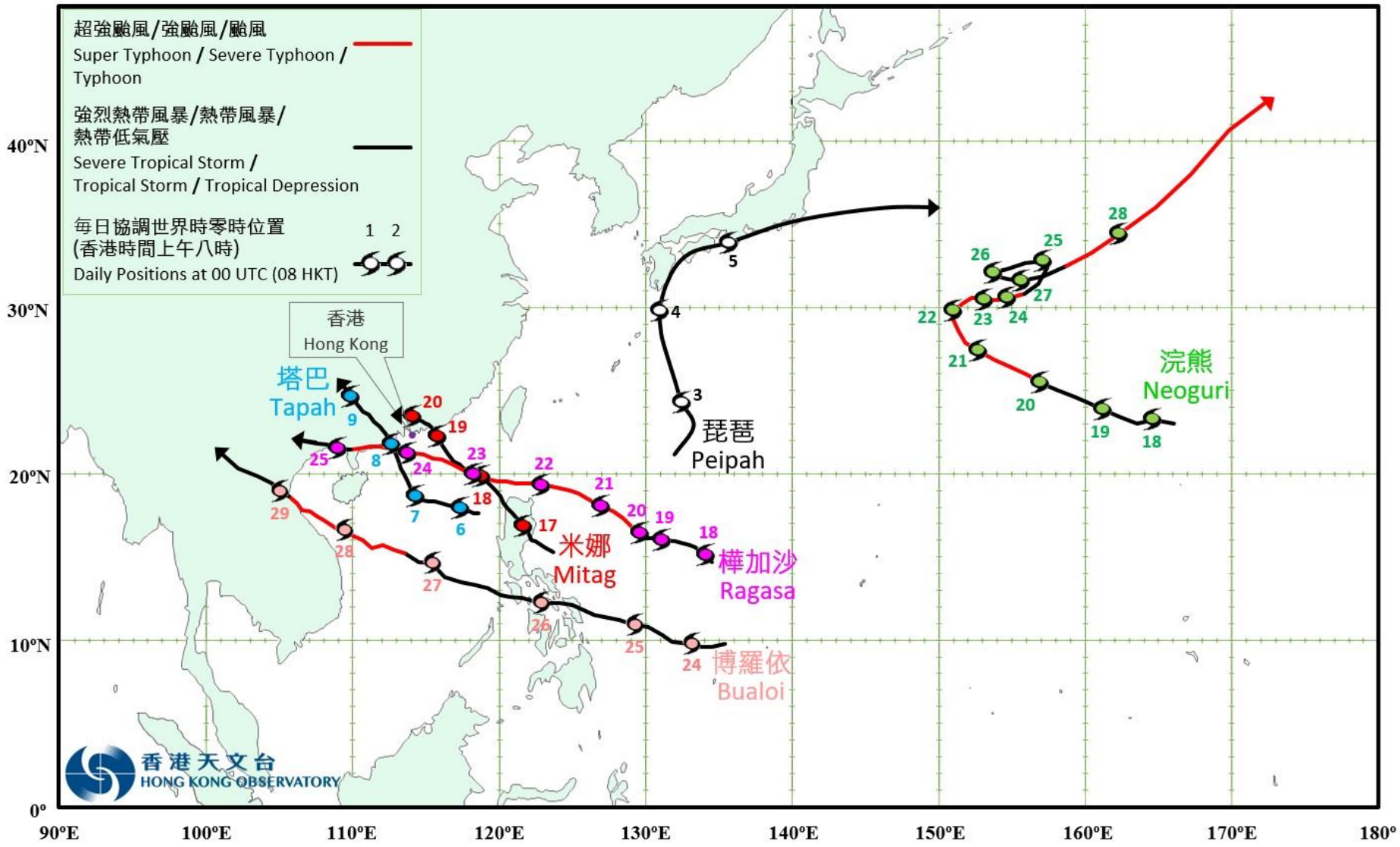


圖 2.1.1 二零二五年九月的熱帶氣旋暫定路徑圖

Figure 2.1.1 Provisional Tropical Cyclone Tracks in September 2025

2.2. 強烈熱帶風暴塔巴(2516)

二零二五年九月五日至九日

塔巴是二零二五年第九個影響香港的熱帶氣旋。塔巴吹襲香港期間，天文台需要發出八號烈風或暴風信號。

熱帶低氣壓塔巴於九月五日晚上在東沙之東南偏南約 390 公里的南海中部上形成，向西北偏西橫過南海中北部。塔巴於九月七日早上轉向西北偏北移向廣東西部沿岸，並於當晚增強為強烈熱帶風暴。塔巴於九月八日凌晨達到其最高強度，中心附近最高持續風速估計為每小時 110 公里。當天早上塔巴在廣東台山市附近登陸，隨後逐漸轉向西北移入內陸，並迅速減弱。最後塔巴於九月九日早上在廣西減弱為低壓區。

根據報章報導，西南季候風及塔巴為菲律賓帶來大雨，造成超過 83 000 人受災。塔巴吹襲華南期間，廣東江門市及珠海市部分地區累積雨量達 434 毫米，而海南海口市的一小時雨量達 124 毫米。塔巴在海南、廣東、廣西及雲南合共造成超過 29 萬人受災，超過 21 萬人需要撤離。塔巴吹襲澳門期間，有四人受傷及 25 宗事故報告，澳門國際機場有至少 81 班航班取消。

天文台在九月五日晚上 10 時 20 分發出一號戒備信號，當時塔巴集結在香港之東南約 680 公里。翌日本港吹輕微至和緩東至東北風。隨著塔巴逐漸靠近廣東沿岸，天文台在九月七日上午 2 時 40 分改發三號強風信號，當時塔巴位於香港以南約 440 公里。當日本港風力逐漸增強，日間普遍吹清勁至強風程度的偏東風。由於塔巴進一步增強並繼續靠近珠江口一帶，預料塔巴的烈風區會影響香港，天文台在九月七日晚上 9 時 20 分發出八號東南烈風或暴風信號，當時塔巴集結在香港之西南偏南約 260 公里。翌日早上本港風力進一步增強，普遍吹強風至烈風程度東南風，而離岸及高地更達暴風程度。

塔巴於九月八日早上 8 時左右最接近香港，在本港之西南偏西約 170 公里掠過。隨著塔巴移入內陸並遠離本港，下午本港風勢逐漸減弱，天文台分別在九月八日下午 1 時 10 分及晚上 7 時 40 分改發三號強風信號及一號戒備信號。隨著塔巴進一步減弱及遠離香港，天文台在九月九日上午 4 時 20 分取消所有熱帶氣旋警告信號。

在塔巴的影響下，長洲、橫瀾島及昂坪錄得的最高每小時平均風速分別為每小時 88、81 及 78 公里，而最高陣風則分別為每小時 124、103 及 151 公里。在塔巴的影響下，尖鼻咀錄得最高潮位 3.46 米(海圖基準面以上)及最大風暴潮(天文潮高度以上) 0.62 米。各站錄得的最低瞬時海平面氣壓如下：

站	最低瞬時海平面氣壓(百帕斯卡)	日期/月份	時間
香港天文台總部	1001.7	9 月 8 日	上午 5 時 45 分
香港國際機場	1000.6	9 月 8 日	上午 6 時 40 分
長洲	1000.6	9 月 8 日	上午 6 時 38 分
京士柏	1001.8	9 月 8 日	上午 5 時 45 分
流浮山	1001.0	9 月 8 日	上午 5 時 58 分
坪洲	1001.1	9 月 8 日	上午 5 時 26 分
沙田	1003.3	9 月 8 日	上午 4 時 55 分
上水	1001.3	9 月 8 日	上午 6 時 01 分
打鼓嶺	1001.8	9 月 8 日	上午 6 時 05 分
大埔 (元洲仔公園)	1002.6	9 月 8 日	上午 5 時 56 分
橫瀾島	1001.1	9 月 8 日	上午 4 時 35 分

受高空反氣旋影響，本港九月五日至六日普遍天晴及極端酷熱。隨著塔巴的雨帶靠近本港，翌日本港天氣逐漸轉壞，間中有狂風驟雨及雷暴。九月八日有狂風大驟雨，本港多處地區錄得超過 100 毫米雨量。受一股偏南氣流影響，九月九日本港仍間中有驟雨及局部地區有雷暴。

塔巴吹襲香港期間，有至少 12 人受傷。全港有至少 524 宗塌樹報告及三宗水浸報告。九月八日早上香港國際機場發生一宗跑道偏離事故，一架客機於北跑道著陸時，機身向右偏離跑道，撞毀三盞跑道邊燈及草地區域兩塊停機坪指引牌，客機起落架、右側發動機及機身受損。機場有約 140 班航班取消，21 班航班需要轉飛其他地方。香港水域有至少六宗船隻毀壞報告。

2.2. Severe Tropical Storm Tapah (2516)
5 - 9 September 2025

Tapah was the ninth tropical cyclone affecting Hong Kong in 2025. The Observatory issued the No. 8 Gale or Storm Signal during the passage of Tapah.

Tapah formed as a tropical depression over the central part of the South China Sea about 390 km south-southeast of Dongsha on the night of 5 September, and moved west-northwestwards across the central and northern parts of the South China Sea. It turned to track north-northwestwards towards the coast of western Guangdong on the morning of 7 September, and intensified into a severe tropical storm that night. Tapah attained its peak intensity in the small hours of 8 September, with an estimated maximum sustained wind of 110 km/h near its centre. It made landfall near Taishan of Guangdong that morning, then gradually turned northwestwards and moved inland, where it weakened rapidly. Tapah finally degenerated into an area of low pressure in Guangxi on the morning of 9 September.

According to press reports, the southwest monsoon and Tapah brought heavy rain to the Philippines, affecting over 83 000 people. During the passage of Tapah over southern China, accumulated rainfall in parts of Jiangmen and Zhuhai of Guangdong reached 434 millimetres, and hourly rainfall in Haikou of Hainan reached 124 millimetres. In Hainan, Guangdong, Guangxi, and Yunnan, more than 290 000 people were affected and over 210 000 were evacuated during the passage of Tapah. In Macau, there were four injuries and 25 incident reports. At least 81 flights were cancelled at the Macau International Airport.

The Standby Signal No. 1 was issued at 10:20 p.m. on 5 September, when Tapah was about 680 km southeast of Hong Kong. Local winds were light to moderate east to northeasterlies the next day. With Tapah gradually approaching the coast of Guangdong, the No. 3 Strong Wind Signal was issued at 2:40 a.m. on 7 September, when Tapah was about 440 km south of Hong Kong. Winds over Hong Kong strengthened gradually that day and were generally fresh to strong easterlies during the day. As Tapah further intensified and continued to edge closer to the vicinity of the Pearl River Estuary, the gale force winds associated with Tapah were expected to affect Hong Kong and the No. 8 Southeast Gale or Storm Signal was issued at 9:20 p.m. on 7 September when Tapah was about 260 km south-southwest of Hong Kong. Local winds strengthened further the next morning, with generally strong to gale force southeasterlies, and even reached storm force offshore and on high ground.

Tapah came closest to Hong Kong at around 8 a.m. on 8 September, when it skirted past about 170 km west-southwest of the territory. With Tapah moving inland and departing from the territory, local winds weakened gradually in the afternoon. The No. 3 Strong Wind Signal and the No. 1 Standby Signal were issued at 1:10 p.m. and 7:40 p.m. on 8 September. As Tapah weakened further and moved further away from Hong Kong, all tropical cyclone warning signals were cancelled at 4:20 a.m. on 9 September.

Under the influence of Tapah, maximum hourly mean winds of 88, 81 and 78 km/h and gusts of 124, 103 and 151 km/h were recorded at Cheung Chau, Waglan Island, and Ngong Ping respectively. A maximum sea level (above chart datum) of 3.46 m and a maximum storm surge (above astronomical tide) of 0.62 m were recorded at Tsim Bei Tsui. The lowest instantaneous mean sea-level pressures recorded at some selected stations are as follows:

Station	Lowest instantaneous mean sea-level pressure (hPa)	Date/Month	Time
Hong Kong Observatory Headquarters	1001.7	8/9	5:45 a.m.
Hong Kong International Airport	1000.6	8/9	6:40 a.m.
Cheung Chau	1000.6	8/9	6:38 a.m.
King's Park	1001.8	8/9	5:45 a.m.
Lau Fau Shan	1001.0	8/9	5:58 a.m.
Peng Chau	1001.1	8/9	5:26 a.m.
Sha Tin	1003.3	8/9	4:55 a.m.
Sheung Shui	1001.3	8/9	6:01 a.m.
Ta Kwu Ling	1001.8	8/9	6:05 a.m.
Tai Po (Yuen Chau Tsai Park)	1002.6	8/9	5:56 a.m.
Waglan Island	1001.1	8/9	4:35 a.m.

Under the influence of an anticyclone aloft, the weather of Hong Kong was generally fine and extremely hot on 5 – 6 September. As the rainbands of Tapah approached Hong Kong, the local weather deteriorated gradually the next day, with occasional squally showers and thunderstorms. There were heavy squally showers on 8 September, more than 100 millimetres of rainfall were recorded over many

places of the territory. Affected by a southerly airstream, there were still occasional showers and isolated thunderstorms on 9 September.

During the passage of Tapah, at least 12 people were injured in Hong Kong. Locally, there were at least 524 reports of fallen trees and three reports of flooding. A runway excursion incident occurred at Hong Kong International Airport on the morning of 8 September. A passenger aircraft veered to the right while landing on the north runway, damaging three runway edge lights and two Movement Area Guidance Signs on the grass area. The aircraft's landing gear, right engine and fuselage were damaged. About 140 flights were cancelled and 21 flights were diverted at the Hong Kong International Airport. There were at least six reports of ships damaged in Hong Kong waters.

表 2.2.1　在塔巴影響下，本港各站在熱帶氣旋警告信號生效時所錄得的最高陣風、最高每小時平均風速及風向

Table 2.2.1　Maximum gust peak speeds and maximum hourly mean winds with associated wind directions recorded at various stations when the tropical cyclone warning signals for Tapah were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最高陣風 Maximum Gust					最高每小時平均風速 Maximum Hourly Mean Wind				
		風向 Direction		風速 (公里/時) Speed (km/h)	日期/月份 Date/Month	時間 Time	風向 Direction		風速 (公里/時) Speed (km/h)	日期/月份 Date/Month	時間 Time
黃麻角(赤柱)	Bluff Head (Stanley)	西南偏南	SSW	102	8/9	10:55	南	S	62	8/9	08:00
中環碼頭	Central Pier	東南	SE	77	8/9	08:15	東南偏東	ESE	35	8/9	07:00
							東南偏東	ESE	35	8/9	08:00
長洲	Cheung Chau	東南	SE	124	8/9	07:47	東南	SE	88	8/9	07:00
長洲泳灘	Cheung Chau Beach	東	E	97	8/9	04:17	東	E	62	8/9	05:00
青洲	Green Island	南	S	105	8/9	10:30	南	S	71	8/9	11:00
香港國際機場	Hong Kong International Airport	東南	SE	94	8/9	07:03	東南	SE	51	8/9	07:00
啟德	Kai Tak	東南	SE	97	8/9	08:01	東南	SE	50	8/9	09:00
京士柏	King's Park	南	S	72	8/9	11:21	東南偏東	ESE	28	8/9	05:00
南丫島	Lamma Island	東南	SE	102	8/9	07:46	東南	SE	52	8/9	08:00
流浮山	Lau Fau Shan	東南偏南	SSE	87	8/9	08:28	東南偏南	SSE	47	8/9	12:00
昂坪	Ngong Ping	東南偏東	ESE	151	8/9	05:15	東	E	78	8/9	04:00
北角	North Point	東	E	56	7/9	19:47	東	E	30	8/9	04:00
坪洲	Peng Chau	東南	SE	88	8/9	06:15	東	E	50	8/9	03:00
平洲	Ping Chau	東南	SE	49	8/9	10:17	東南偏南	SSE	12	8/9	12:00
西貢	Sai Kung	東南偏南	SSE	94	8/9	09:53	東南偏南	SSE	62	8/9	09:00
沙洲	Sha Chau	東南偏南	SSE	110	8/9	08:29	東南偏南	SSE	63	8/9	09:00
沙螺灣	Sha Lo Wan	東南	SE	95	8/9	06:58	東南偏東	ESE	40	8/9	07:00
沙田	Sha Tin	東南	SE	68	8/9	09:01	東南偏南	SSE	27	8/9	09:00
							東南	SE	27	8/9	10:00
石崗	Shek Kong	東北偏東	ENE	82	8/9	08:10	東	E	30	8/9	04:00
九龍天星碼頭	Star Ferry (Kowloon)	東南偏東	ESE	87	8/9	06:13	東	E	49	8/9	07:00
打鼓嶺	Ta Kwu Ling	東南偏東	ESE	73	8/9	07:03	東南偏東	ESE	28	8/9	07:00
大美督	Tai Mei Tuk	東南偏南	SSE	86	8/9	09:57	東南偏東	ESE	48	8/9	07:00
大帽山	Tai Mo Shan	東南偏東	ESE	156	8/9	07:09	東南偏東	ESE	101	8/9	07:00
大埔滘	Tai Po Kau	東南	SE	105	8/9	05:25	東南偏東	ESE	50	8/9	06:00
塔門東	Tap Mun East	南	S	106	8/9	09:37	東南	SE	76	8/9	08:00
大老山	Tate's Cairn	-	-	105	8/9	09:19	-	-	64	8/9	10:00
將軍澳	Tseung Kwan O	東南偏東	ESE	73	8/9	04:56	東南	SE	26	8/9	07:00
青衣島蜆殼油庫	Tsing Yi Shell Oil Depot	東南	SE	86	8/9	11:27	東南	SE	46	8/9	12:00
屯門政府合署	Tuen Mun Government Offices	東南偏南	SSE	86	8/9	11:02	東南偏南	SSE	35	8/9	12:00
橫瀾島	Waglan Island	東南	SE	103	8/9	09:16	東南	SE	81	8/9	09:00
濕地公園	Wetland Park	東南	SE	70	8/9	07:40	東南偏東	ESE	18	8/9	08:00
黃竹坑	Wong Chuk Hang	東	E	81	8/9	05:56	-	-	30	8/9	08:00

大老山、黃竹坑 - 沒有風向資料　　Tate's Cairn, Wong Chuk Hang - wind direction not available

表 2.2.2　在塔巴影響下，熱帶氣旋警告系統的八個參考測風站在熱帶氣旋警告信號生效時錄得持續風力達到強風及烈風程度的時段

Table 2.2.2　Periods during which sustained strong and gale force winds were attained at the eight reference anemometers in the tropical cyclone warning system when tropical cyclone warning signals for Tapah were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最初達到強風*時間 Start time when strong wind speed* was attained		最後達到強風*時間 End time when strong wind speed* was attained		最初達到烈風#時間 Start time when gale force wind speed# was attained		最後達到烈風#時間 End time when gale force wind speed# was attained	
		日期/月份 Date/Month	時間 Time	日期/月份 Date/Month	時間 Time	日期/月份 Date/Month	時間 Time	日期/月份 Date/Month	時間 Time
長洲	Cheung Chau	7/9	07:08	9/9	04:08	7/9	20:04	8/9	12:50
香港國際機場	Hong Kong International Airport	7/9	16:06	8/9	13:44	8/9	08:27	8/9	08:31
啟德	Kai Tak	7/9	19:55	8/9	09:54	-			
流浮山	Lau Fau Shan	8/9	06:11	8/9	12:25	-			
西貢	Sai Kung	7/9	20:00	8/9	13:11	8/9	08:35	8/9	09:55
青衣島蜆殼油庫	Tsing Yi Shell Oil Depot	8/9	08:17	8/9	12:22	-			

沙田及打鼓嶺的持續風力未達到強風程度。
The sustained wind speed did not attain strong force at Sha Tin and Ta Kwu Ling.

- 未達到指定的風速
- not attaining the specified wind speed

* 十分鐘平均風速達每小時 41 - 62 公里
* 10-minute mean wind speed of 41 - 62 km/h

十分鐘平均風速達每小時 63 - 87 公里
10-minute mean wind speed of 63 - 87 km/h

註:　本表列出持續風力達到強風及烈風程度的起始及終結時間。期間風力可能高於或低於指定的風力。

Note:　The table gives the start and end time of sustained strong or gale force winds. Winds might fluctuate above or below the specified wind speeds in between the times indicated.

表 2.2.3　塔巴影響香港期間，香港天文台總部及其他各站所錄得的日雨量

Table 2.2.3　Daily rainfall amounts recorded at the Hong Kong Observatory Headquarters and other stations during the passage of Tapah

站 (參閱圖 2.2.2) Station (See Fig. 2.2.2)			九月五日 5 Sep	九月六日 6 Sep	九月七日 7 Sep	九月八日 8 Sep	九月九日 9 Sep	總雨量(毫米) Total rainfall (mm)
香港天文台 Hong Kong Observatory (HKO)			0.0	0.0	46.7	85.6	13.1	145.4
香港國際機場 Hong Kong International Airport (HKA)			微量 Trace	0.0	37.4	124.1	7.6	169.1
長洲 Cheung Chau (CCH)			0.0	0.0	12.5	34.0	1.5	48.0
H23	香港仔	Aberdeen	0.0	0.0	27.5	46.0	6.5	80.0
N05	粉嶺	Fanling	0.0	0.0	30.0	75.0	7.0	112.0
N13	糧船灣	High Island	0.0	0.0	25.0	49.5	20.0	94.5
K04	佐敦谷	Jordan Valley	0.0	0.0	39.5	77.0	18.0	134.5
N06	葵涌	Kwai Chung	0.0	0.0	42.0	126.0	3.0	171.0
H12	半山區	Mid Levels	0.0	0.0	47.5	73.0	15.5	136.0
N09	沙田	Sha Tin	0.0	0.0	41.5	73.5	15.0	130.0
H19	筲箕灣	Shau Kei Wan	0.0	0.0	31.0	71.0	10.5	112.5
SEK	石崗	Shek Kong	0.0	0.0	21.0	116.0	30.0	167.0
K06	蘇屋邨	So Uk Estate	0.0	0.0	63.0	123.5	12.5	199.0
R31	大美督	Tai Mei Tuk	0.0	0.0	26.5	[50.0]	19.0	[95.5]
R21	踏石角	Tap Shek Kok	0.0	0.0	37.0	115.0	8.5	160.5
N17	東涌	Tung Chung	0.0	0.0	33.5	147.5	16.5	197.5
TMR	屯門水庫	Tuen Mun Reservoir	1.1	0.0	23.4	131.3	29.5	185.3

註 : [　] 基於不完整的每小時雨量數據。　Note : [　] based on incomplete hourly data.

表 2.2.4　塔巴影響香港期間，香港各潮汐站所錄得的最高潮位及最大風暴潮

Table 2.2.4　Times and heights of the maximum sea level and the maximum storm surge recorded at tide stations in Hong Kong during the passage of Tapah

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最高潮位 (海圖基準面以上) Maximum sea level (above chart datum)			最大風暴潮 (天文潮高度以上) Maximum storm surge (above astronomical tide)		
		高度(米) Height (m)	日期/月份 Date/Month	時間 Time	高度(米) Height (m)	日期/月份 Date/Month	時間 Time
鰂魚涌	Quarry Bay	2.69	8/9	07:55	0.44	8/9	06:14
石壁	Shek Pik	2.93	8/9	07:33	0.62	8/9	07:33
大廟灣	Tai Miu Wan	2.64	8/9	08:15	0.36	8/9	06:25
大埔滘	Tai Po Kau	2.69	8/9	06:45	0.51	8/9	06:09
尖鼻咀	Tsim Bei Tsui	3.46	8/9	09:41	0.62	8/9	08:56
橫瀾島	Waglan Island	2.56	8/9	07:26	0.03	7/9	17:17

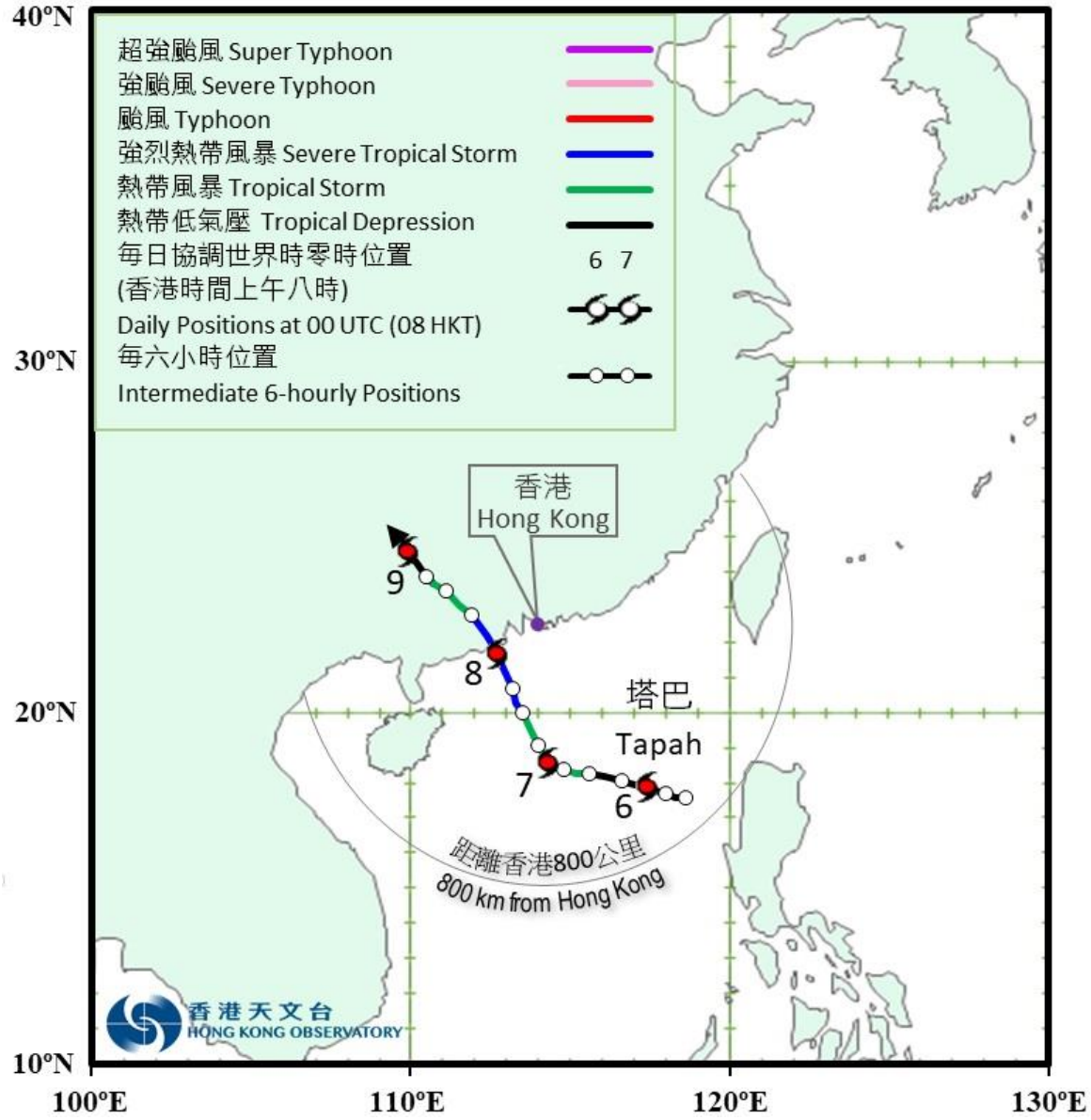


圖 2.2.1a　　二零二五年九月五日至九日塔巴(2516)的暫定路徑圖。

Figure 2.2.1a　Provisional track of Tapah (2516): 5 – 9 September 2025.

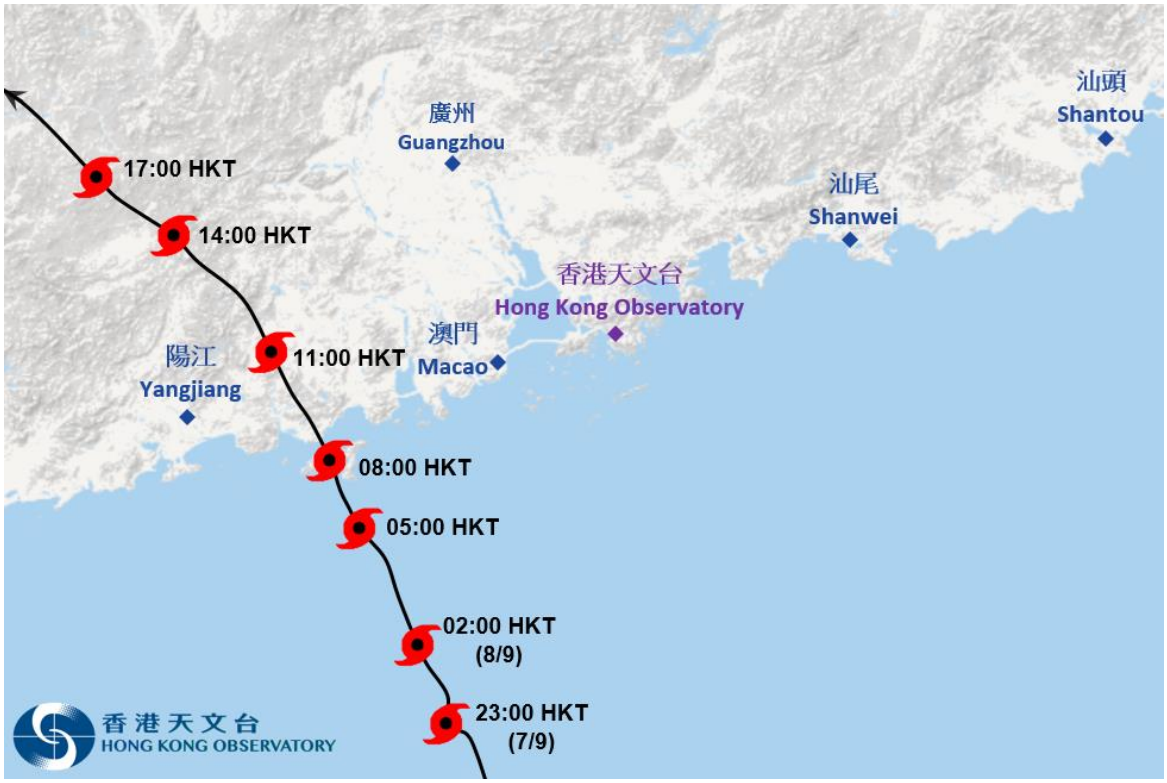


圖 2.2.1b　　塔巴(2516)接近香港時的暫定路徑圖。

Figure 2.2.1b　Provisional track of Tapah (2516) near Hong Kong.

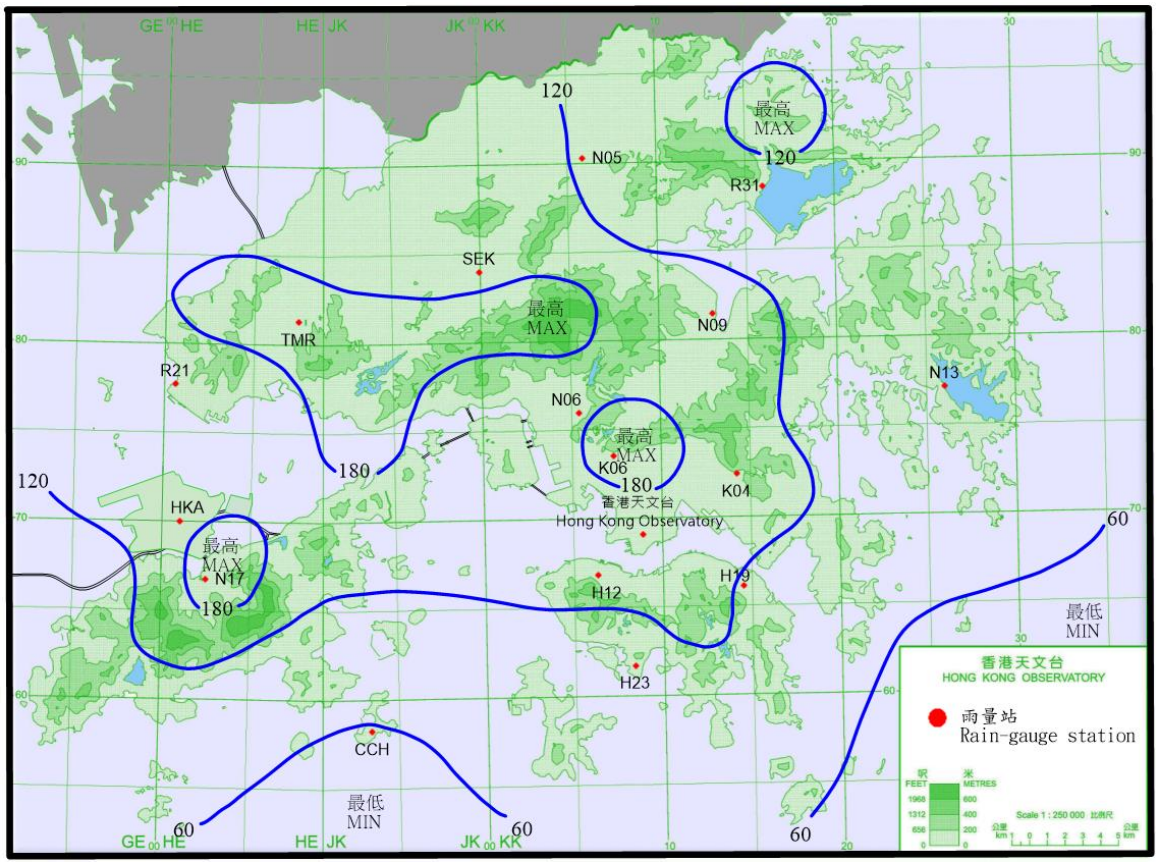


圖 2.2.2　　二零二五年九月五日至九日的雨量分佈(等雨量線單位為毫米)。

Figure 2.2.2　Rainfall distribution on 5 – 9 September 2025 (isohyets are in millimetres).

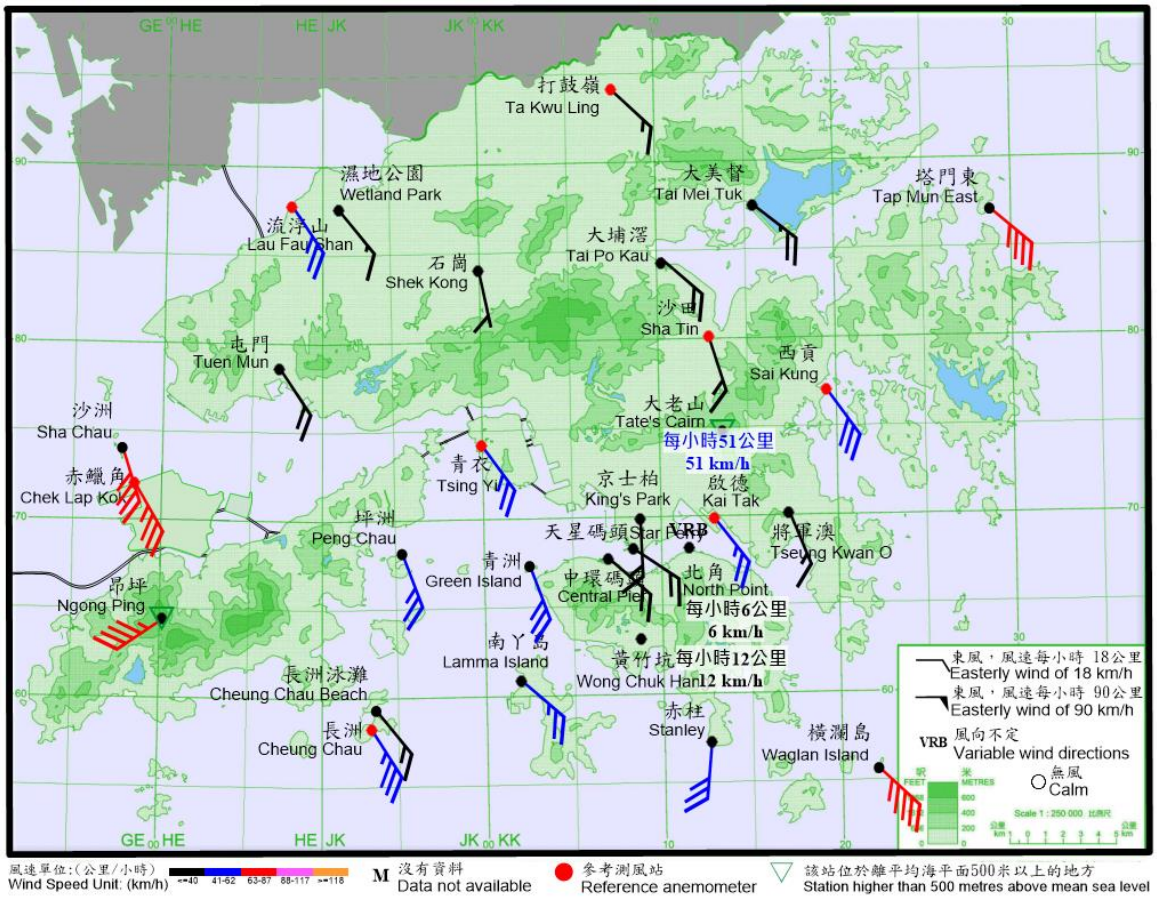


圖 2.2.3a　二零二五年九月八日早上 8 時 30 分香港各站錄得的十分鐘平均風向和風速。當時本港普遍吹東南風，香港國際機場、昂坪、沙洲、塔門東及橫瀾島的風力達到烈風程度。

Figure 2.2.3a　10-minute mean wind direction and speed recorded at various stations in Hong Kong at 8:30 a.m. on 8 September 2025. Local winds were generally southeasterlies. Winds at Hong Kong International Airport, Ngong Ping, Sha Chau, Tap Mun East and Waglan Island reached gale force at the time.

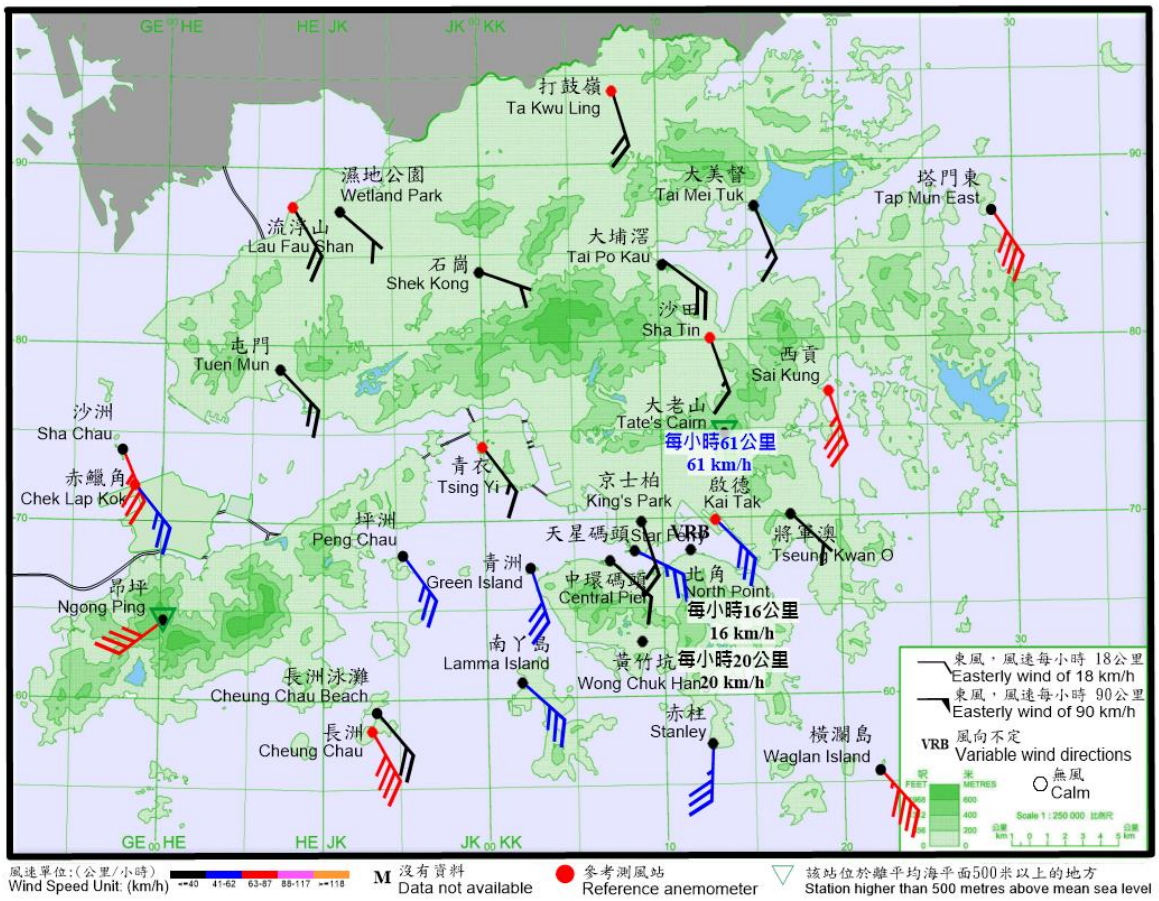


圖 2.2.3b　二零二五年九月八日早上 9 時 00 分香港各站錄得的十分鐘平均風向和風速。當時長洲、西貢、昂坪、沙洲、塔門東及橫瀾島的風力達到烈風程度。

Figure 2.2.3b　10-minute mean wind direction and speed recorded at various stations in Hong Kong at 9:00 a.m. on 8 September 2025. Winds at Cheung Chau, Sai Kung, Ngong Ping, Sha Chau, Tap Mun East and Waglan Island reached gale force at the time.

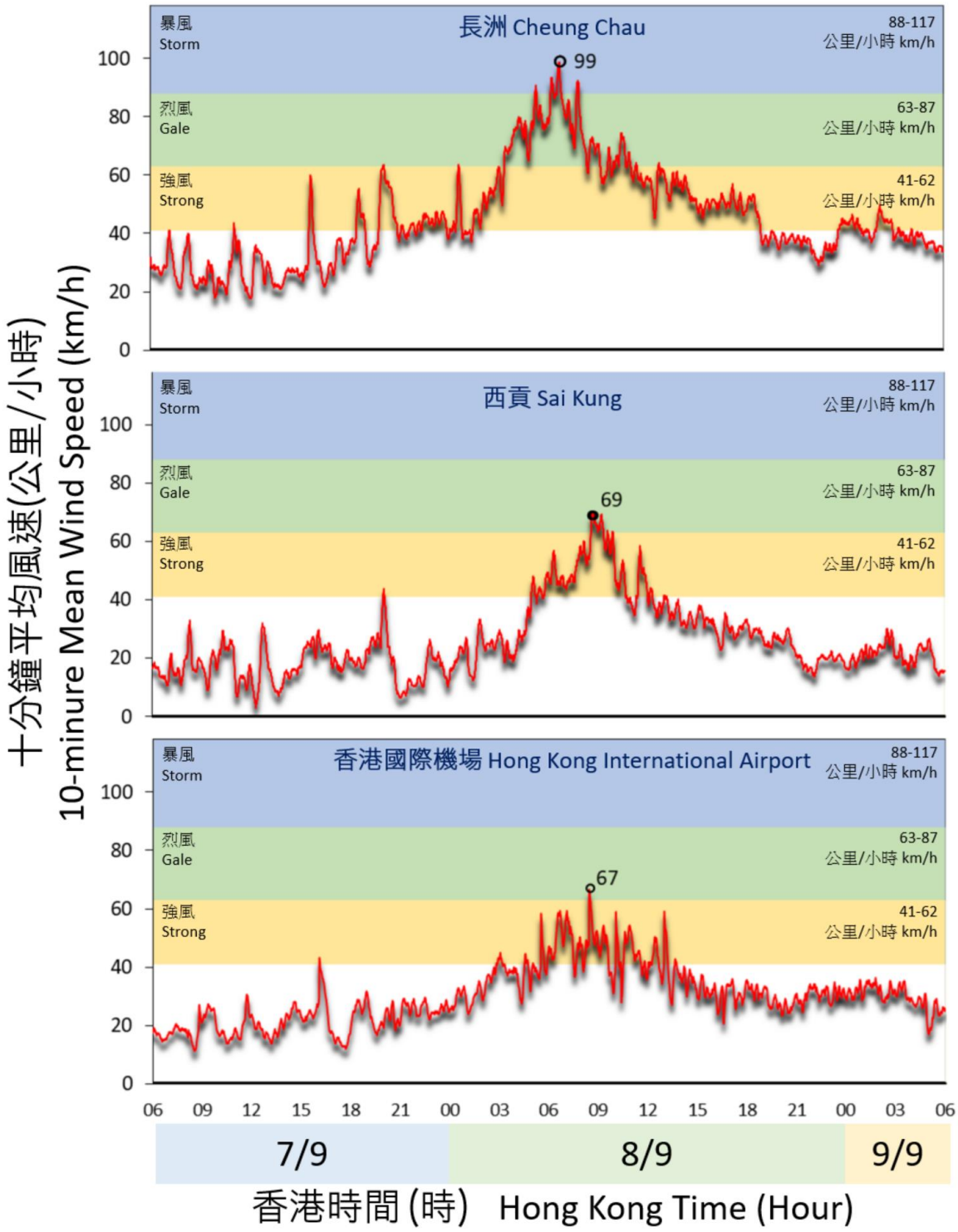


圖 2.2.4　二零二五年九月七日至九日的長洲、西貢及香港國際機場錄得的十分鐘平均風速。

Figure 2.2.4　Traces of 10-minute mean wind speed recorded at Cheung Chau, Sai Kung and Hong Kong International Airport on 7 – 9 September 2025.

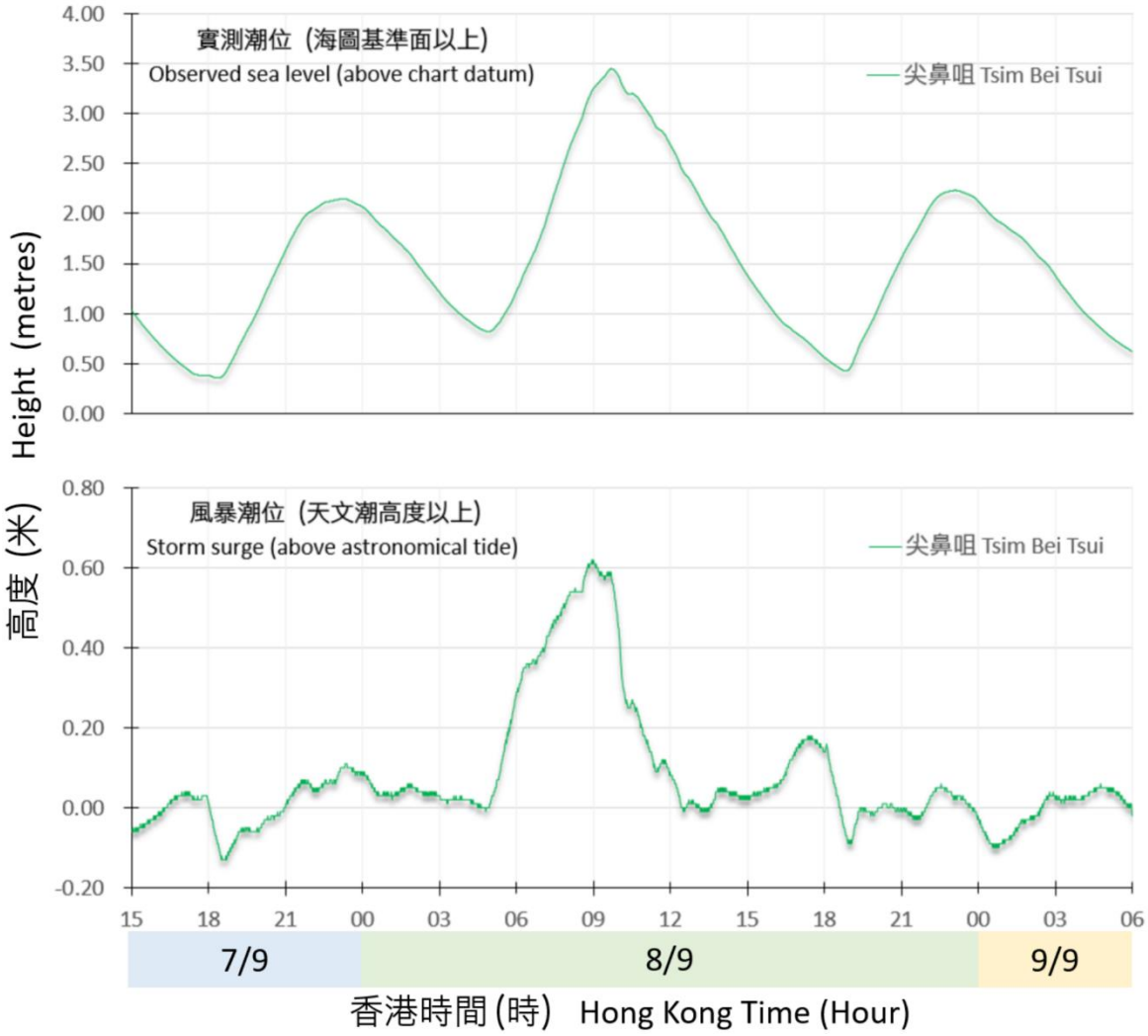


圖 2.2.5　二零二五年九月七日至九日尖鼻咀錄得的潮位(海圖基準面以上)及風暴潮(天文潮高度以上)。

Figure 2.2.5　Traces of sea level (above chart datum) and storm surge (above astronomical tide) recorded at Tsim Bei Tsui on 7 – 9 September 2025.

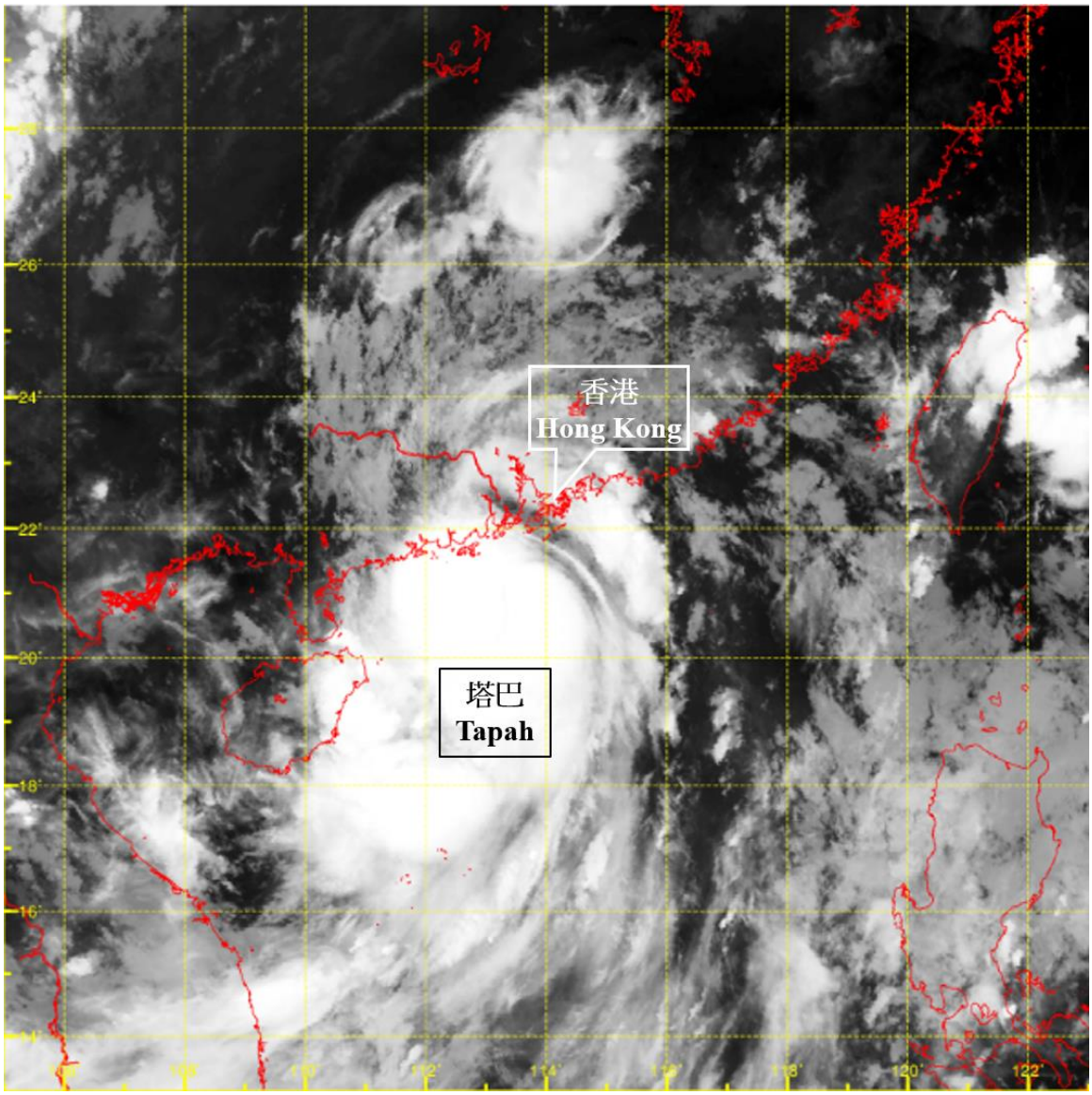


圖 2.2.6a　二零二五年九月八日上午 2 時左右的紅外線衛星圖片。當時塔巴達到其最高強度，中心附近最高持續風速估計為每小時 110 公里。

Figure 2.2.6a　Infra-red satellite imagery at around 2 a.m. on 8 September 2025 when Tapah was at its peak intensity with an estimated maximum sustained wind of 110 km/h near its centre.

〔此衛星圖像接收自日本氣象廳的向日葵 9 號衛星。〕

[The satellite imagery was originally captured by Himawari-9 Satellite (H-9) of Japan Meteorological Agency.]

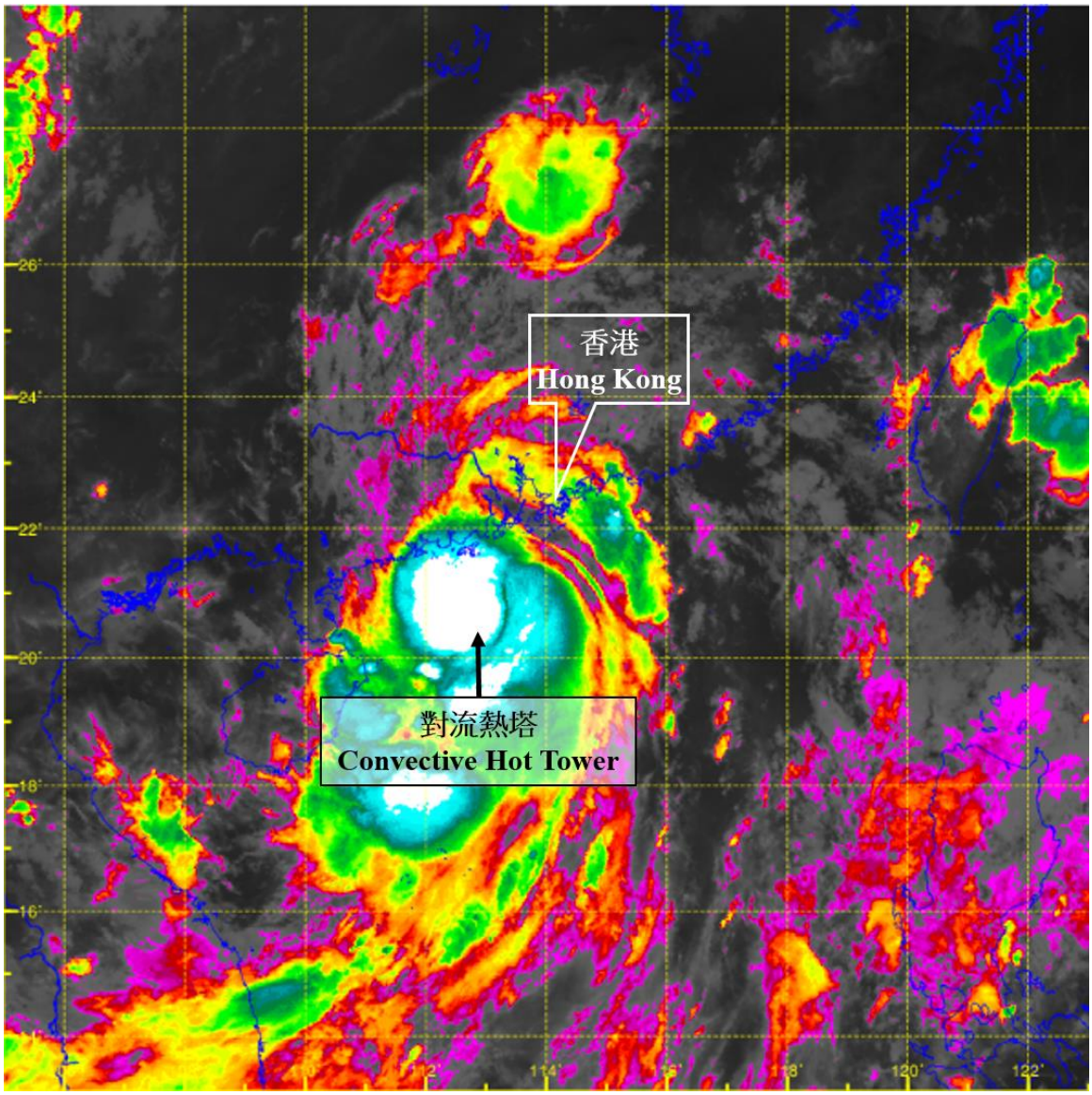


圖 2.2.6b　二零二五年九月八日上午 2 時左右的紅外線彩色衛星圖片。當時塔巴中心附近出現「對流熱塔」現象，有劇烈上升的對流運動。

Figure 2.2.6b　Infra-red coloured satellite imagery at around 2 a.m. on 8 September 2025. At that time, a “convective hot tower” developed near the centre of Tapah with a violent convective updraft.

〔此衛星圖像接收自日本氣象廳的向日葵 9 號衛星。〕

[The satellite imagery was originally captured by Himawari-9 Satellite (H-9) of Japan Meteorological Agency.]

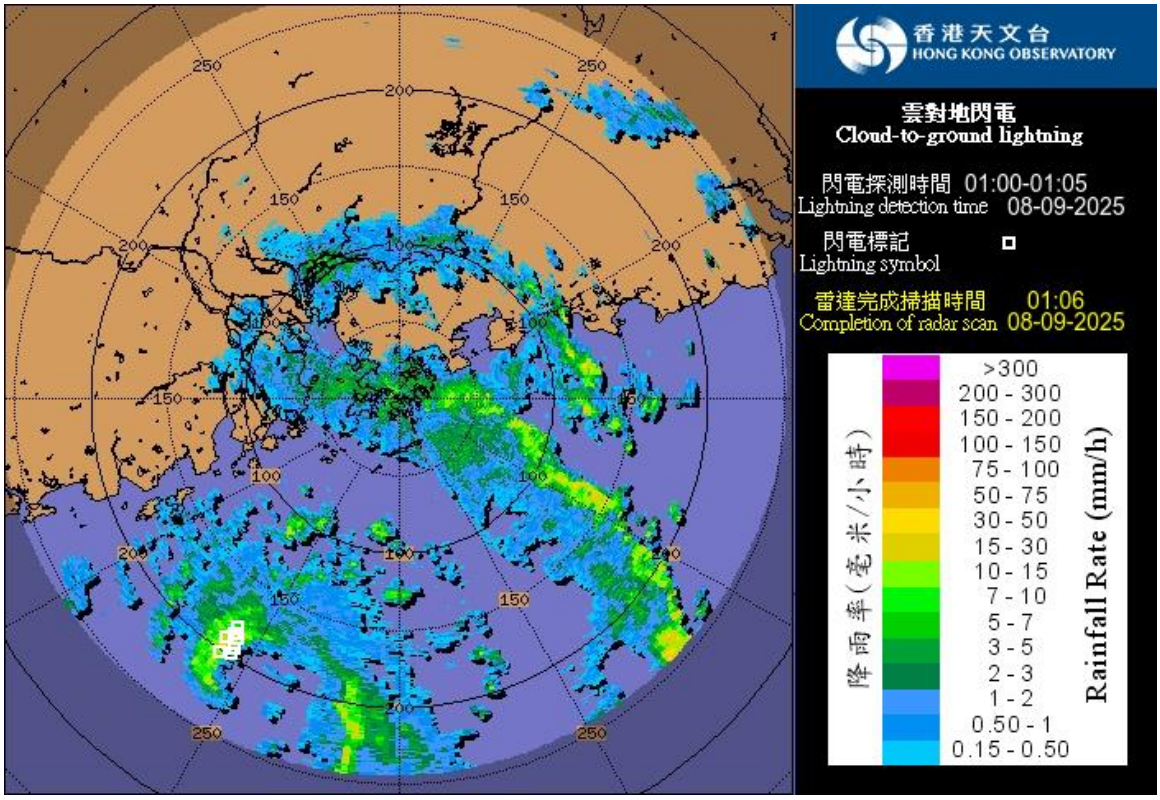


圖 2.2.7a　二零二五年九月八日上午 1 時 06 分的雷達回波與上午 1 時正至 1 時 05 分之間雲對地閃電位置的疊加圖像，顯示當時塔巴中心附近的對流強烈，並伴隨閃電。

Figure 2.2.7a The overlay image of the radar echoes captured at 1:06 a.m. on 8 September 2025 with the locations of cloud-to-ground lightning recorded between 1:00 a.m. and 1:05 a.m. shows that convections near the centre of Tapah were intense and accompanied by lightning at that time.

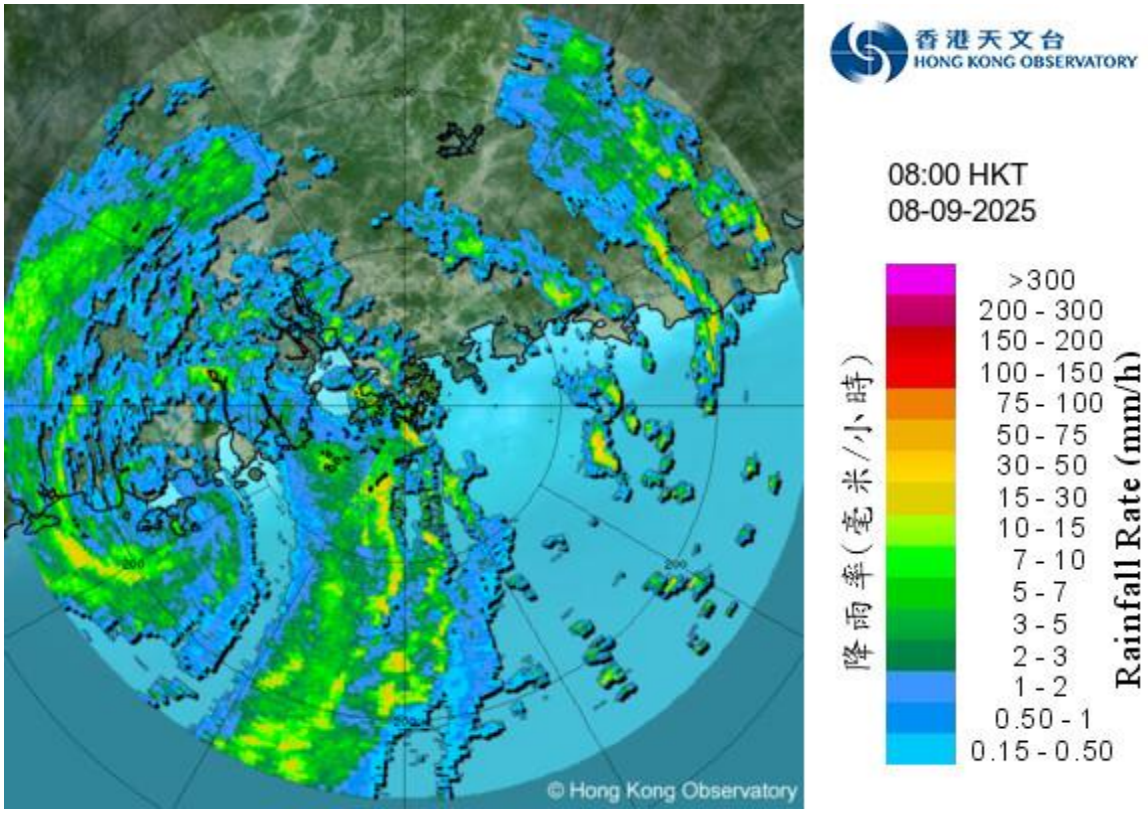


圖 2.2.7b　二零二五年九月八日早上 8 時正的雷達回波圖像。當時塔巴最接近香港，在本港之西南偏西約 170 公里掠過，並即將登陸廣東台山市。同時，與塔巴相關的強雨帶正影響本港，黃色暴雨警告正在生效。

Figure 2.2.7b　Radar echoes captured at 8:00 a.m. on 8 September 2025. Tapah was closest to Hong Kong at that time, skirting past about 170 km west-southwest of the territory, and about to make landfall near Taishan, Guangdong. Meanwhile, the intense rainbands associated with Tapah were affecting the territory and Amber Rainstorm Warning was in force.

圖 2.2.8　薄扶林道有大樹倒塌，壓住多條行車線。(鳴謝：香港 01)

Figure 2.2.8　A large tree fell on Pok Fu Lam Road, blocking several traffic lanes. (Courtesy of HK01)

圖 2.2.9　九龍灣啟福道有私家車在行駛期間，被一條水喉擊中，擋風玻璃碎裂。(鳴謝：香港 01)

Figure 2.2.9　A private car was hit by a water pipe while driving on Kai Fuk Road in Kowloon Bay, and its windshield shattered. (Courtesy of HK01)

圖 2.2.10　彩園邨/彩蒲苑往粉錦公路行人隧道出現水浸。(鳴謝：渠務署)

Figure 2.2.10　The pedestrian subway from Choi Yuen Estate/Choi Po Court to Fan Kam Road was flooded. (Courtesy of Drainage Services Department)

2.3. 強烈熱帶風暴米娜(2517)

二零二五年九月十六日至二十日

米娜是二零二五年第十個影響香港的熱帶氣旋。

熱帶低氣壓米娜於九月十六日下午在馬尼拉之東北偏東約 300 公里的呂宋以東海域上形成，隨後兩天大致向西北橫過呂宋及南海東北部，並移向廣東東部沿岸。米娜於九月十九日早上增強為強烈熱帶風暴，並達到其最高強度，中心附近最高持續風速估計為每小時 90 公里。米娜於當天下午在廣東汕尾市附近登陸，隨後轉向西北偏西移入內陸，並迅速減弱。最後米娜於九月二十日早上在廣東減弱為低壓區。

根據報章報導，米娜為菲律賓帶來大雨並引發水浸。米娜及其殘餘為台灣、福建、廣東及廣西帶來狂風暴雨，超過 13 萬人受災，超過 10 萬人需要撤離。

天文台在九月十七日晚上 9 時 20 分發出一號戒備信號，當時米娜集結在香港之東南偏東約 760 公里。翌日本港吹和緩至清勁東至東北風，晚上離岸及高地間中吹強風。隨著米娜靠近廣東東部沿岸，預料與米娜相關的強風區會逐漸影響香港，天文台在九月十九日上午 9 時 20 分改發三號強風信號，當時米娜位於香港以東約 160 公里。當日本港多處地區吹強風程度的北至西北風，翌日早上轉吹偏西風。米娜於九月二十日上午 2 時左右最接近香港，在本港之東北偏北約 110 公里掠過。隨著米娜遠離香港並減弱，天文台於九月二十日上午 9 時 20 分改發一號戒備信號，並於上午 10 時 40 分取消所有熱帶氣旋警告信號。

米娜吹襲香港期間，沒有嚴重破壞報告。在米娜的影響下，尖鼻咀錄得最高潮位(海圖基準面以上) 2.79 米，而大埔滘則錄得最大風暴潮(天文潮高度以上) 0.34 米。天文台總部於九月十九日下午 2 時 53 分錄得最低瞬時海平面氣壓 1003.7 百帕斯卡。

受高空反氣旋影響，除有幾陣驟雨及局部地區有雷暴外，九月十八日本港天氣酷熱及部分時間有陽光。隨著米娜靠近，九月十九日本港轉為大致多雲及有幾陣狂風驟雨。受米娜及其殘餘相關的雨帶影響，九月二十日本港有大驟雨及狂風雷暴，大嶼山、港島及新界東部錄得超過 100 毫米雨量。

2.3. Severe Tropical Storm Mitag (2517)
16 – 20 September 2025

Mitag was the tenth tropical cyclone affecting Hong Kong in 2025.

Mitag formed as a tropical depression over the seas east of Luzon about 300 km east-northeast of Manila on the afternoon of 16 September. It moved generally northwestwards across Luzon and the northeastern part of the South China Sea in the following two days, approaching the coast of eastern Guangdong. Mitag intensified into a severe tropical storm on the morning of 19 September, attaining its peak intensity with an estimated maximum sustained wind of 90 km/h near its centre. It made landfall near Shanwei of Guangdong that afternoon, then turned west-northwestwards and moved inland, where it weakened rapidly. Mitag finally degenerated into an area of low pressure over Guangdong on the morning of 20 September.

According to press reports, Mitag brought heavy rain and caused flooding in the Philippines. Mitag and its remnant brought torrential rain and squalls to Taiwan, Fujian, Guangdong and Guangxi, with more than 130 000 people affected and over 100 000 people evacuated.

The Standby Signal No. 1 was issued at 9:20 p.m. on 17 September when Mitag was about 760 km east-southeast of Hong Kong. Local winds were moderate to fresh east to northeasterlies, occasionally strong offshore and on high ground at night. With Mitag edging closer to the coast of eastern Guangdong, the strong winds associated with Mitag were expected to affect Hong Kong gradually, the No. 3 Strong Wind Signal was issued at 9:20 a.m. on 19 September when Mitag was about 160 km east of Hong Kong. Strong north to northwesterlies were affecting many places in Hong Kong that day. Local winds became westerlies the next morning. Mitag came closest to Hong Kong at around 2 a.m. on 20 September, skirting past about 110 km north-northeast of the territory. With Mitag departing from Hong Kong and weakening, the No. 1 Standby Signal was issued at 9:20 a.m. and all tropical cyclone warning signals were cancelled at 10:40 a.m. on 20 September.

Mitag did not cause any significant damage in Hong Kong during its passage. Under the influence of Mitag, a maximum sea level of 2.79 m (above chart datum) was recorded at Tsim Bei Tsui and a maximum storm surge of 0.34 m (above astronomical tide) was recorded at Tai Po Kau. At the Observatory

Headquarters, the lowest instantaneous mean sea-level pressure of 1003.7 hPa was recorded at 2:53 p.m. on 19 September.

Under the influence of an anticyclone aloft, apart from a few showers and isolated thunderstorms, the weather in Hong Kong was very hot with sunny periods on 18 September. With the approach of Mitag, the local weather turned mainly cloudy with a few squally showers on 19 September. Under the influence of the rainbands associated with Mitag and its remnant, there were heavy showers and squally thunderstorms in Hong Kong on 20 September. More than 100 millimetres of rainfall were recorded over Lantau Island, Hong Kong Island and the eastern part of the New Territories.

表 2.2.1　在米娜影響下，本港各站在熱帶氣旋警告信號生效時所錄得的最高陣風、最高每小時平均風速及風向

Table 2.2.1　Maximum gust peak speeds and maximum hourly mean winds with associated wind directions recorded at various stations when the tropical cyclone warning signals for Mitag were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最高陣風 Maximum Gust					最高每小時平均風速 Maximum Hourly Mean Wind				
		風向 Direction		風速 (公里/時) Speed (km/h)	日期/月份 Date/Month	時間 Time	風向 Direction		風速 (公里/時) Speed (km/h)	日期/月份 Date/Month	時間 Time
黃麻角(赤柱)	Bluff Head (Stanley)	東	E	50	18/9	23:51	西	W	25	20/9	05:00
中環碼頭	Central Pier	西北	NW	52	19/9	15:15	西北	NW	34	19/9	16:00
長洲	Cheung Chau	西	W	64	20/9	04:49	西北	NW	36	19/9	15:00
							西南偏南	SSW	36	20/9	05:00
長洲泳灘	Cheung Chau Beach	東北偏東	ENE	55	18/9	23:47	東北偏東	ENE	39	18/9	22:00
青洲	Green Island	西南	SW	67	20/9	04:10	東北偏東	ENE	46	18/9	23:00
香港國際機場	Hong Kong International Airport	北	N	67	18/9	15:59	西北偏北	NNW	35	19/9	16:00
啟德	Kai Tak	西北偏西	WNW	64	19/9	15:25	西北	NW	30	19/9	16:00
京士柏	King's Park	東北偏東	ENE	44	19/9	00:32	西北	NW	17	19/9	15:00
南丫島	Lamma Island	西	W	58	20/9	05:06	西北偏北	NNW	37	19/9	17:00
流浮山	Lau Fau Shan	北	N	51	19/9	15:27	北	N	32	19/9	16:00
昂坪	Ngong Ping	東北偏東	ENE	89	18/9	22:57	東	E	59	19/9	00:00
北角	North Point	東	E	47	19/9	00:08	西	W	29	20/9	00:00
坪洲	Peng Chau	北	N	75	18/9	17:17	西北	NW	36	19/9	16:00
平洲	Ping Chau	西北	NW	51	19/9	16:05	西北偏西	WNW	18	19/9	21:00
西貢	Sai Kung	西北	NW	66	19/9	15:39	西北偏北	NNW	32	19/9	16:00
沙洲	Sha Chau	北	N	68	18/9	15:55	北	N	42	19/9	16:00
沙螺灣	Sha Lo Wan	東	E	38	18/9	22:41	東	E	19	18/9	23:00
沙田	Sha Tin	西	W	36	19/9	20:50	東北	NE	12	19/9	00:00
石崗	Shek Kong	東北偏東	ENE	42	19/9	01:57	東北	NE	21	19/9	02:00
九龍天星碼頭	Star Ferry (Kowloon)	西北偏西	WNW	50	19/9	14:38	西	W	28	20/9	00:00
打鼓嶺	Ta Kwu Ling	東	E	30	18/9	23:25	東	E	12	18/9	15:00
大美督	Tai Mei Tuk	東	E	51	18/9	16:14	東北偏東	ENE	30	19/9	01:00
大帽山	Tai Mo Shan	西北偏北	NNW	85	19/9	15:14	東	E	55	19/9	00:00
大埔滘	Tai Po Kau	西北	NW	48	19/9	21:32	東北偏東	ENE	23	18/9	17:00
塔門東	Tap Mun East	西北偏西	WNW	55	19/9	21:14	東南偏東	ESE	30	18/9	14:00
大老山	Tate's Cairn	-	-	74	19/9	15:53	-	-	49	19/9	16:00
將軍澳	Tseung Kwan O	北	N	48	19/9	16:09	北	N	14	19/9	16:00
青衣島蜆殼油庫	Tsing Yi Shell Oil Depot	西北偏西	WNW	40	19/9	22:05	西北偏北	NNW	19	19/9	16:00
屯門政府合署	Tuen Mun Government Offices	西北	NW	41	19/9	21:46	西北偏西	WNW	14	19/9	20:00
橫瀾島	Waglan Island	西南偏西	WSW	59	20/9	07:37	東北	NE	46	18/9	23:00
							東北偏東	ENE	46	19/9	00:00
							東北	NE	46	19/9	02:00
濕地公園	Wetland Park	西北	NW	33	19/9	17:03	西北	NW	6	18/9	16:00
黃竹坑	Wong Chuk Hang	東北	NE	45	18/9	22:38	東北偏東	ENE	15	18/9	21:00

大老山 - 沒有風向資料　　Tate's Cairn - wind direction not available

表 2.2.2　在米娜影響下，熱帶氣旋警告系統的八個參考測風站在熱帶氣旋警告信號生效時錄得持續風力達到強風程度的時段

Table 2.2.2　Periods during which sustained strong winds were attained at the eight reference anemometers in the tropical cyclone warning system when tropical cyclone warning signals for Mitag were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最初達到強風*時間 Start time when strong wind speed* was attained		最後達到強風*時間 End time when strong wind speed* was attained	
		日期/月份 Date/Month	時間 Time	日期/月份 Date/Month	時間 Time
長洲	Cheung Chau	19/9	14:23	20/9	07:17
香港國際機場	Hong Kong International Airport	18/9	15:56	19/9	16:10

啟德、流浮山、西貢、沙田、打鼓嶺及青衣島蜆殼油庫的持續風力未達到強風程度。

The sustained wind speed did not attain strong force at Kai Tak, Lau Fau Shan, Sai Kung, Sha Tin, Ta Kwu Ling and Tsing Yi Shell Oil Depot.

* 十分鐘平均風速達每小時 41 - 62 公里

* 10-minute mean wind speed of 41 - 62 km/h

註:　本表列出持續風力達到強風程度的起始及終結時間。期間風力可能高於或低於指定的風力。

Note: The table gives the start and end time of sustained strong winds. Winds might fluctuate above or below the specified wind speeds in between the times indicated.

表 2.2.3　米娜影響香港期間，香港天文台總部及其他各站所錄得的日雨量

Table 2.2.3　Daily rainfall amounts recorded at the Hong Kong Observatory Headquarters and other stations during the passage of Mitag

站 (參閱圖 2.2.2) Station (See Fig. 2.2.2)			九月十七日 17 Sep	九月十八日 18 Sep	九月十九日 19 Sep	九月二十日 20 Sep	總雨量(毫米) Total rainfall (mm)
香港天文台 Hong Kong Observatory (HKO)			18.1	1.4	0.4	98.4	118.3
香港國際機場 Hong Kong International Airport (HKA)			0.3	0.2	0.6	207.0	208.1
長洲 Cheung Chau (CCH)			1.0	0.0	0.0	[46.5]	[47.5]
H23	香港仔	Aberdeen	6.5	0.5	0.5	83.5	91.0
N05	粉嶺	Fanling	0.0	1.5	3.5	43.0	48.0
N13	糧船灣	High Island	3.0	17.5	15.0	91.5	127.0
K04	佐敦谷	Jordan Valley	3.0	5.0	2.0	83.5	93.5
N06	葵涌	Kwai Chung	0.0	0.0	0.0	74.0	74.0
H12	半山區	Mid Levels	21.0	0.0	0.5	182.5	204.0
N09	沙田	Sha Tin	1.0	5.5	4.5	52.5	63.5
H19	筲箕灣	Shau Kei Wan	19.5	1.0	1.0	135.0	156.5
SEK	石崗	Shek Kong	0.0	0.0	2.0	68.0	70.0
K06	蘇屋邨	So Uk Estate	1.0	1.0	1.0	71.0	74.0
R31	大美督	Tai Mei Tuk	[0.0]	[1.0]	7.5	[44.0]	[52.5]
R21	踏石角	Tap Shek Kok	0.0	10.5	2.0	44.0	56.5
N17	東涌	Tung Chung	0.0	0.0	1.0	162.0	163.0
TMR	屯門水庫	Tuen Mun Reservoir	0.0	0.0	2.3	49.1	51.4

註 :[　] 基於不完整的每小時雨量數據。　Note : [　] based on incomplete hourly data.

表 2.2.4　米娜影響香港期間，香港各潮汐站所錄得的最高潮位及最大風暴潮

Table 2.2.4　Times and heights of the maximum sea level and the maximum storm surge recorded at tide stations in Hong Kong during the passage of Mitag

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最高潮位 (海圖基準面以上) Maximum sea level (above chart datum)			最大風暴潮 (天文潮高度以上) Maximum storm surge (above astronomical tide)		
		高度(米) Height (m)	日期/月份 Date/Month	時間 Time	高度(米) Height (m)	日期/月份 Date/Month	時間 Time
鰂魚涌	Quarry Bay	2.43	19/9	07:37	0.20	19/9	03:55
石壁	Shek Pik	2.52	19/9	06:32	0.18	19/9	05:30
大廟灣	Tai Miu Wan	2.40	19/9	05:48	0.28	19/9	04:50
大埔滘	Tai Po Kau	2.55	19/9	08:21	0.34	19/9	04:23
尖鼻咀	Tsim Bei Tsui	2.79	19/9	07:14	0.28	19/9	07:05
橫瀾島	Waglan Island	2.42	19/9	07:25	0.24	19/9	04:49

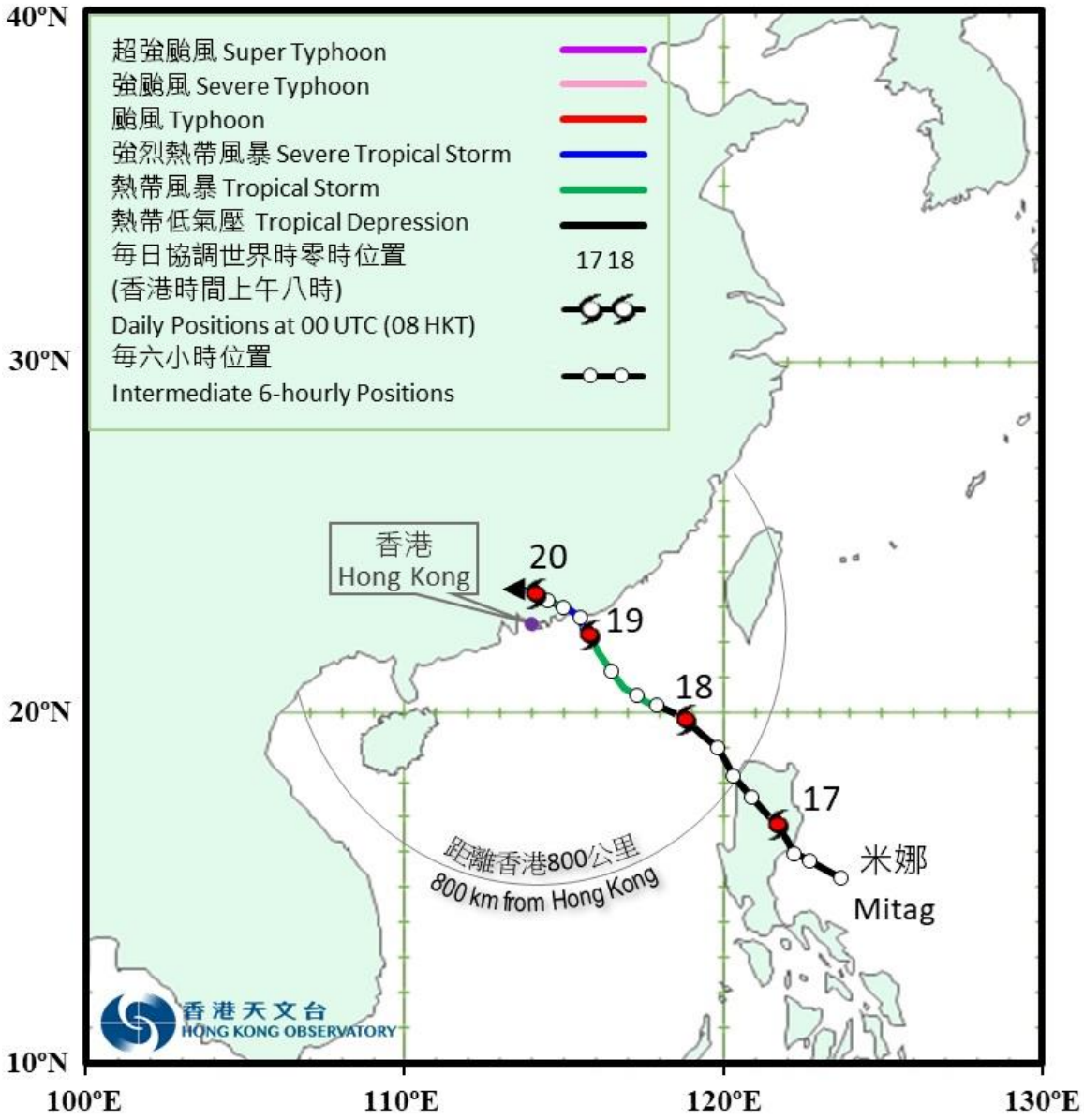


圖 2.2.1　　二零二五年九月十六日至二十日米娜(2517)的暫定路徑圖。

Figure 2.2.1　Provisional track of Mitag (2517): 16 - 20 September 2025.

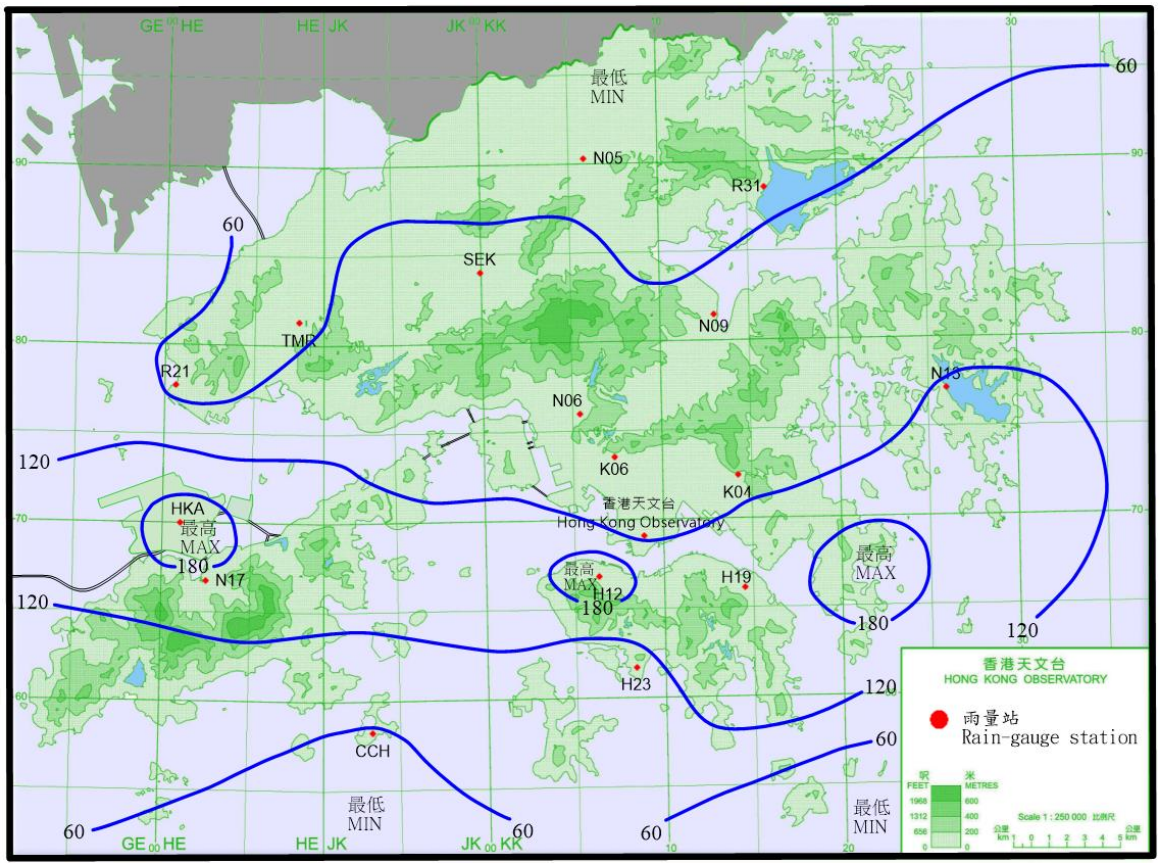


圖 2.2.2　　二零二五年九月十七日至二十日的雨量分佈(等雨量線單位為毫米)。

Figure 2.2.2　Rainfall distribution on 17 – 20 September 2025 (isohyets are in millimetres).

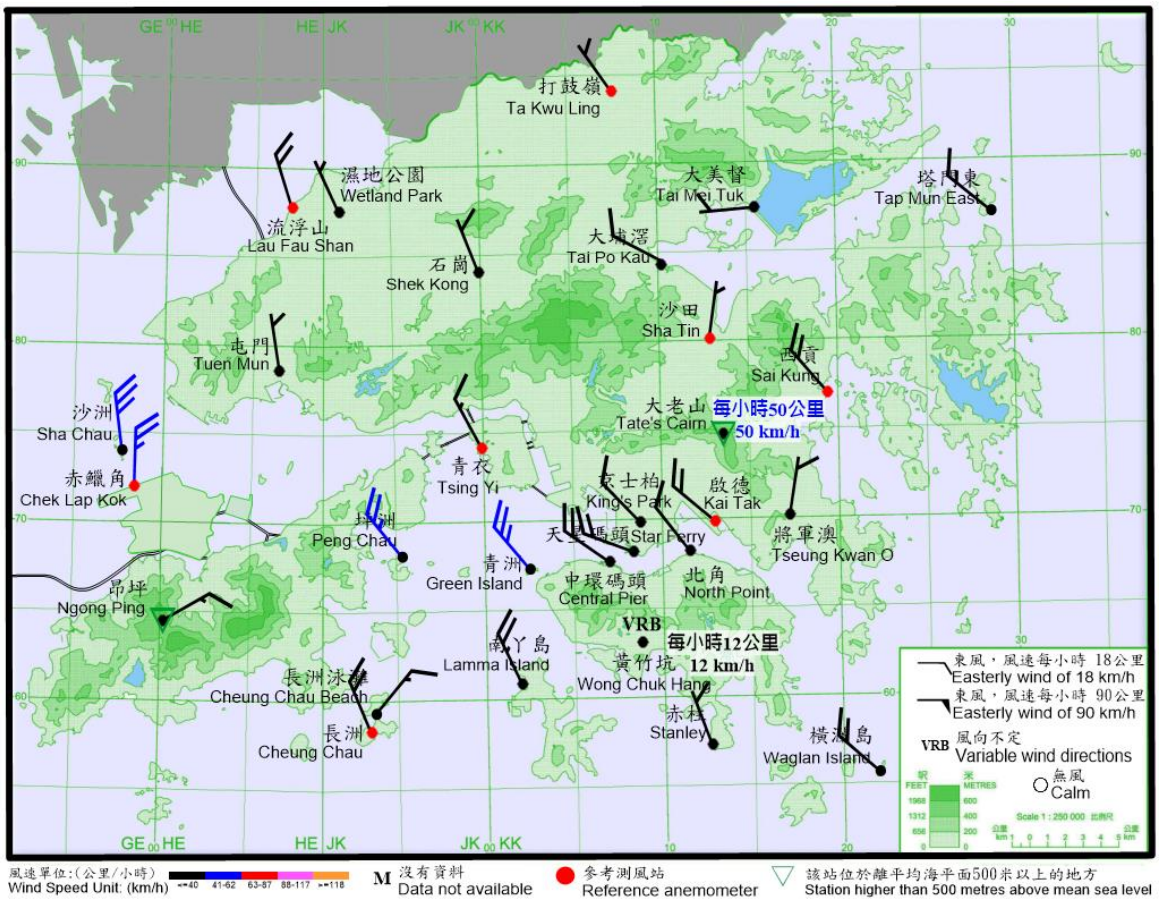


圖 2.2.3a　二零二五年九月十九日下午 4 時 05 分香港各站錄得的十分鐘平均風向和風速。當時本港普遍吹北至西北風，而香港國際機場、沙洲、坪洲、青洲及大老山的風力達到強風程度。

Figure 2.2.3a　10-minute mean wind direction and speed recorded at various stations in Hong Kong at 4:05 p.m. on 19 September 2025. Local winds were generally north to northwesterlies, with winds at Hong Kong International Airport, Sha Chau, Peng Chau, Green Island and Tate's Cairn reaching strong force at that time.

註：　大老山並沒有風向資料。

Note:　Wind direction information is not available for Tate's Cairn.

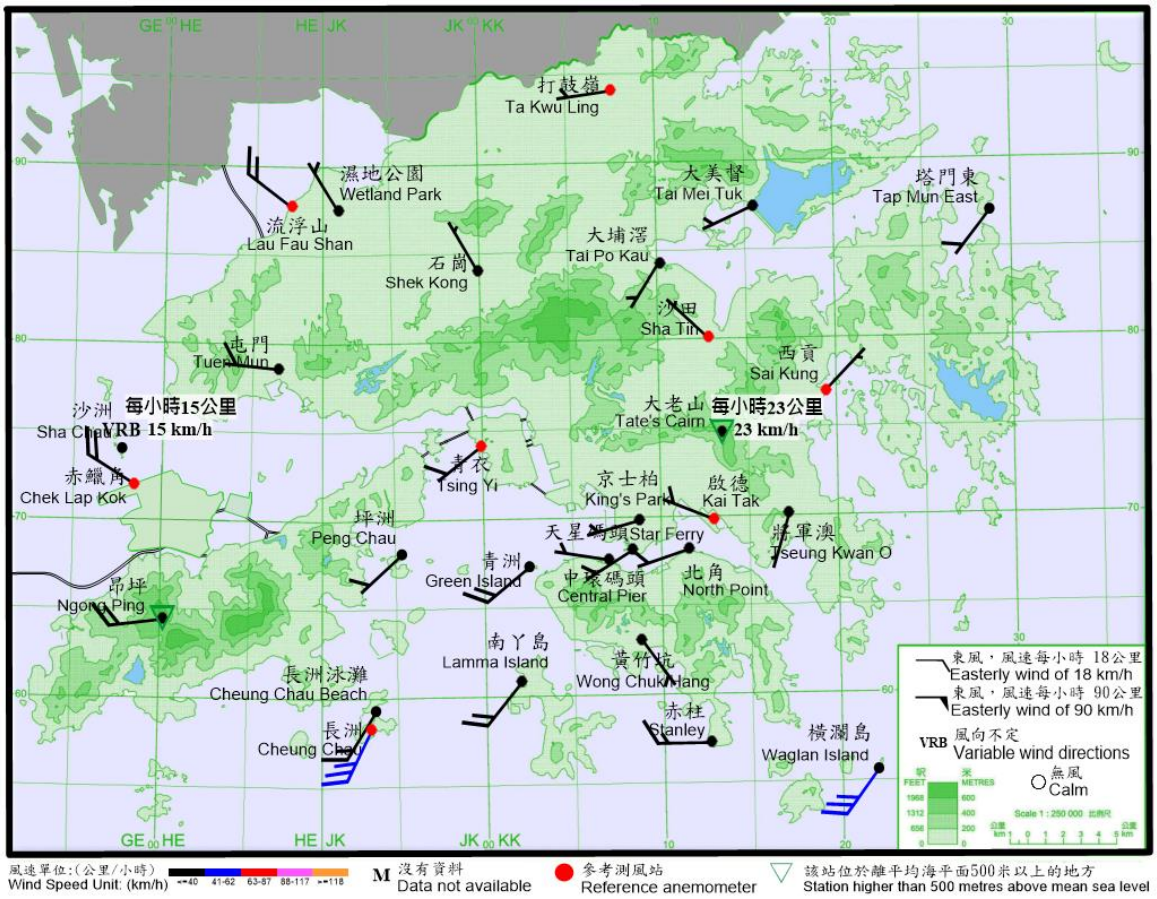


圖 2.2.3b　二零二五年九月二十日上午 4 時 05 分香港各站錄得的十分鐘平均風向和風速。當時本港普遍吹偏西風，而長洲及橫瀾島的風力達到強風程度。

Figure 2.2.3b　10-minute mean wind direction and speed recorded at various stations in Hong Kong at 4:05 a.m. on 20 September 2025. Local winds were generally westerlies, with winds at Cheung Chau and Waglan Island reaching strong force at that time.

註：　大老山並沒有風向資料。

Note:　Wind direction information is not available for Tate's Cairn.

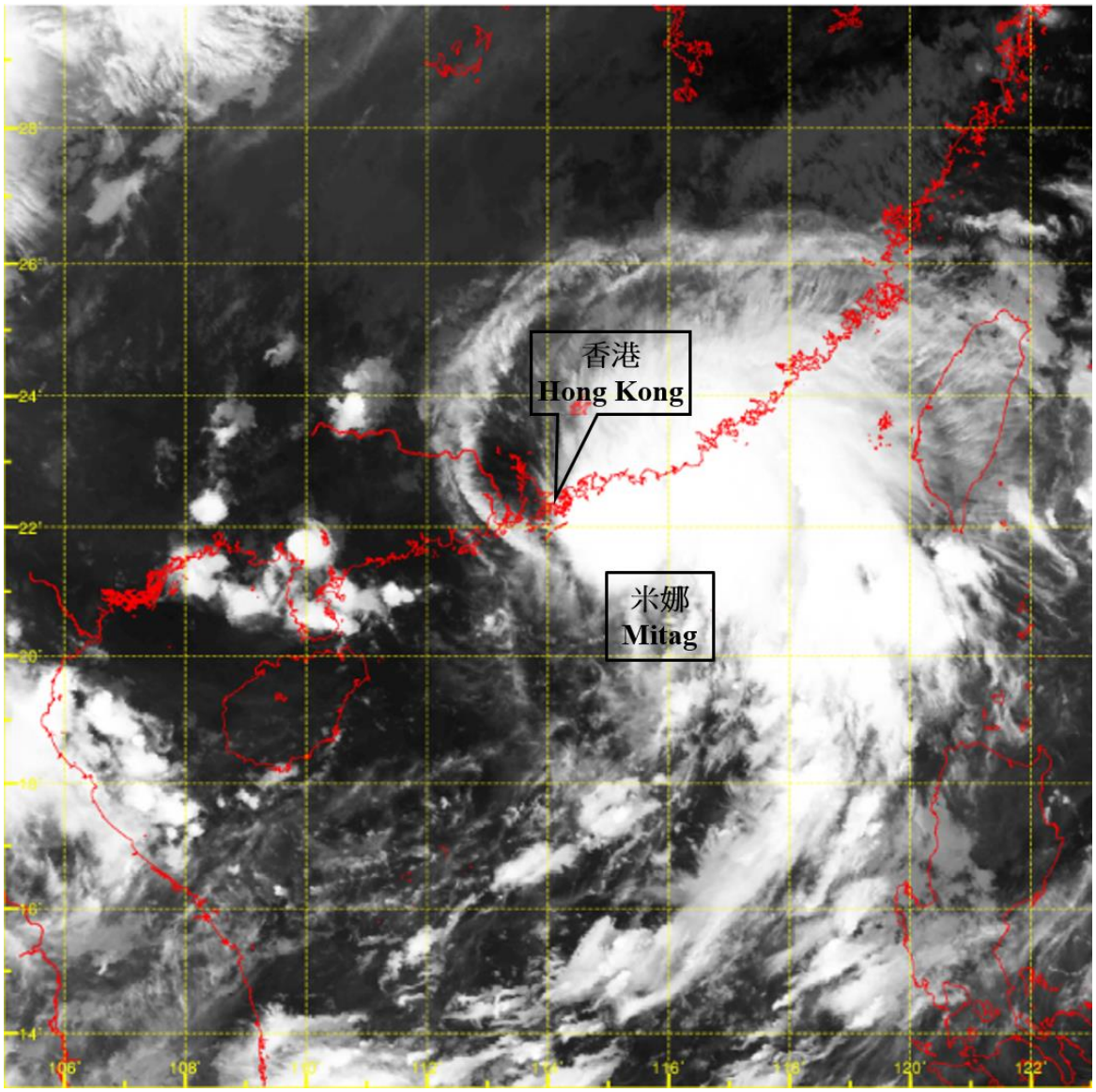


圖 2.2.4　二零二五年九月十九日上午 8 時左右的紅外線衛星圖片，當時米娜增強為強烈熱帶風暴，並達到其最高強度，中心附近最高持續風速估計為每小時 90 公里。

Figure 2.2.4　Infra-red satellite imagery at around 8 a.m. on 19 September 2025. Mitag intensified into a severe tropical storm and attained its peak intensity with an estimated maximum sustained wind of 90 km/h near its centre at that time.

〔此衛星圖像接收自日本氣象廳的向日葵 9 號衛星。〕

[The satellite imagery was originally captured by Himawari-9 Satellite (H-9) of Japan Meteorological Agency.]

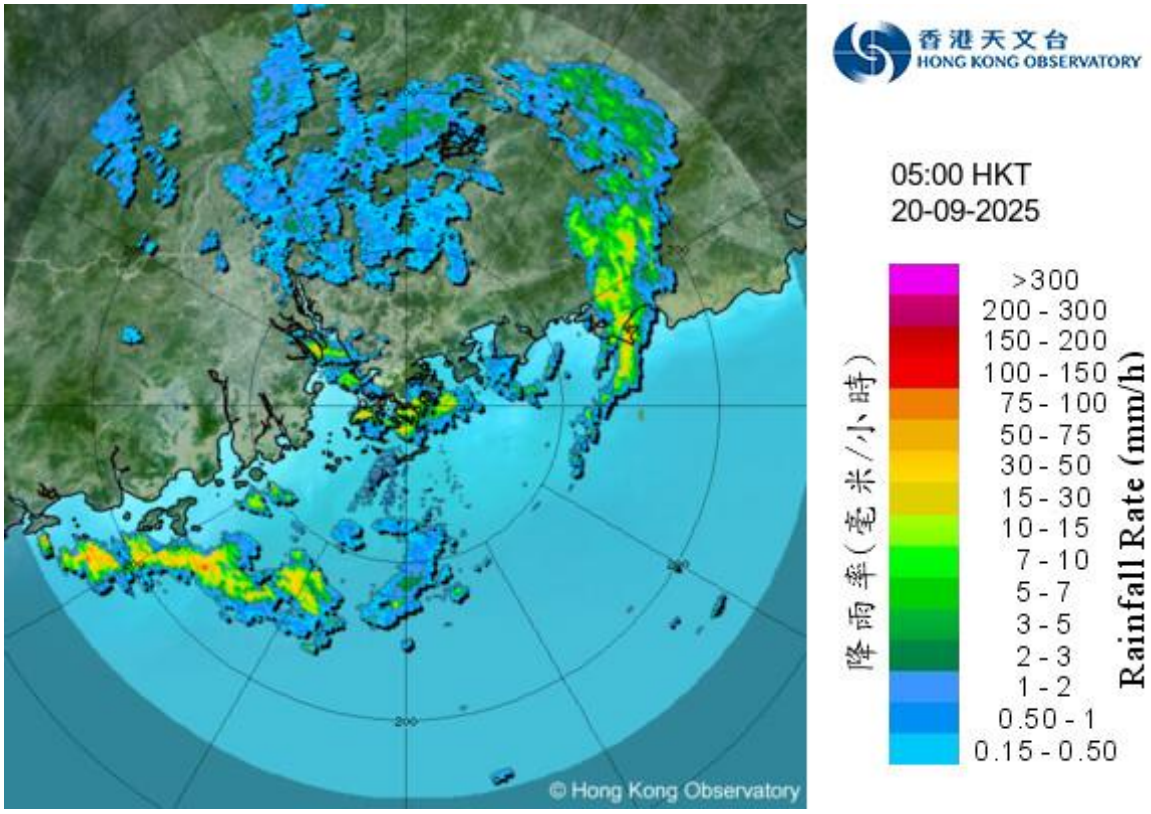


圖 2.2.5　二零二五年九月二十日上午 5 時正的雷達回波圖像。當時米娜的中心位於廣東惠州，與其相關的強雨帶正影響本港，黃色暴雨警告正在生效。

Figure 2.2.5　Radar echoes captured at 5:00 a.m. on 20 September 2025. The centre of Mitag was over Huizhou, Guangdong at that time. The intense rainbands associated with Mitag were affecting the territory and Amber Rainstorm Warning was in force.

2.4. 超強颱風樺加沙(2518)

二零二五年九月十八日至二十五日

樺加沙是二零二五年第十一個影響香港的熱帶氣旋。繼颱風韋帕於七月襲港後，天文台在樺加沙吹襲香港期間需要發出年內第二個十號颶風信號，平了一九六四年需要於同年兩度發出十號信號的紀錄。

熱帶低氣壓樺加沙於九月十八日凌晨在馬尼拉以東約1 450公里的北太平洋西部上形成，隨後三日大致向西北偏西移向呂宋海峽。由於菲律賓以東的北太平洋西部的熱帶氣旋潛熱較高，加上配合良好的高空輻散及偏弱的垂直風切變，樺加沙於九月二十一日凌晨迅速增強為超強颱風，並於當晚達到其最高強度，中心附近最高持續風速估計為每小時 230 公里。

翌日樺加沙採取偏西路徑橫過呂宋海峽。由於樺加沙的中心沒有經過呂宋及台灣等主要陸地，樺加沙在進入南海後結構仍然完整、環流廣闊及風眼渾圓清晰，其中心附近最高持續風速仍維持約每小時 230 公里，是二零二五年北太平洋西部及南海區域最強的熱帶氣旋；亦是天文台自一九五零年有記錄以來南海區域第二強的熱帶氣旋，與二零二三年的超強颱風蘇拉和二零二四年的超強颱風摩羯並列。九月二十三日樺加沙轉向西北偏西橫過南海北部，並於翌日早上靠近廣東沿岸，期間由於南海的大氣及海洋條件合適，樺加沙一直維持超強颱風強度。樺加沙於九月二十四日下午在廣東陽江市附近登陸，隨後迅速減弱。翌日樺加沙橫過廣西沿岸，最後於晚上在越南北部減弱為低壓區。

根據報章報導，樺加沙為菲律賓北部帶來狂風暴雨，造成至少 13 人死亡，一人失蹤，17 人受傷，超過 91 萬人受災，經濟損失超過 3 700 萬菲律賓比索。受樺加沙的外圍雨帶影響，暴雨導致台灣馬太鞍溪堰塞湖溢流，洪水淹沒下游三個鄉鎮，造成 19 人死亡，五人失蹤，157 人受傷。台灣有超過 4 300 戶停水及 17 000 戶停電，直接經濟損失超過 1 900 萬美元；浙江、福建、廣東、廣西、海南及雲南亦有超過 221 萬人受災，其中廣東陽江市有超過 53 000 棵樹木損毀。台山市上川島錄得最大陣風每小時 234 公里，是有歷史紀錄以來廣東省的國家級氣象站錄得最大陣風。樺加沙吹襲澳門期間，有八人受傷，約 16 000 戶停電，另有 259 宗事故報告，澳門國際機場有至少 206 班航班取消。

由於樺加沙環流廣闊及移動速度較快，天文台早在九月二十二日下午 12 時 20 分發出一號戒備信號，當時樺加沙集結在香港之東南偏東約 870 公里。當日下午本港吹和緩至清勁西北風。隨著樺加沙逐漸靠近廣東沿岸，天文台在當晚 9 時 40 分發出三號強風信號，當時樺加沙位於香港之東南偏東約 700 公里。翌日早上本港風勢逐漸增強，吹清勁北至西北風，離岸及高地吹強風。

由於預料樺加沙會維持超強颱風強度接近珠江口一帶，天文台在九月二十三日下午 2 時 20 分發出八號西北烈風或暴風信號，當時樺加沙集結在香港

之東南約 370 公里。當晚本港風力進一步增強，吹強風至烈風程度的偏北風。隨著樺加沙以超強颱風強度進一步逼近香港，預料其颶風區會接近本港，天文台在九月二十四日上午 1 時 40 分發出九號烈風或暴風風力增強信號，當時樺加沙已移至香港之東南偏南約 150 公里。隨後本港風力急速上升，吹烈風至暴風程度的北至東北風。有見樺加沙的外眼壁及其相關的颶風將會吹襲本港，天文台在當日上午 2 時 40 分發出十號颶風信號，當時樺加沙位於香港之東南偏南約 140 公里。當日早上本港持續受樺加沙的外眼壁吹襲，多處地區吹暴風至颶風程度的東至東北風。樺加沙在當日早上 6 時左右最接近本港，在香港以南約 120 公里掠過，是一九四六年以來距離香港最遠而仍需發出十號颶風信號的熱帶氣旋。

隨著樺加沙在香港的西南面掠過，當日上午稍後本港逐漸轉吹東至東南風。樺加沙逐漸遠離香港，當香港不再受颶風威脅，天文台在九月二十四日下午 1 時 20 分改發八號東南烈風或暴風信號。十號信號的生效時間為 10 小時 40 分鐘，僅次於一九九九年的颱風約克長達 11 小時的紀錄。隨著樺加沙減弱及繼續遠離香港，本港風力繼續減弱，天文台分別在當晚 8 時 20 分及翌日上午 8 時 20 分改發三號強風信號及一號戒備信號，並在九月二十五日上午 11 時 20 分取消所有熱帶氣旋警告信號。但在中國東南沿岸的高壓脊和樺加沙的共同影響下，本港離岸及高地仍然吹強風，天文台隨即發出強烈季候風信號，直至九月二十六日早上 7 時 45 分取消。

在樺加沙橫過南海北部期間，天文台與政府飛行服務隊合作，於九月二十三日上午在樺加沙的西北面上空投放下投式探空儀，並在距離其中心遠至 120 公里處，錄得颶風程度的近地面風速，顯示樺加沙的颶風範圍相當廣闊。政府飛行服務隊派出的定翼機更穿越樺加沙的風眼，拍攝到樺加沙的內部結構，包括其風眼及眼壁(圖 2.2.5)。當晚至翌日早上的雷達圖像顯示樺加沙呈現雙眼壁結構(圖 2.2.6a)。隨著樺加沙逼近本港，其雙眼壁因眼壁置換而逐漸縮小，但眼壁附近的對流仍然強烈。樺加沙於九月二十四日早上在本港以南約 120 公里掠過時，其外眼壁持續吹襲香港南部(圖 2.2.6b)。

樺加沙的暴風至颶風於九月二十四日早上影響本港多處地區，昂坪、橫瀾島及長洲錄得的最高每小時平均風速分別為每小時 137、132 及 113 公里，而最高陣風則分別為每小時 212、166 及 167 公里。樺加沙吹襲香港期間，本港整體的風力與二零一七年的天鴿、二零二三年的蘇拉及二零二五年的韋帕相若，但較二零一八年的山竹弱(表 2.2.2)。

由於樺加沙接近本港時正值天文漲潮，其引致的風暴潮導致本港多處水位較正常潮位高約 1.5 至 2.0 米，其中位於維多利亞港內的鰂魚涌潮汐站曾錄得潮位(海圖基準面以上)3.40 米，接近二零一七年天鴿襲港時的水位。而尖鼻咀錄得最高潮位(海圖基準面以上)3.77 米，大埔滘則錄得最大風暴潮(天文潮高度以上) 2.10 米。各站錄得的最低瞬時海平面氣壓如下：

站	最低瞬時海平面氣壓(百帕斯卡)	日期/月份	時間
香港天文台總部	985.4	24/9	上午 4 時 39 分
香港國際機場	985.1	24/9	上午 6 時 56 分
長洲	982.9	24/9	上午 5 時 18 分
京士柏	985.4	24/9	上午 4 時 45 分
流浮山	987.6	24/9	上午 5 時 08 分
坪洲	984.2	24/9	上午 4 時 53 分
沙田	987.8	24/9	上午 4 時 50 分
上水	987.7	24/9	上午 4 時 59 分
打鼓嶺	988.5	24/9	上午 5 時 00 分
大埔 (元洲仔公園)	989.1	24/9	上午 4 時 58 分
橫瀾島	984.9	24/9	上午 2 時 12 分

受樺加沙的外圍下沉氣流影響，九月二十二日天氣酷熱及部分時間有陽光。隨著樺加沙相關的強雨帶靠近本港，翌日下午稍後天氣急速轉壞，有狂風驟雨。九月二十四日天氣持續惡劣，有頻密狂風大驟雨，本港普遍錄得超過 200 毫米雨量。受樺加沙相關的外圍雨帶影響，九月二十五日本港仍有幾陣驟雨及局部地區有雷暴。

樺加沙吹襲香港期間，至少有 101 人受傷，一名女子及其兒子在柴灣海濱被湧浪捲走，隨後獲救。全港有至少 5 062 宗樹木倒塌報告、24 宗水浸報告及五宗山泥傾瀉報告。有超過 1 600 宗道路事故報告，當中包括路段因塌樹、水浸或山泥傾瀉等需要封閉。此外，有 25 宗招牌及棚架鬆脫或損毀的報告。香港國際機場有超過 700 班航班取消。有至少 16 宗海上事故報告，當中包括船隻發生輕微碰撞、船隻走錨及船隻撞向岸邊。

樺加沙相關的颶風、風暴潮、越堤浪及大雨在各區造成嚴重破壞。風暴期間，全港多區有樹木倒塌、棚架及建築物損毀。何文田有一棵約 30 米高的大樹塌下，亦有大廈一幅面積 20 米乘 30 米的外牆棚架受損。九龍塘有小學的圍牆倒塌，亦有獨立屋的外牆被塌樹壓毀。尖沙咀及深井分別有大廈的玻璃幕牆及外牆牆磚受損。沙田有露天劇場天幕受損。將軍澳有地盤貨櫃遭強風吹落海中。樺加沙引致的風暴潮導致大澳、鯉魚門三家村及屯門嘉和里等沿岸及低窪地區出現水浸。沙田城門河及大埔林村河一帶的行人路及隧道被水淹浸。樺加沙猛烈風力亦引發越堤浪，柴灣、長洲、香港仔及將軍澳南等沿岸地區有大浪拍岸，導致多處出現水浸及沿岸設施受損。香港仔有酒店玻璃門被海水沖至爆裂，海水湧入大堂。將軍澳南海濱公園及兒童遊樂場被水淹浸，海濱長廊的公

眾設施受嚴重破壞，有路面地磚損毀，單車徑被水淹沒，有多間餐廳被海水沖破玻璃門，地上堆積大量雜物。受樺加沙的大雨影響，西營盤、赤柱、大埔及屯門發生山泥傾瀉。元朗有向日葵花田被淹浸。樺加沙帶來的風浪導致紅磡及土瓜灣對開海面有多艘船隻撞向岸邊圍欄。大嶼山亦有魚排設施遭風浪影響而受損。

2.4. Super Typhoon Ragasa (2518)
18 – 25 September 2025

Ragasa was the eleventh tropical cyclone affecting Hong Kong in 2025. Since Typhoon Wipha hit Hong Kong in July, Ragasa necessitated the issuance of the second Hurricane Signal No. 10 in the year during its passage, tying the previous record in 1964.

Ragasa formed as a tropical depression over the western North Pacific about 1 450 km east of Manila in the small hours of 18 September and moved generally west-northwestwards towards the Luzon Strait in the following three days. As the tropical cyclone heat potential was relatively high over the western North Pacific to the east of the Philippines, together with favourable upper-level divergence and weak vertical wind shear, Ragasa rapidly intensified into a super typhoon in the small hours on 21 September and attained its peak intensity that night, with an estimated maximum sustained wind of 230 km/h near its centre.

Ragasa adopted a westerly track across the Luzon Strait the next day. As its centre did not pass over major landmasses such as Luzon or Taiwan, its structure remained intact with extensive circulation and a clear, well-defined eye as it entered the South China Sea. The maximum sustained wind near its centre remained at 230 km/h, making it the strongest tropical cyclone in the western North Pacific and the South China Sea region in 2025. It is also the second strongest tropical cyclone in the South China Sea since the Observatory's records began in 1950, on par with Super Typhoons Saola in 2023 and Yagi in 2024. Ragasa turned to track west-northwestwards across the northern part of the South China Sea on 23 September and edged closer to the coast of Guangdong the next morning. Due to favourable atmospheric and oceanic conditions in the South China Sea, Ragasa maintained its super typhoon intensity throughout. It made landfall near Yangjiang of Guangdong on the afternoon of 24 September and then weakened rapidly. It moved across the coast of Guangxi the next day and finally degenerated into an area of low pressure over the northern part of Vietnam that night.

According to press reports, Ragasa brought torrential rain and squalls to the northern part of the Philippines, causing at least 13 deaths, one missing and 17 injuries. More than 910 000 people were affected and economic loss exceeded PHP 37 million. Under the influence of the outer rainbands of Ragasa, torrential rain caused the overflow of the Matai'an barrier lake in Taiwan, flooding three downstream townships and resulting in 19 deaths, five missing persons, and 157

injuries. Water and electricity supplies to more than 4 300 and 17 000 households were disrupted respectively in Taiwan. Economic loss exceeded USD 19 million. More than 2.21 million people in Zhejiang, Fujian, Guangdong, Guangxi, Hainan and Yunnan were also affected. Over 53 000 trees were damaged in Yangjiang of Guangdong. Maximum gust of 234 km/h was recorded on Shangchuan Dao in Taishan, the highest on record by a national meteorological station in Guangdong. Besides, eight people were injured when Ragasa affected Macau. Electricity supply to about 16 000 households was disrupted. There were also 259 incident reports. At least 206 flights were cancelled at the Macau International Airport.

Due to Ragasa's extensive circulation and relatively fast movement, the Standby Signal No. 1 was issued at 12:20 p.m. on 22 September, when Ragasa was about 870 km east-southeast of Hong Kong. Local winds were moderate to fresh northwesterlies that afternoon. With Ragasa gradually edging closer to the coast of Guangdong, the No. 3 Strong Wind Signal was issued at 9:40 p.m. that night, when Ragasa was about 700 km east-southeast of Hong Kong. Local winds strengthened gradually the next morning, with fresh north to northwesterlies, strong offshore and on high ground.

Since Ragasa was expected to maintain super typhoon intensity as it approached the vicinity of the Pearl River Estuary, the No. 8 Northwest Gale or Storm Signal was issued at 2:20 p.m. on 23 September when Ragasa was about 370 km southeast of Hong Kong. Local winds further strengthened that night, with strong to gale force northerlies. With Ragasa further approaching Hong Kong with super typhoon intensity, its hurricane force winds were expected to edge close to the territory. The Increasing Gale or Storm Signal No. 9 was issued at 1:40 a.m. on 24 September when Ragasa was about 150 km south-southeast of Hong Kong. Local wind strength increased rapidly afterwards, with gale to storm force north to northeasterlies generally over the territory. Since the outer eyewall of Ragasa and its associated hurricane force winds were expected to lash Hong Kong, the Hurricane Signal No. 10 was issued at 2:40 a.m. that day when Ragasa was about 140 km south-southeast of Hong Kong. The territory was persistently battered by the outer eyewall of Ragasa in the morning, with storm to hurricane force east to northeasterlies affecting many places. Ragasa came closest to Hong Kong at around 6 a.m. that morning, when its centre was located at about 120 km south of Hong Kong. It was the furthest tropical cyclone from Hong Kong since 1946 that necessitated the issuance of the Hurricane Signal No. 10.

With Ragasa skirting past southwest of Hong Kong, local winds veered to

east to southeasterlies gradually later in the morning. Ragasa departed from Hong Kong gradually. When hurricane force winds no longer posed threat to the territory, the No. 8 Southeast Gale or Storm Signal was issued at 1:20 p.m. on 24 September to replace the Hurricane Signal No. 10. The Signal No.10 was in force for 10 hours and 40 minutes, second only to the record of 11 hours set during the passage of Typhoon York in 1999. As Ragasa weakened and continued to depart from Hong Kong, local winds continued to weaken. The No. 3 Strong Wind Signal and the No. 1 Standby Signal were issued at 8:20 p.m. that night and at 8:20 a.m. the next day respectively, and all tropical cyclone warning signals were cancelled at 11:20 a.m. on 25 September. However, under the combined effect of the ridge of high pressure along the coast of southeastern China and Ragasa, strong winds continued to affect offshore and high ground in Hong Kong. The Strong Monsoon Signal was issued shortly thereafter and lasted till 7:45 a.m. on 26 September.

During the passage of Ragasa over the northern part of the South China Sea, the Observatory cooperated with the Government Flying Service and deployed dropsondes in the northwest quadrant of Ragasa on the morning of 23 September. Near-surface hurricane force winds were recorded at a distance of 120 km from its centre, indicating that the area of hurricane force winds of Ragasa was extensive. The fixed-wing aircraft dispatched by the Government Flying Service flew through the eye of Ragasa, capturing its internal structure, including its eye and eyewall (Figure 2.2.5). Radar imagery from that night to the next morning captured the double eyewall structure of Ragasa (Figure 2.2.6a). With Ragasa edging closer to the territory, its eyewalls contracted gradually due to eyewall replacement, but the convection near the eyewalls remained intense. During the passage of Ragasa about 120 km south of Hong Kong on the morning of September 24, its outer eyewall persistently battered the southern part of Hong Kong (Figure 2.2.6b).

The storm to hurricane force winds of Ragasa affected many places of Hong Kong on the morning of 24 September. Maximum hourly mean winds of 137, 132 and 113 km/h and gusts of 212, 166 and 167 km/h were recorded at Ngong Ping, Waglan Island and Cheung Chau respectively. During the passage of Ragasa, the overall wind strength in Hong Kong was similar to those of Hato in 2017, Saola in 2023 and Wipha in 2025, but weaker than that of Mangkhut in 2018 (Table 2.2.2).

As the approach of Ragasa coincided with the astronomical high tide, the storm surge induced by Ragasa resulted in rising water levels in many parts of the territory by approximately 1.5 to 2.0 m above normal. The sea level at Quarry Bay in Victoria Harbour rose to a maximum of 3.40 m (above chart datum), close to the

level when Hato hit Hong Kong in 2017. A maximum sea level of 3.77 m (above chart datum) was recorded at Tsim Bei Tsui and a maximum storm surge of 2.10 m (above astronomical tide) was recorded at Tai Po Kau. The lowest instantaneous mean sea-level pressures recorded at some selected stations are as follows:

Station	Lowest instantaneous mean sea-level pressure (hPa)	Date/Month	Time
Hong Kong Observatory Headquarters	985.4	24/9	4:39 a.m.
Hong Kong International Airport	985.1	24/9	6:56 a.m.
Cheung Chau	982.9	24/9	5:18 a.m.
King's Park	985.4	24/9	4:45 a.m.
Lau Fau Shan	987.6	24/9	5:08 a.m.
Peng Chau	984.2	24/9	4:53 a.m.
Sha Tin	987.8	24/9	4:50 a.m.
Sheung Shui	987.7	24/9	4:59 a.m.
Ta Kwu Ling	988.5	24/9	5:00 a.m.
Tai Po (Yuen Chau Tsai Park)	989.1	24/9	4:58 a.m.
Waglan Island	984.9	24/9	2:12 a.m.

Locally, it was very hot with sunny periods on 22 September under the influence of Ragasa's outer subsiding air. With the approach of the intense rainbands associated with Ragasa, the weather deteriorated rapidly with squally showers later the next afternoon. The weather was persistently adverse with frequent heavy squally showers on 24 September, with more than 200 millimetres of rainfall generally recorded over the territory. Under the influence of the outer rainbands associated with Ragasa, there were still a few showers and isolated thunderstorms on 25 September.

During the passage of Ragasa, at least 101 people were injured in Hong Kong. A woman and her son were swept away by swells at the waterfront of Chai Wan and were later rescued. Locally, there were at least 5 062 reports of fallen trees, 24 reports of flooding and five reports of landslides. There were more than 1 600 road incident reports, including blockage of roads due to fallen trees, flooding or landslides. There were also 25 incident reports related to loosened or damaged

signboards and scaffoldings. More than 700 flights were cancelled at the Hong Kong International Airport. There were at least 16 reports of marine incident, including minor vessel collisions, vessels dragging anchor and vessels crashing into the shore.

The hurricane force winds, storm surge, overtopping waves and rainstorm associated with Ragasa caused severe damage in various districts of Hong Kong. The passage of Ragasa resulted in fallen trees, damaged scaffolding and buildings in many parts of the territory. A tree of about 30 m tall collapsed and a 20 m by 30 m exterior scaffolding of a building was damaged in Ho Man Tin. The wall of a primary school collapsed and the wall of a detached house was damaged by a fallen tree in Kowloon Tong. The glass curtain wall of a building in Tsim Sha Tsui and the exterior wall tiles of a residential building in Sham Tseng were damaged. The canopy of an amphitheatre in Sha Tin was damaged. A construction site container in Tseung Kwan O was blown into the sea by high winds. Storm surge induced by Ragasa caused flooding in coastal and low-lying areas such as Tai O, Sam Ka Tsuen in Lei Yue Mun and Kar Wo Lei in Tuen Mun. Footpaths and subways near the Shing Mun River in Sha Tin and the Lam Tsuen River in Tai Po were flooded. Ragasa's fierce winds also triggered overtopping waves, with rough waves crashing into coastal areas such as Chai Wan, Cheung Chau, Aberdeen and Tseung Kwan O South, causing flooding and damage to coastal facilities in many places. Seawater crashed into a hotel in Aberdeen, shattering its glass doors and flooding its lobby. The Tseung Kwan O Waterfront Park and Children's Playground were flooded. The public facilities at the Waterfront Promenade were severely damaged, with paving blocks damaged and cycle tracks flooded. Seawater surged into several restaurants, shattering the glass doors and leaving scattered items on the ground. Affected by the heavy rain of Ragasa, there were landslides in Sai Ying Pun, Stanley, Tai Po and Tuen Mun. A sunflower field in Yuen Long was flooded. The winds and waves brought by Ragasa caused several vessels colliding with the shore railings off the coast in Hung Hom and To Kwa Wan. Mariculture rafts and facilities in Lantau Island were also damaged.

表 2.2.1　在樺加沙影響下，本港各站在熱帶氣旋警告信號生效時所錄得的最高陣風、最高每小時平均風速及風向

Table 2.2.1　Maximum gust peak speeds and maximum hourly mean winds with associated wind directions recorded at various stations when the tropical cyclone warning signals for Ragasa were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最高陣風 Maximum Gust					最高每小時平均風速 Maximum Hourly Mean Wind				
		風向 Direction		風速 (公里/時) Speed (km/h)	日期/月份 Date/Month	時間 Time	風向 Direction		風速 (公里/時) Speed (km/h)	日期/月份 Date/Month	時間 Time
黃麻角(赤柱)	Bluff Head (Stanley)	-	-	150	24/9	06:24	-	-	75	24/9	07:00
中環碼頭	Central Pier	東	E	141	24/9	08:42	東	E	78	24/9	08:00
長洲	Cheung Chau	東南偏東	ESE	167	24/9	10:23	東南偏東	ESE	113	24/9	11:00
長洲泳灘	Cheung Chau Beach	東	E	152	24/9	10:29	東	E	102	24/9	11:00
青洲	Green Island	東北	NE	182	24/9	04:20	東北	NE	120	24/9	05:00
香港國際機場	Hong Kong International Airport	東北偏東	ENE	123	24/9	08:57	東北	NE	72	24/9	07:00
啟德	Kai Tak	東北	NE	131	24/9	02:52	東	E	55	24/9	09:00
京士柏	King's Park	東	E	134	24/9	07:24	東北	NE	51	24/9	06:00
南丫島	Lamma Island	東	E	131	24/9	07:01	東	E	64	24/9	07:00
流浮山	Lau Fau Shan	東北偏北	NNE	121	24/9	03:21	東北偏北	NNE	74	24/9	04:00
昂坪	Ngong Ping	東北偏東	ENE	212	24/9	07:33	東	E	137	24/9	12:00
北角	North Point	東北偏東	ENE	148	24/9	06:48	東北偏東	ENE	89	24/9	07:00
坪洲	Peng Chau	東北偏東	ENE	167	24/9	06:38	東	E	109	24/9	08:00
		東北偏東	ENE	167	24/9	07:25					
平洲	Ping Chau	東北偏東	ENE	98	24/9	06:10	東	E	43	24/9	07:00
西貢	Sai Kung	東北	NE	149	24/9	04:51	東北	NE	92	24/9	07:00
沙洲	Sha Chau	東北偏北	NNE	135	24/9	07:00	東北偏北	NNE	87	24/9	07:00
沙螺灣	Sha Lo Wan	東	E	132	24/9	11:16	東北偏東	ENE	60	24/9	08:00
沙田	Sha Tin	東北偏東	ENE	109	24/9	06:01	東北	NE	36	24/9	05:00
							東北	NE	36	24/9	06:00
石崗	Shek Kong	東北	NE	125	24/9	06:32	東北	NE	56	24/9	07:00
		東北	NE	125	24/9	06:51					
九龍天星碼頭	Star Ferry (Kowloon)	東	E	127	24/9	08:41	東	E	63	24/9	10:00
打鼓嶺	Ta Kwu Ling	東北	NE	127	24/9	05:22	東北	NE	42	24/9	04:00
大美督	Tai Mei Tuk	東北偏東	ENE	155	24/9	04:37	東北偏東	ENE	109	24/9	06:00
大帽山	Tai Mo Shan	東	E	183	24/9	08:10	東南偏東	ESE	114	24/9	11:00
大埔滘	Tai Po Kau	東	E	124	24/9	06:39	東	E	84	24/9	09:00
塔門東	Tap Mun East	東	E	154	24/9	06:21	東	E	115	24/9	07:00
大老山	Tate's Cairn	-	-	188	24/9	06:14	-	-	125	24/9	07:00
將軍澳	Tseung Kwan O	東北偏北	NNE	134	24/9	06:06	東北偏北	NNE	45	24/9	05:00
青衣島蜆殼油庫	Tsing Yi Shell Oil Depot	東南偏東	ESE	111	24/9	06:48	西北偏北	NNW	40	23/9	22:00
屯門政府合署	Tuen Mun Government Offices	-	-	114	24/9	05:42	-	-	39	24/9	07:00
橫瀾島	Waglan Island	東北	NE	166	24/9	04:24	東北偏東	ENE	132	24/9	06:00
							東北偏東	ENE	132	24/9	07:00
濕地公園	Wetland Park	東北偏東	ENE	90	24/9	07:13	東北偏東	ENE	30	24/9	09:00
黃竹坑	Wong Chuk Hang	東北	NE	130	24/9	07:34	東	E	46	24/9	08:00

黃麻角(赤柱)、大老山、屯門政府合署 - 沒有風向資料

Bluff Head (Stanley), Tate's Cairn, Tuen Mun Government Offices - wind direction not available

長洲泳灘、南丫島 - 數據不完整

Cheung Chau Beach, Lamma Island - incomplete data

表 2.2.2　　樺加沙與近年引致天文台需要發出十號颶風信號的熱帶氣旋(二零一七年的天鴿、二零一八年的山竹、二零二三年的蘇拉及二零二五年的韋帕)襲港期間錄得的最高60分鐘平均風速及最高陣風

Table 2.2.2　Maximum 60-minute mean wind speeds and maximum gusts recorded during the passage of Ragasa and the tropical cyclones necessitating the issuance of No. 10 signals recently (Hato in 2017, Mangkhut in 2018, Saola in 2023 and Wipha in 2025)

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最高 60 分鐘平均風速/最高陣風 (公里/小時) Maximum 60-minute mean wind speeds / Maximum gust peak speeds (km/h)				
		2017	2018	2023	2025	2025
		天鴿 Hato	山竹 Mangkhut	蘇拉 Saola	韋帕 Wipha	樺加沙 Ragasa
中環碼頭	Central Pier	76/137	99/169	86/140	77/130	80/141
長洲	Cheung Chau	128/171	157/212	116/171	115/173	114/167
青洲	Green Island	-	128/229	127/180	117/176	123/182
香港國際機場	Hong Kong International Airport	92/144	101/157	71/105	78/121	73/123
流浮山	Lau Fau Shan	70/112	96/166	76/122	68/109	74/121
昂坪	Ngong Ping	142/224	-	133/189	150/234	144/212
啟德	Kai Tak	67/130	81/142	50/117	48/122	56/131
北角	North Point	85/137	110/171	91/140	83/144	89/148
西貢	Sai Kung	70/112	112/180	83/138	77/134	96/149
沙田	Sha Tin	40/104	51/149	44/97	37/87	38/109
九龍天星碼頭	Star Ferry (Kowloon)	63/112	85/135	66/111	58/102	65/127
青衣島蜆殼油庫	Tsing Yi Shell Oil Depot	45/106	59/137	48/114	39/95	40/111
打鼓嶺	Ta Kwu Ling	43/99	52/133	46/107	42/96	44/127
大美督	Tai Mei Tuk	101/140	139/198	102/138	95/135	112/155
大帽山	Tai Mo Shan	121/196	175/250	113/176	109/167	116/183
大老山	Tate's Cairn	118/187	166/256	135/183	117/167	127/188
橫瀾島	Waglan Island	137/193	161/220	154/183	131/156	133/166

- 沒有資料/ data not available

表 2.2.3　在樺加沙影響下，熱帶氣旋警告系統的八個參考測風站在熱帶氣旋警告信號生效時錄得持續風力達到強風及烈風程度的時段

Table 2.2.3　Periods during which sustained strong and gale force winds were attained at the eight reference anemometers in the tropical cyclone warning system when tropical cyclone warning signals for Ragasa were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最初達到強風*時間 Start time when strong wind speed* was attained		最後達到強風*時間 End time when strong wind speed* was attained		最初達到烈風#時間 Start time when gale force wind speed# was attained		最後達到烈風#時間 End time when gale force wind speed# was attained	
		日期/月份 Date/Month	時間 Time	日期/月份 Date/Month	時間 Time	日期/月份 Date/Month	時間 Time	日期/月份 Date/Month	時間 Time
長洲	Cheung Chau	23/9	21:02	25/9	11:20	23/9	23:53	25/9	01:04
香港國際機場	Hong Kong International Airport	23/9	20:32	24/9	20:15	24/9	01:46	24/9	12:39
啟德	Kai Tak	24/9	03:06	24/9	17:03	-			
流浮山	Lau Fau Shan	23/9	17:47	24/9	13:55	24/9	01:49	24/9	10:00
西貢	Sai Kung	23/9	20:07	25/9	05:38	24/9	02:15	24/9	11:36
沙田	Sha Tin	24/9	04:50	24/9	08:57	-			
打鼓嶺	Ta Kwu Ling	24/9	02:01	24/9	10:13	-			
青衣島蜆殼油庫	Tsing Yi Shell Oil Depot	23/9	21:23	24/9	10:48	-			

- 未達到指定的風速
- not attaining the specified wind speed

* 十分鐘平均風速達每小時 41 - 62 公里
* 10-minute mean wind speed of 41 - 62 km/h

十分鐘平均風速達每小時 63 - 87 公里
10-minute mean wind speed of 63 - 87 km/h

註:　本表列出持續風力達到強風及烈風程度的起始及終結時間。期間風力可能高於或低於指定的風力。

Note:　The table gives the start and end time of sustained strong or gale force winds. Winds might fluctuate above or below the specified wind speeds in between the times indicated.

表 2.2.4　　樺加沙影響香港期間，香港天文台總部及其他各站所錄得的日雨量

Table 2.2.4　Daily rainfall amounts recorded at the Hong Kong Observatory Headquarters and other stations during the passage of Ragasa

站 (參閱圖 2.2.2) Station (See Fig. 2.2.2)			九月二十二日 22 Sep	九月二十三日 23 Sep	九月二十四日 24 Sep	九月二十五日 25 Sep	總雨量(毫米) Total rainfall (mm)
香港天文台 Hong Kong Observatory (HKO)			0.0	10.2	170.1	1.7	182.0
香港國際機場 Hong Kong International Airport (HKA)			0.0	1.2	188.7	7.1	197.0
長洲 Cheung Chau (CCH)			0.0	6.0	74.0	3.0	83.0
H23	香港仔	Aberdeen	0.0	10.0	158.5	2.0	170.5
N05	粉嶺	Fanling	0.5	3.5	177.0	19.5	200.5
N13	糧船灣	High Island	0.0	15.0	265.5	2.5	283.0
K04	佐敦谷	Jordan Valley	0.0	15.5	213.0	1.5	230.0
N06	葵涌	Kwai Chung	0.0	0.0	164.5	0.0	164.5
H12	半山區	Mid Levels	0.5	10.0	147.0	1.5	159.0
N09	沙田	Sha Tin	0.0	4.5	303.0	0.5	308.0
H19	筲箕灣	Shau Kei Wan	0.0	14.5	180.0	2.0	196.5
SEK	石崗	Shek Kong	0.0	5.5	243.0	19.0	267.5
K06	蘇屋邨	So Uk Estate	0.0	10.5	276.0	1.5	288.0
R31	大美督	Tai Mei Tuk	0.0	5.5	[184.5]	11.5	[201.5]
R21	踏石角	Tap Shek Kok	0.0	2.5	197.5	7.5	207.5
N17	東涌	Tung Chung	0.0	1.5	229.5	9.0	240.0
TMR	屯門水庫	Tuen Mun Reservoir	0.1	3.4	215.2	16.7	235.4

註 :[　] 基於不完整的每小時雨量數據。　Note : [　] based on incomplete hourly data.

表 2.2.5　　樺加沙影響香港期間，香港各潮汐站所錄得的最高潮位及最大風暴潮

Table 2.2.5　Times and heights of the maximum sea level and the maximum storm surge recorded at tide stations in Hong Kong during the passage of Ragasa

站 Station (https://www.hko.gov.hk/tc/informtc/station2025.html)		最高潮位 (海圖基準面以上) Maximum sea level (above chart datum)			最大風暴潮 (天文潮高度以上) Maximum storm surge (above astronomical tide)		
		高度(米) Height (m)	日期/月份 Date/Month	時間 Time	高度(米) Height (m)	日期/月份 Date/Month	時間 Time
鰂魚涌	Quarry Bay	3.40	24/9	10:32	1.59	24/9	08:39
石壁	Shek Pik	3.60	24/9	10:46	1.55	24/9	10:46
大廟灣	Tai Miu Wan	3.46	24/9	09:01	1.74	24/9	05:14
大埔滘	Tai Po Kau	3.75	24/9	09:37	2.10	24/9	03:46
尖鼻咀	Tsim Bei Tsui	3.77	24/9	12:12	1.48	24/9	12:12

橫瀾島 - 沒有資料　　Waglan Island - data not available

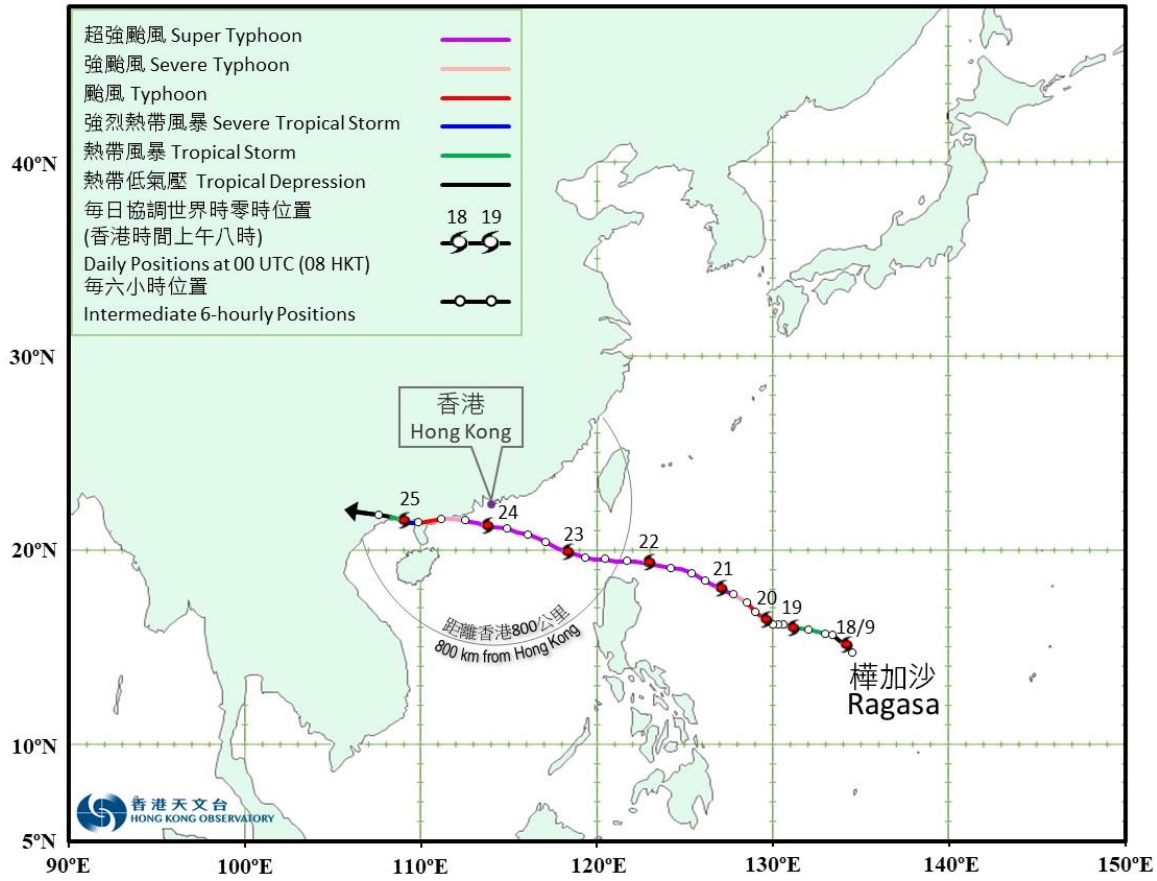


圖 2.2.1a　　二零二五年九月十八日至二十五日樺加沙(2518)的暫定路徑圖。

Figure 2.2.1a　Provisional track of Ragasa (2518): 18 - 25 September 2025.

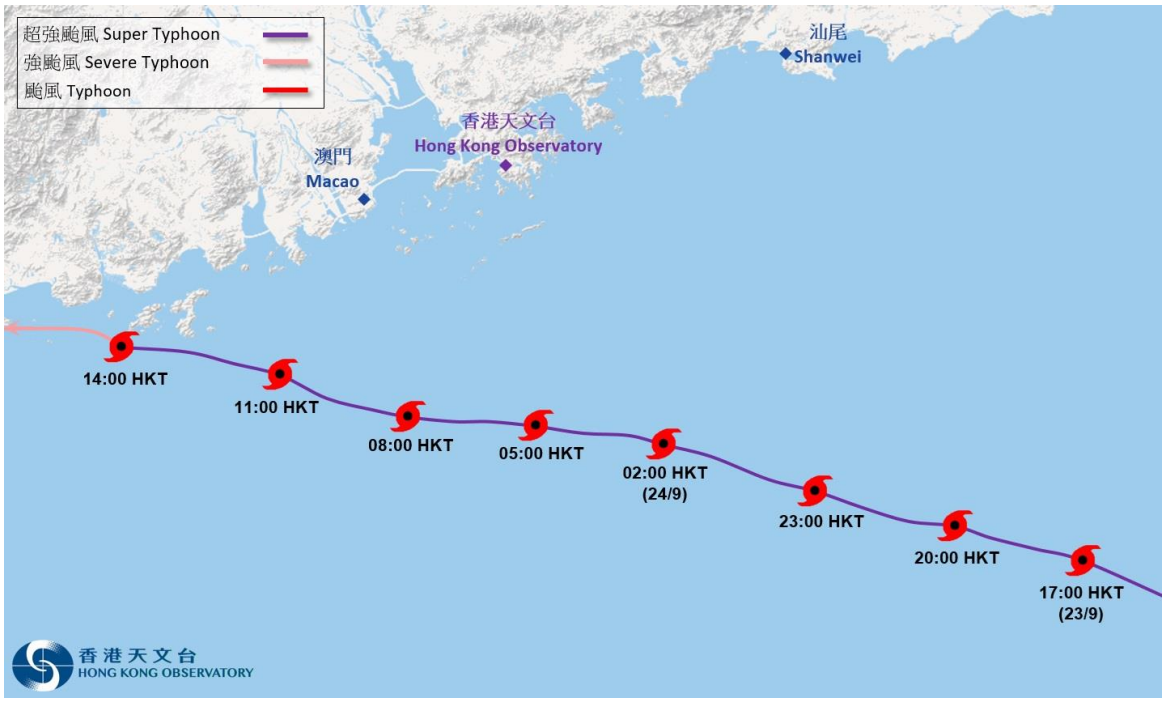


圖 2.2.1b　　樺加沙(2518)接近香港時的暫定路徑圖。

Figure 2.2.1b　Provisional track of Ragasa (2518) near Hong Kong.

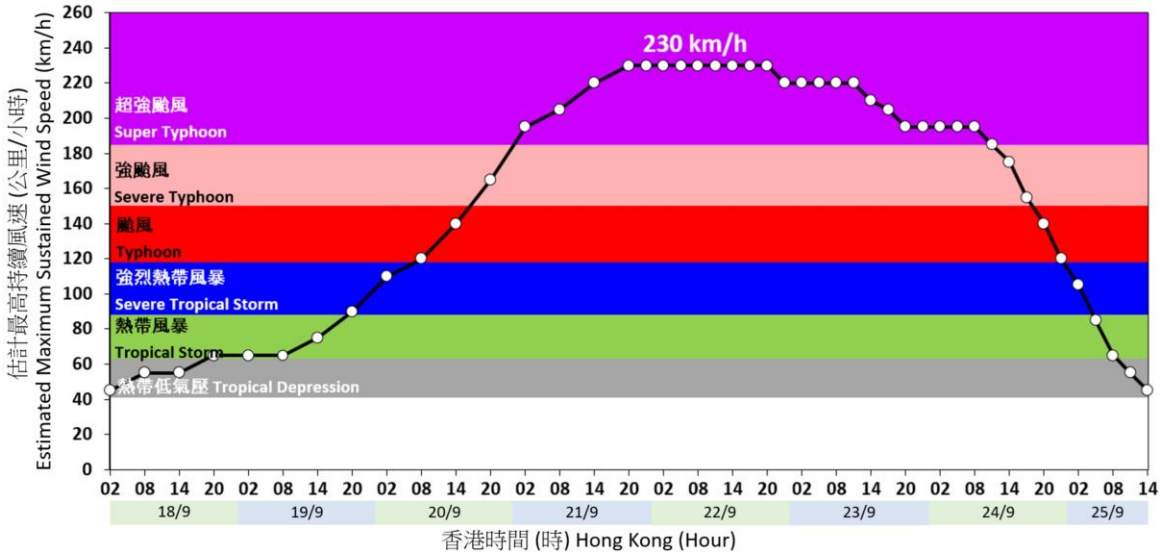


圖 2.2.2a　二零二五年九月十八日至二十五日樺加沙(2518)之估計最高持續風速的時間序列（初步評估）。

Figure 2.2.2a　Time series of the estimated maximum sustained wind speed near the centre of Ragasa (2518): 18 – 25 September 2025 (initial assessment).

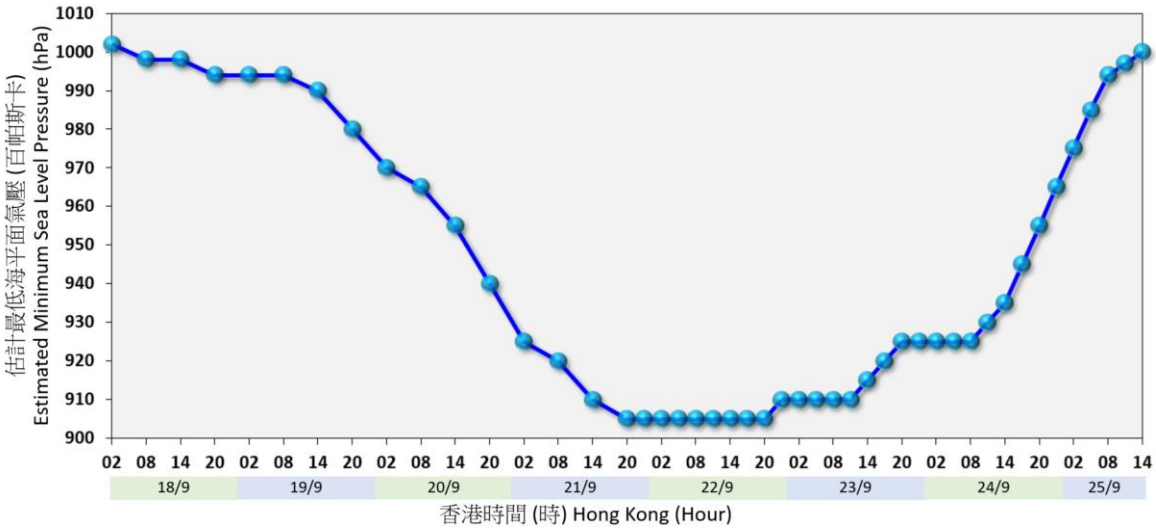


圖 2.2.2b　　二零二五年九月十八日至二十五日樺加沙(2518)之估計最低海平面氣壓的時間序列（初步評估）。

Figure 2.2.2b Time series of the estimated minimum sea level pressure of Ragasa (2518): 18 – 25 September 2025 (initial assessment).

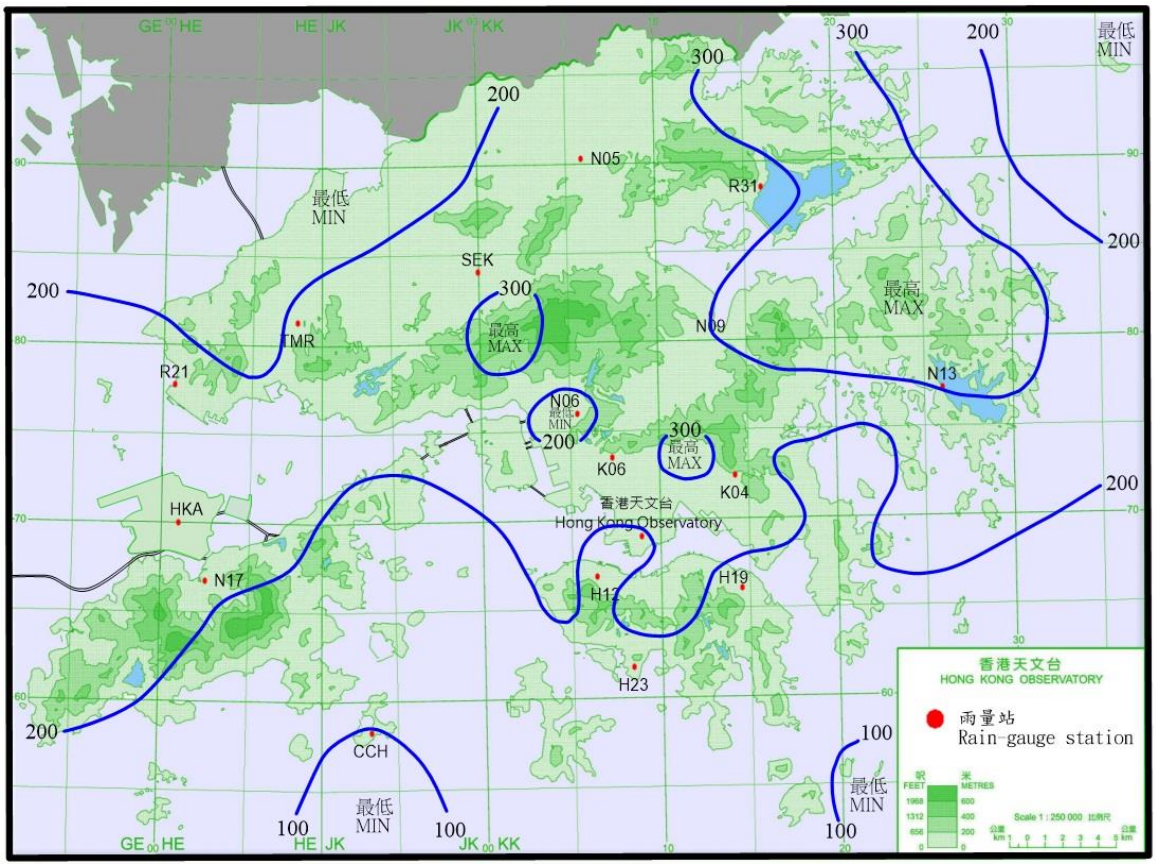


圖 2.2.3　　二零二五年九月二十二日至二十五日的雨量分佈(等雨量線單位為毫米)。

Figure 2.2.3　Rainfall distribution on 22 – 25 September 2025 (isohyets are in millimetres).

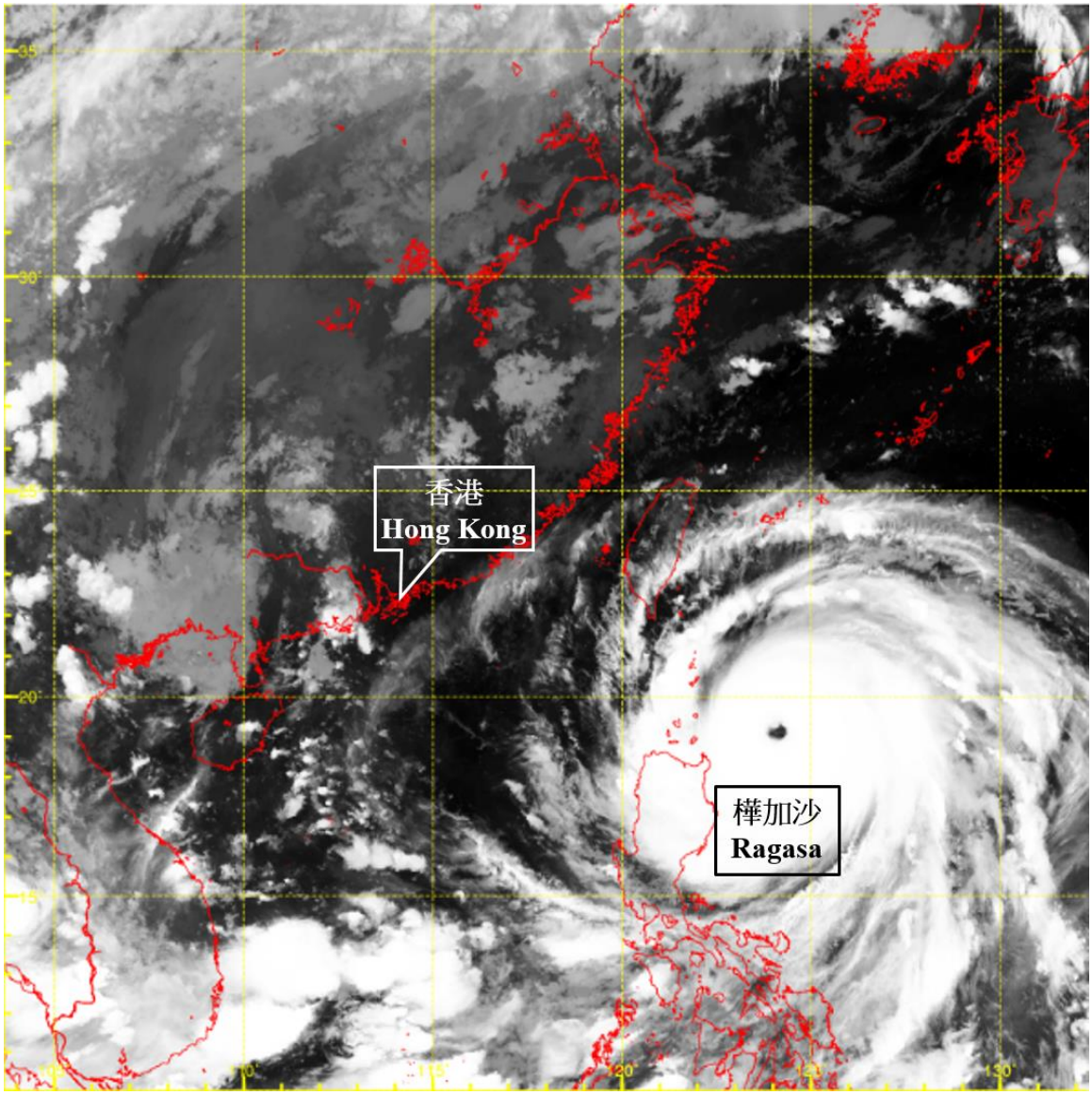


圖 2.2.4a　二零二五年九月二十二日上午 2 時左右的紅外線衛星圖片，當時樺加沙達到其最高強度，中心附近最高持續風速估計為每小時 230 公里。

Figure 2.2.4a　Infra-red satellite imagery at around 2 a.m. on 22 September 2025 when Ragasa was at its peak intensity with an estimated maximum sustained wind of 230 km/h near its centre.

〔此衛星圖像接收自日本氣象廳的向日葵 9 號衛星。〕

[The satellite imagery was originally captured by Himawari-9 Satellite (H-9) of Japan Meteorological Agency.]

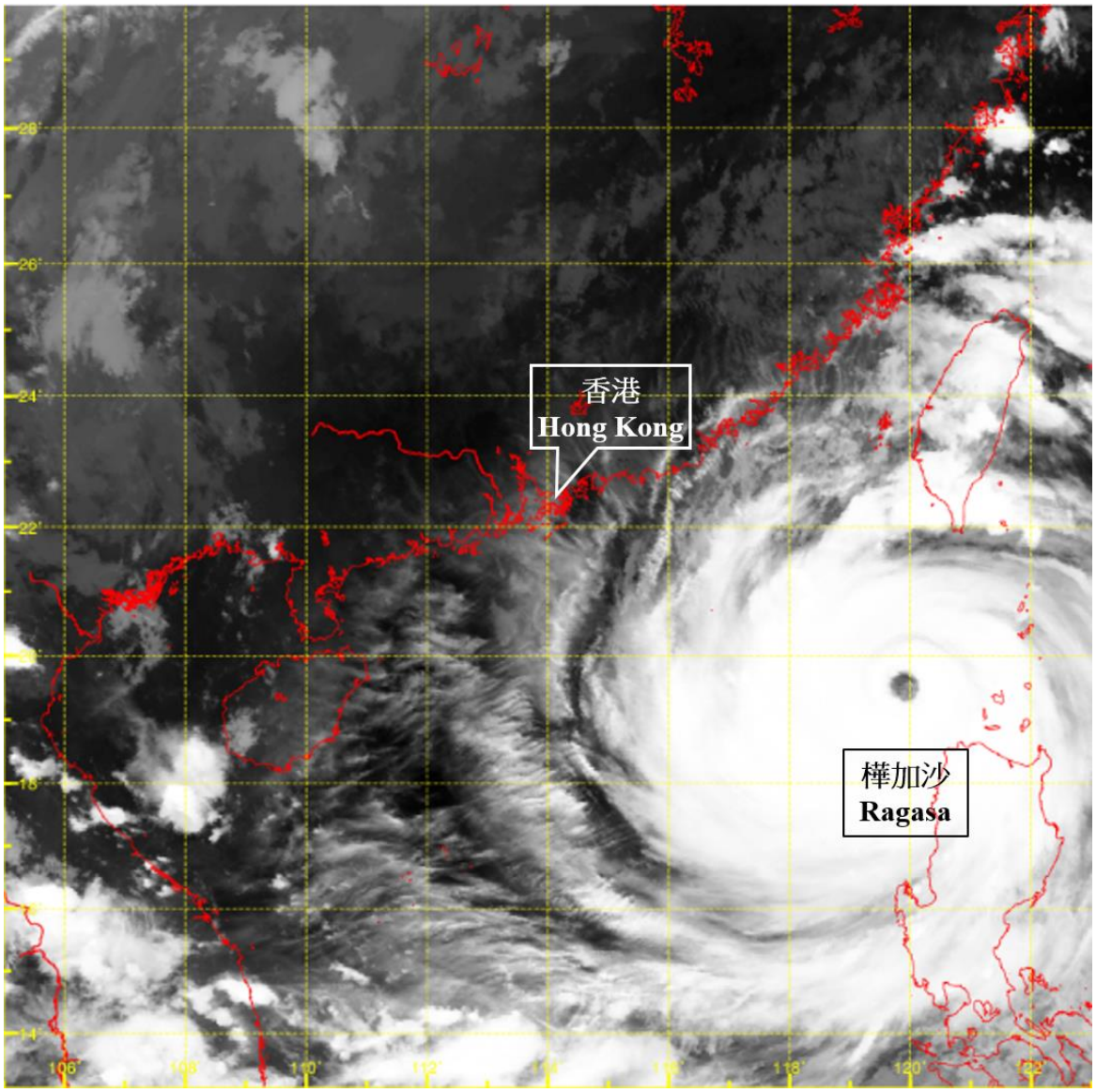


圖 2.2.4b　二零二五年九月二十二日晚上 10 時 30 分左右的紅外線衛星圖片。由於樺加沙的中心沒有經過呂宋及台灣等主要陸地，樺加沙在進入南海後結構仍然完整、環流廣闊及風眼渾圓清晰，其中心附近最高持續風速仍維持每小時 230 公里。

Figure 2.2.4b　Infra-red satellite imagery at around 10:30 p.m. on 22 September 2025. As Ragasa's centre did not pass over major landmasses such as Luzon or Taiwan, its structure remained intact with a fairly broad circulation and a clear, well-defined eye as it entered the South China Sea. The maximum sustained wind near its centre remained at 230 km/h.

〔此衛星圖像接收自日本氣象廳的向日葵 9 號衛星。〕

[The satellite imagery was originally captured by Himawari-9 Satellite (H-9) of Japan Meteorological Agency.]

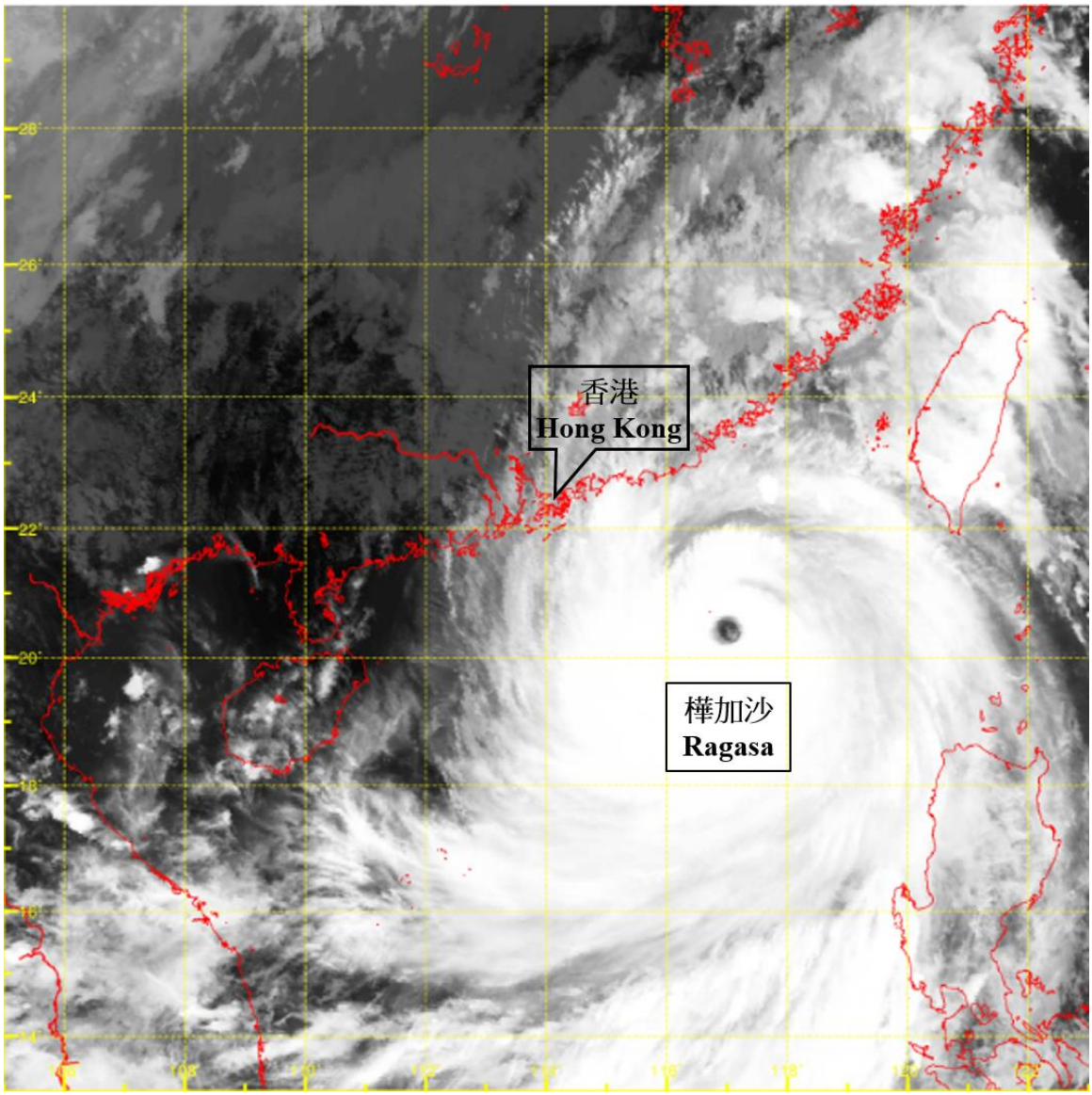


圖 2.2.4c　二零二五年九月二十三日下午 2 時 20 分左右的紅外線衛星圖片。當時八號西北烈風或暴風信號正生效，而樺加沙中心附近最高持續風速估計為每小時 210 公里。樺加沙的廣闊環流覆蓋南海東北部及廣東沿岸。

Figure 2.2.4c Infra-red satellite imagery at around 2:20 p.m. on 23 September 2025. The No. 8 Northwest Gale or Storm Signal was in force and the maximum sustained wind near the centre of Ragasa was estimated to be 210 km/h at that time. The extensive circulation of Ragasa covered the northeastern part of the South China Sea and the coast of Guangdong.

〔此衛星圖像接收自日本氣象廳的向日葵 9 號衛星。〕

[The satellite imagery was originally captured by Himawari-9 Satellite (H-9) of Japan Meteorological Agency.]

圖 2.2.5　政府飛行服務隊於九月二十三日派出定翼機到樺加沙的中心附近進行觀測，並於其西北方上空投放下投式探空儀。機上拍攝到樺加沙的內部結構，包括其風眼及眼壁。(鳴謝：政府飛行服務隊)

Figure 2.2.5　The Government Flying Service (GFS) dispatched a fixed-wing aircraft on 23 September to conduct surveillance near the centre of Ragasa and deployed dropsondes in its northwest quadrant. The on-board imagery captured the internal structure of Ragasa, including its eye and eyewall. (Courtesy of GFS).

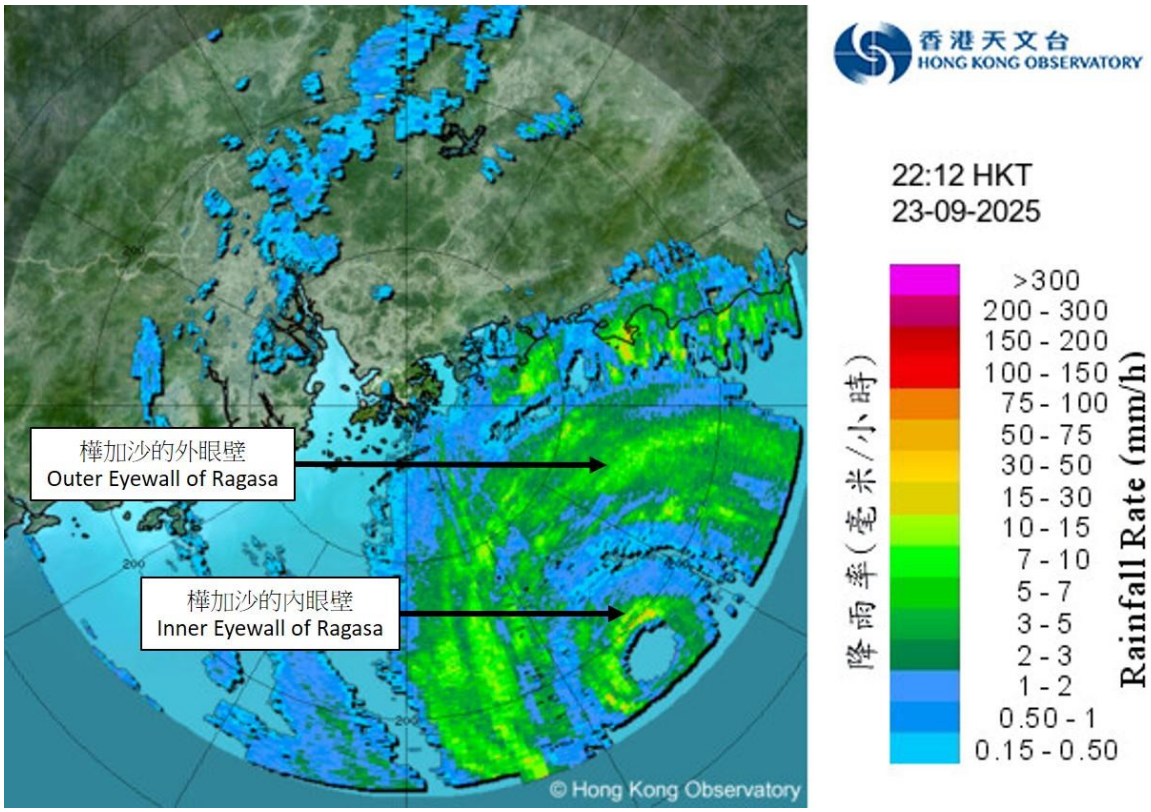


圖 2.2.6a　二零二五年九月二十三日晚上 10 時 12 分的雷達回波圖像，顯示當時樺加沙呈現雙眼壁結構。同時，與樺加沙相關的強雨帶正逐漸影響香港。

Figure 2.2.6a　Image of radar echoes captured at 10:12 p.m. on 23 September 2025 shows the double eyewall structure of Ragasa at that time. Meanwhile, the intense rainbands associated with Ragasa were affecting Hong Kong gradually.

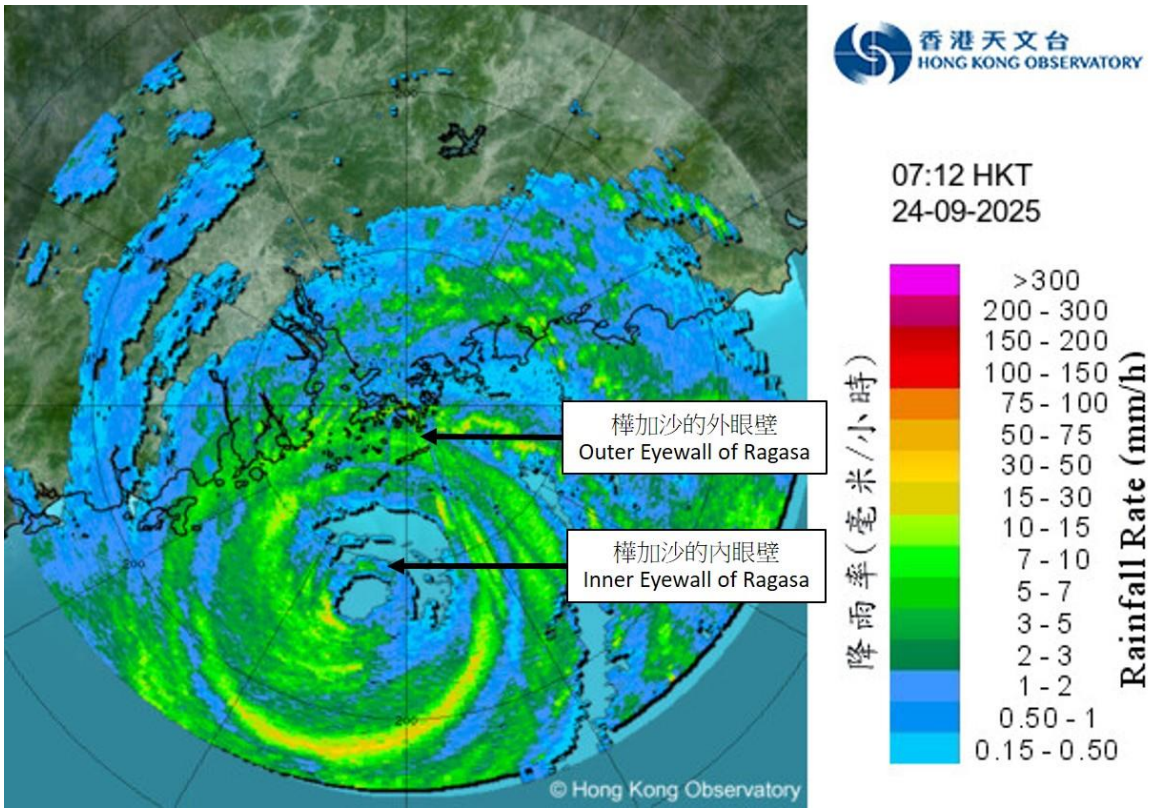


圖 2.2.6b　二零二五年九月二十四日早上 7 時 12 分的雷達回波圖像，當時樺加沙距離香港約 120 公里。雖然樺加沙的雙眼壁因眼壁置換而稍為縮小，但其外眼壁仍吹襲香港南部，而且附近的對流仍然強烈。

Figure 2.2.6b　Image of radar echoes captured at 7:12 a.m. on 24 September 2025 when Ragasa was about 120 km from Hong Kong. Although the double eyewalls of Ragasa contracted slightly due to eyewall replacement, its outer eyewall still battered the southern part of Hong Kong and nearby convection remained intense.

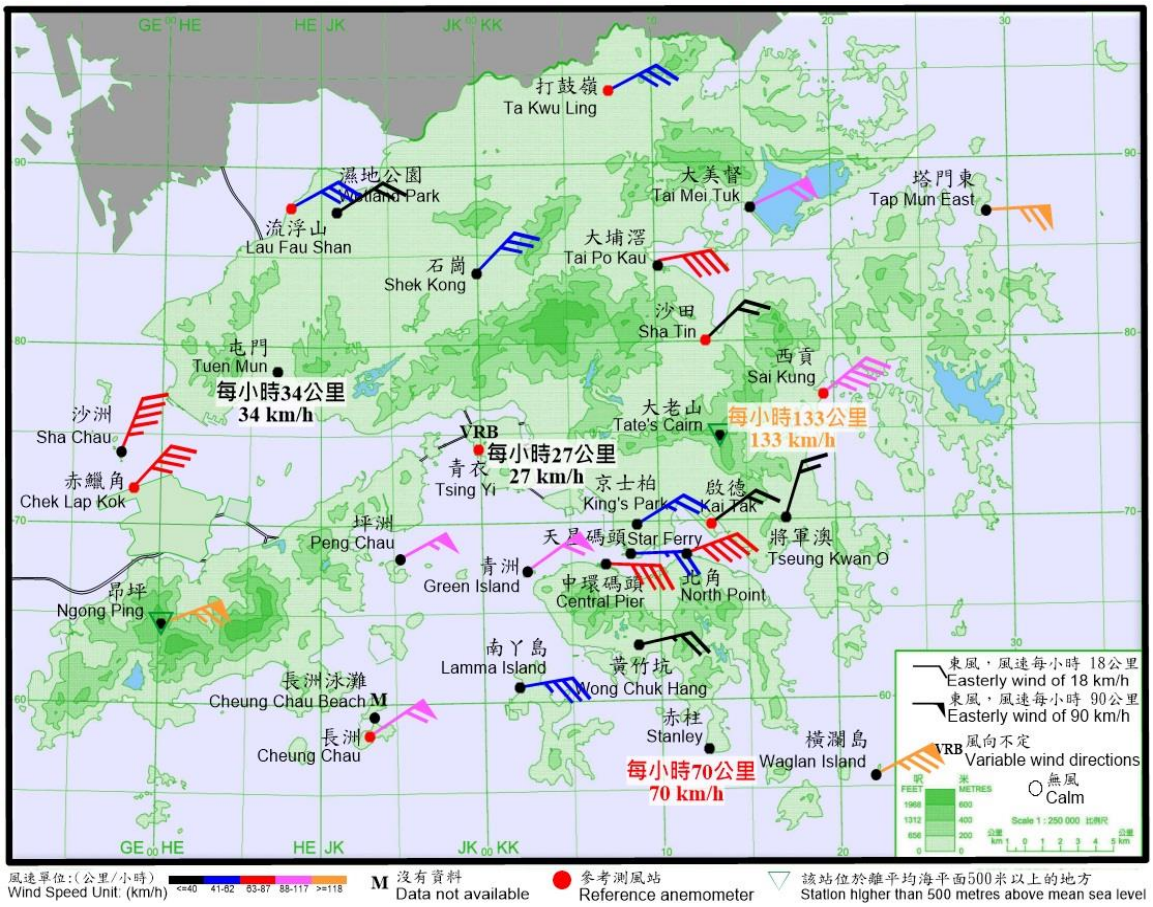


圖 2.2.7a　二零二五年九月二十四日上午 6 時 22 分香港各站錄得的十分鐘平均風向和風速。當時本港普遍吹東北風，塔門東、橫瀾島、昂坪及大老山的風力達到颶風程度。

Figure 2.2.7a　10-minute mean wind direction and speed recorded at various stations in Hong Kong at 6:22 a.m. on 24 September 2025. Local winds were generally northeasterlies, with winds at Tap Mun East, Waglan Island, Ngong Ping and Tate's Cairn reaching hurricane force at the time.

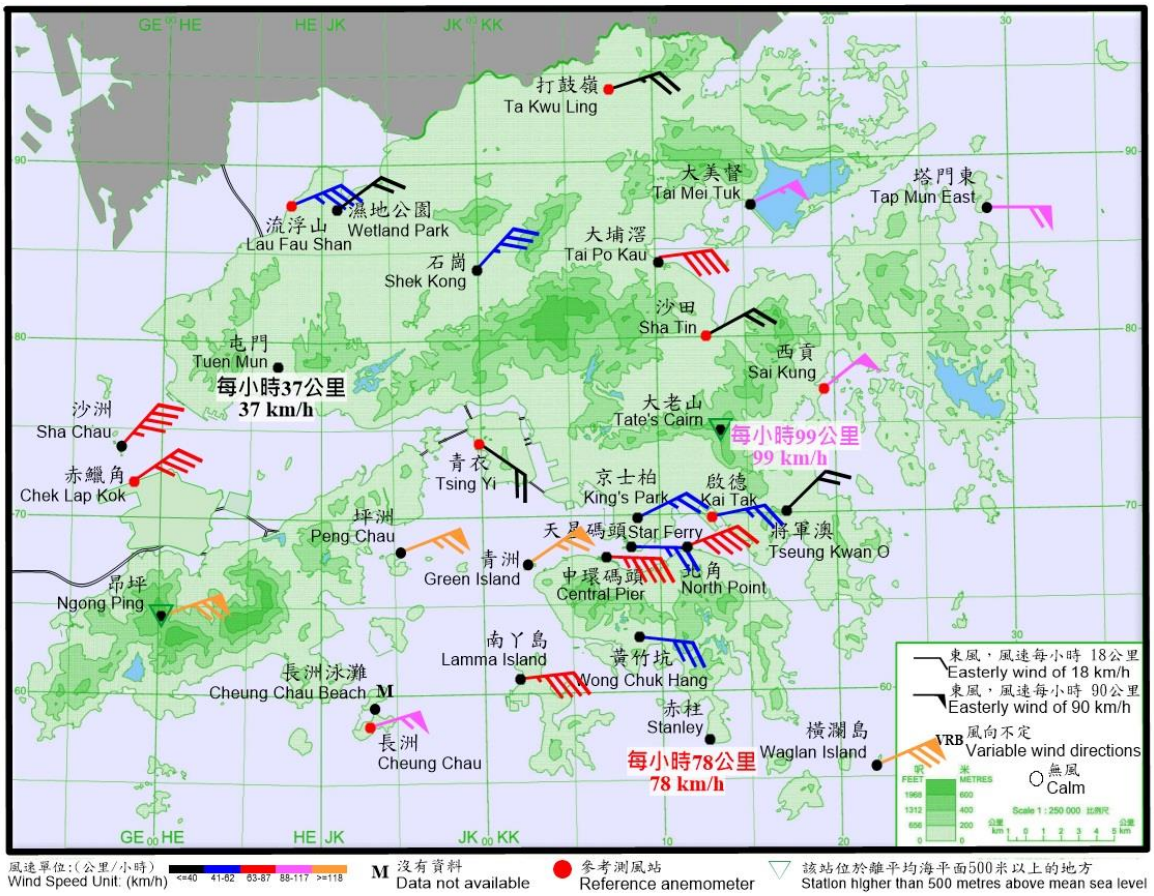


圖 2.2.7b　二零二五年九月二十四日上午 7 時 09 分香港各站錄得的十分鐘平均風向和風速。當時本港普遍吹東北風，橫瀾島、青洲、坪洲及昂坪的風力達到颶風程度。

Figure 2.2.7b　10-minute mean wind direction and speed recorded at various stations in Hong Kong at 7:09 a.m. on 24 September 2025. Local winds were generally northeasterlies, with winds at Waglan Island, Green Island, Peng Chau and Ngong Ping reaching hurricane force at the time.

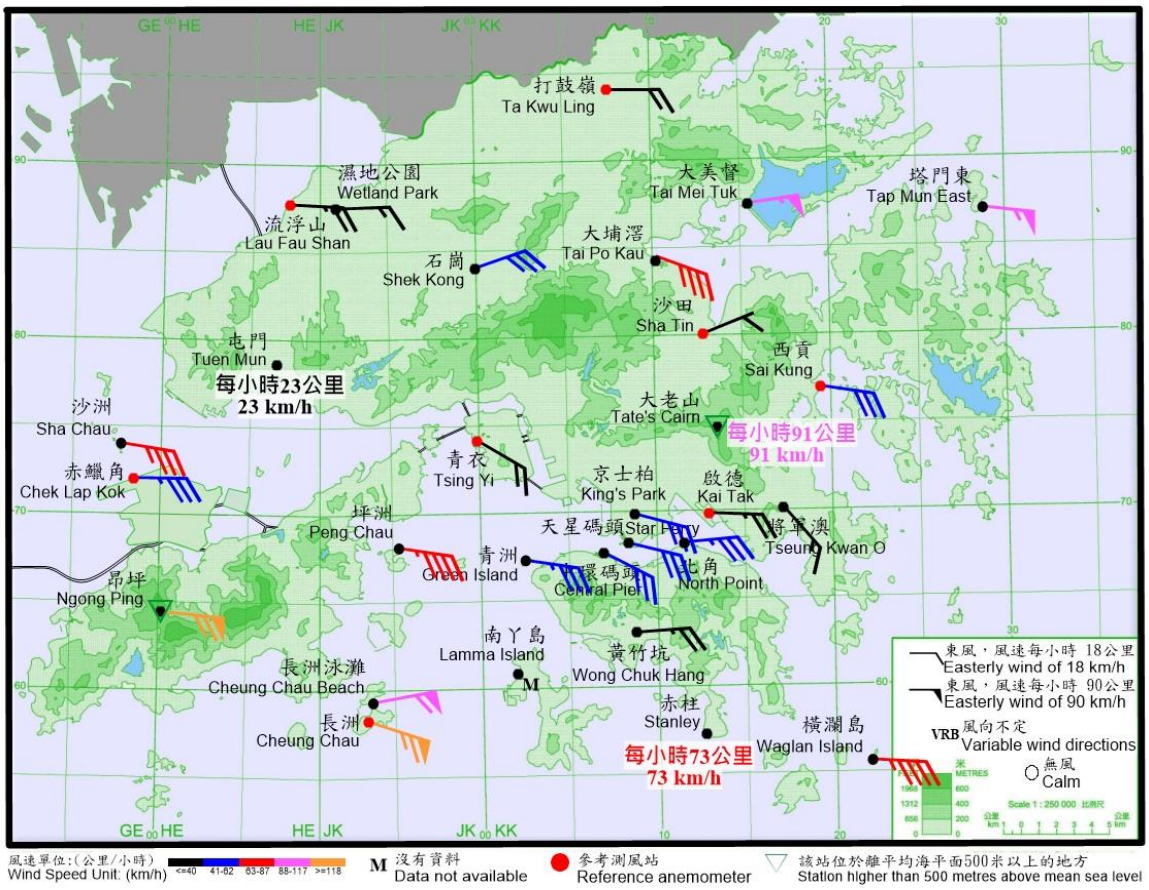


圖 2.2.7c　二零二五年九月二十四日上午 10 時 32 分香港各站錄得的十分鐘平均風向和風速。當時本港普遍吹偏東風，長洲及昂坪的風力達到颶風程度。

Figure 2.2.7c　10-minute mean wind direction and speed recorded at various stations in Hong Kong at 10:32 a.m. on 24 September 2025. Local winds were generally easterlies, with winds at Cheung Chau and Ngong Ping reaching hurricane force at the time.

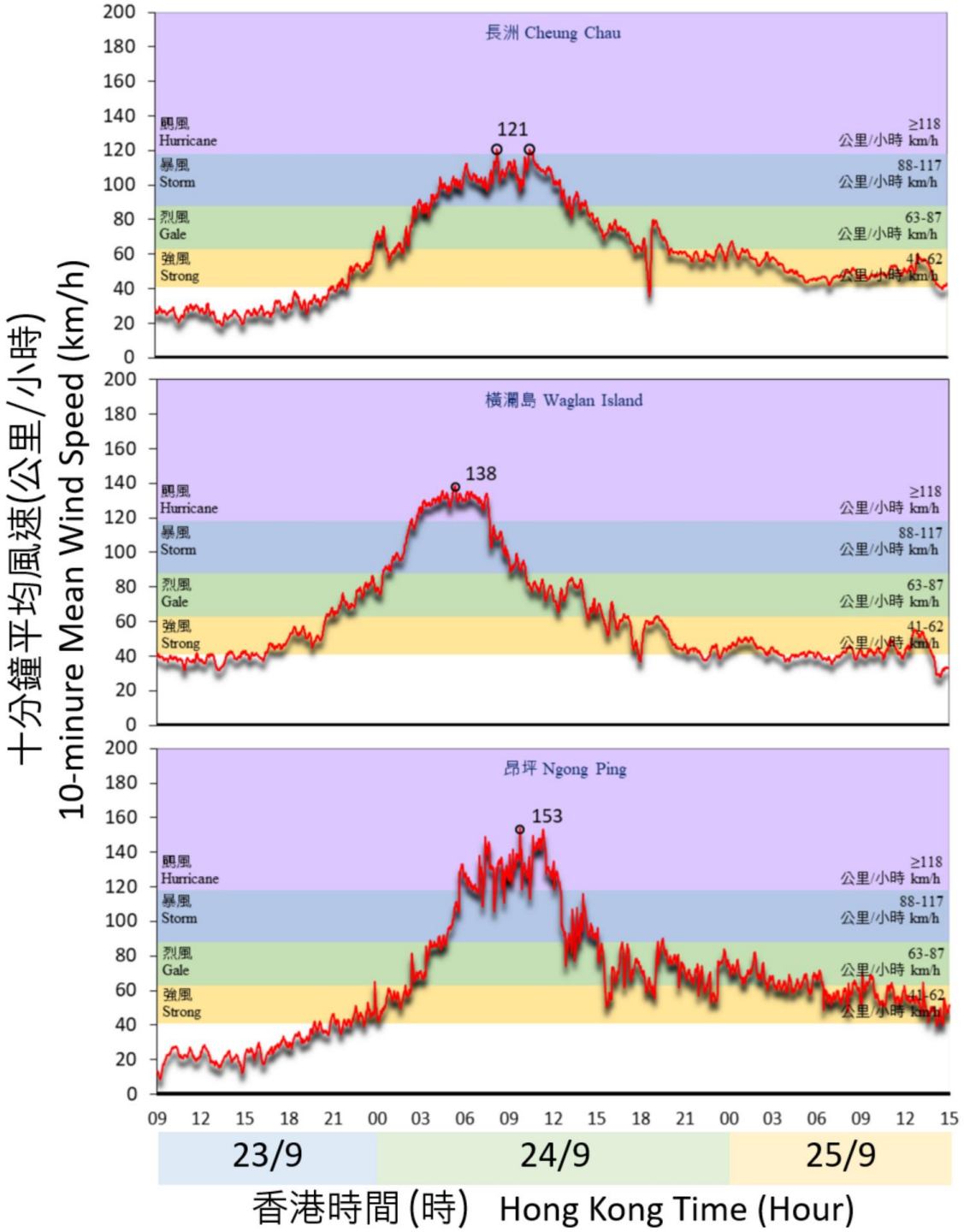


圖 2.2.8　二零二五年九月二十三日至二十五日的長洲、橫瀾島及昂坪錄得的十分鐘平均風速。

Figure 2.2.8　Traces of 10-minute mean wind speed recorded at Cheung Chau, Waglan Island and Ngong Ping on 23 – 25 September 2025.

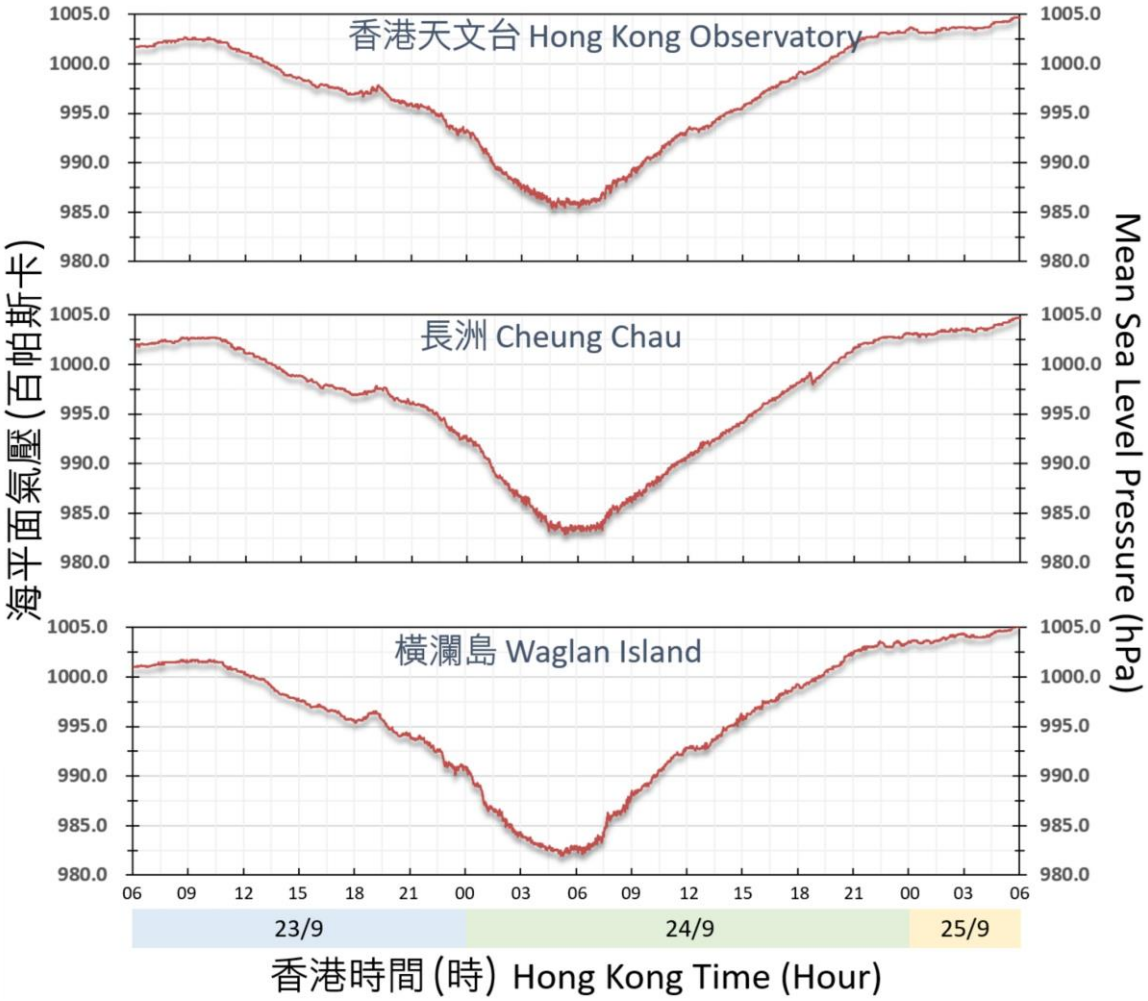


圖 2.2.9　二零二五年九月二十三日至二十五日香港天文台、長洲及橫瀾島錄得的海平面氣壓。

Figure 2.2.9　Traces of mean sea-level pressure recorded at the Hong Kong Observatory, Cheung Chau and Waglan Island on 23 – 25 September 2025.

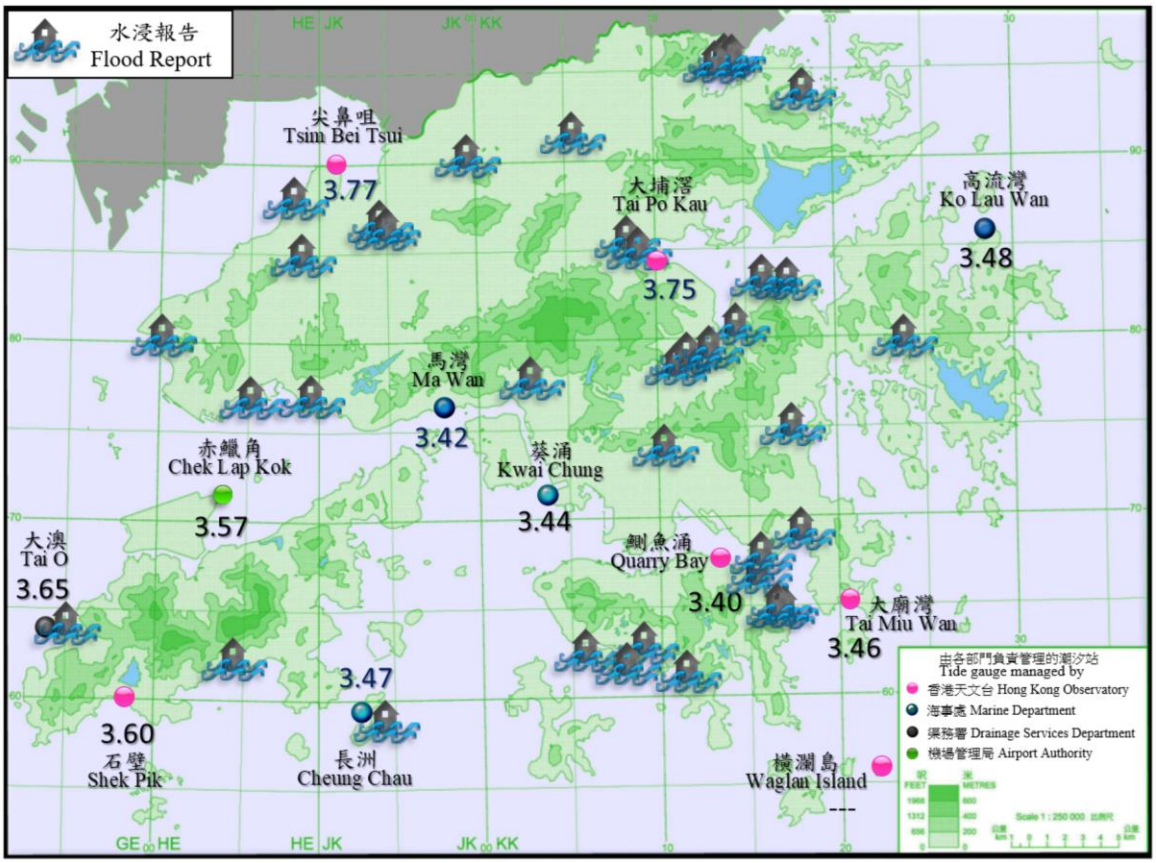


圖 2.2.10　二零二五年九月二十三日至二十五日香港各潮汐站錄得的最高潮位(海圖基準面以上)及根據政府部門、新聞及社交媒體的水浸報告。

Figure 2.2.10　Maximum sea level (above chart datum) recorded at various tide stations in Hong Kong and flood reports from government departments, news and social media on 23 – 25 September 2025.

橫瀾島 - 沒有資料

Waglan Island - data not available

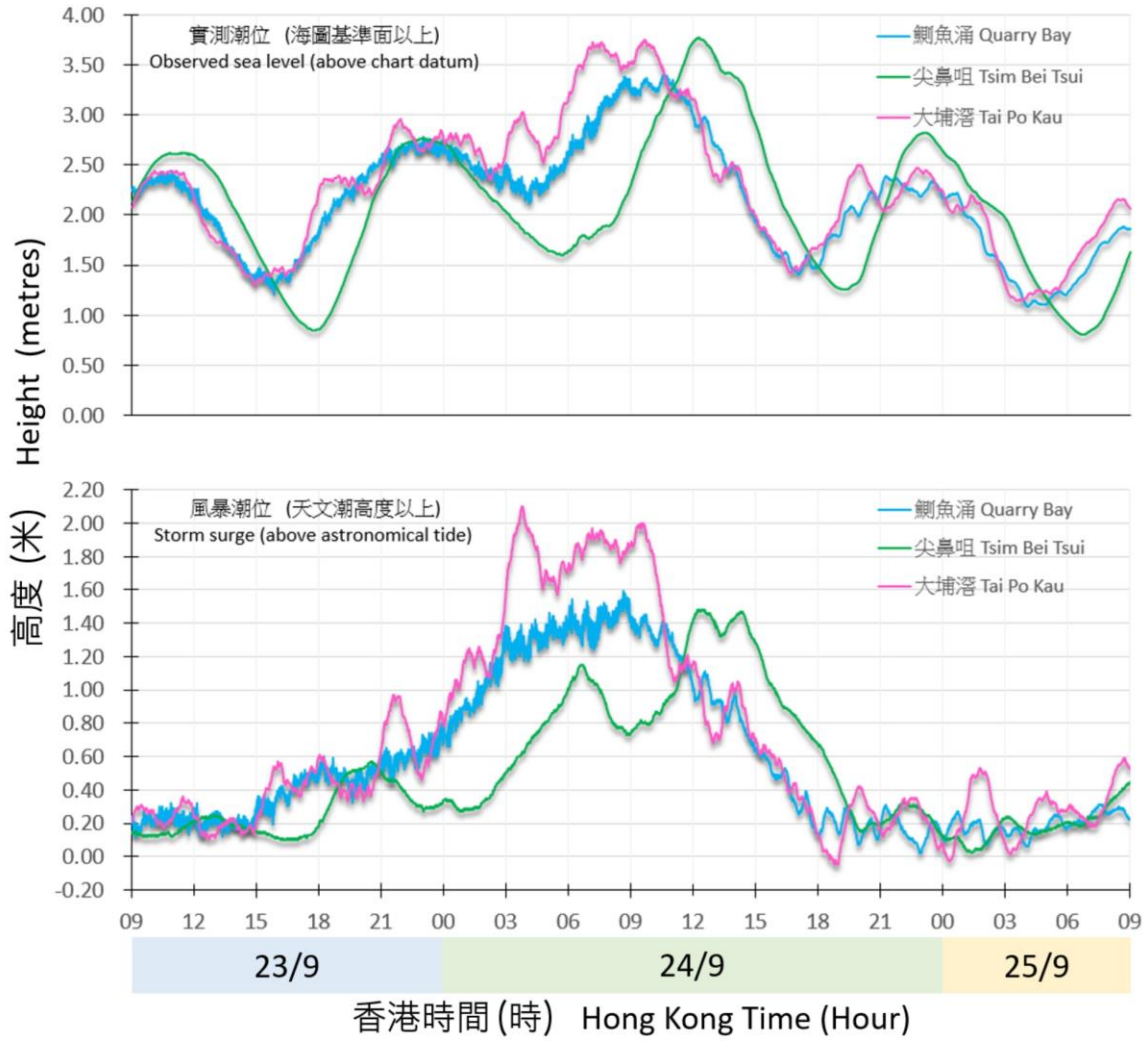


圖 2.2.11　二零二五年九月二十三日至二十五日鰂魚涌、尖鼻咀及大埔滘錄得的潮位(海圖基準面以上)及風暴潮(天文潮高度以上)。

Figure 2.2.11　Traces of sea level (above chart datum) and storm surge (above astronomical tide) recorded at Quarry Bay, Tsim Bei Tsui and Tai Po Kau on 23 – 25 September 2025.

圖 2.2.12a　樺加沙襲港期間，本港多處有樹木倒塌。(鳴謝：鄭偉倫(左上)、成婉琪(右上)、李子祥博士(左下)及 Yiu Wah David/社區天氣觀測計劃(右下))

Figure 2.2.12a The passage of Ragasa resulted in fallen trees in many parts of Hong Kong. (Courtesy of 鄭偉倫 (top left), Sing Yuen Ki (top right), Dr. T. C. Lee (bottom left) and Yiu Wah David/CWOS (bottom right))

圖 2.2.12b　樺加沙襲港期間，本港有多條路段因塌樹需要封閉。(鳴謝：消防處(左上、右上及右下)及路政署(左下))

Figure 2.2.12b During the passage of Ragasa, many roads in Hong Kong were blocked by fallen trees. (Courtesy of Fire Services Department (top left, right and bottom right) and Highways Department (bottom left))

圖 2.2.13　樺加沙襲港期間，何文田愛民邨有一棵約 30 米高的大樹塌下。 (鳴謝：香港 01 / 夏家朗攝)

Figure 2.2.13　During the passage of Ragasa, a tree of about 30 m tall collapsed in Oi Man Estate in Ho Man Tin.　(Courtesy of HK01 / Photo by 夏家朗)

圖 2.2.14　　樺加沙襲港期間，何文田窩打老道有大廈頂層一幅面積 20 米乘 30 米的外牆棚架受損，附近六條行車線需要封閉。 (鳴謝：有線新聞)

Figure 2.2.14　During the passage of Ragasa, a 20 m by 30 m exterior scaffolding on the top floor of a building on Waterloo Road in Ho Man Tin was damaged, requiring the closure of six nearby traffic lanes.　(Courtesy of i-CABLE News)

圖 2.2.15　　樺加沙襲港期間，九龍塘有小學的圍牆倒塌。 (鳴謝：香港 01 / 林振華攝)

Figure 2.2.15　During the passage of Ragasa, the wall of a primary school in Kowloon Tong collapsed.　(Courtesy of HK01 / Photo by 林振華)

圖 2.2.16　　樺加沙襲港期間，九龍塘有獨立屋的外牆被塌樹壓毀。 (鳴謝：Now 新聞)

Figure 2.2.16　During the passage of Ragasa, the wall of a detached house in Kowloon Tong was damaged by a fallen tree.　(Courtesy of Now News)

圖 2.2.17　　樺加沙襲港期間，尖沙咀有大廈的玻璃幕牆受損。 (鳴謝：呂旭昇)

Figure 2.2.17　During the passage of Ragasa, the glass curtain wall of a building in Tsim Sha Tsui was damaged.　(Courtesy of Lui Yuk Sing)

圖 2.2.18　　樺加沙襲港期間，深井有住宅大廈外牆牆磚剝落。 (鳴謝：CY)

Figure 2.2.18　During the passage of Ragasa, the exterior wall tiles of a residential building in Sham Tseng peeled off. (Courtesy of CY)

圖 2.2.19　　樺加沙襲港期間，將軍澳有地盤貨櫃遭強風吹落海中。(鳴謝：一市民)

Figure 2.2.19　During the passage of Ragasa, a construction site container in Tseung Kwan O was blown into the sea by high winds.　(Courtesy of a member of the public)

圖 2.2.20　受樺加沙引致的風暴潮影響，大澳水位明顯上升，造成水浸。(鳴謝：香港01 / 梁鵬威攝)

Figure 2.2.20　Under the influence of the storm surge induced by Ragasa, the water level in Tai O rose significantly, causing flooding.　(Courtesy of HK01 / Photos by 梁鵬威)

圖 2.2.21　受樺加沙引致的風暴潮影響，鯉魚門三家村水位明顯上升，造成水浸。(鳴謝：渠務署)

Figure 2.2.21　Under the influence of the storm surge induced by Ragasa, the water level at Sam Ka Tsuen in Lei Yue Mun rose significantly, causing flooding. (Courtesy of Drainage Services Department)

圖 2.2.22　受樺加沙引致的風暴潮影響，屯門嘉和里水位明顯上升，造成水浸。(鳴謝：渠務署)

Figure 2.2.22　Under the influence of the storm surge induced by Ragasa, the water level at Kar Wo Lei in Tuen Mun rose significantly, causing flooding. (Courtesy of Drainage Services Department)

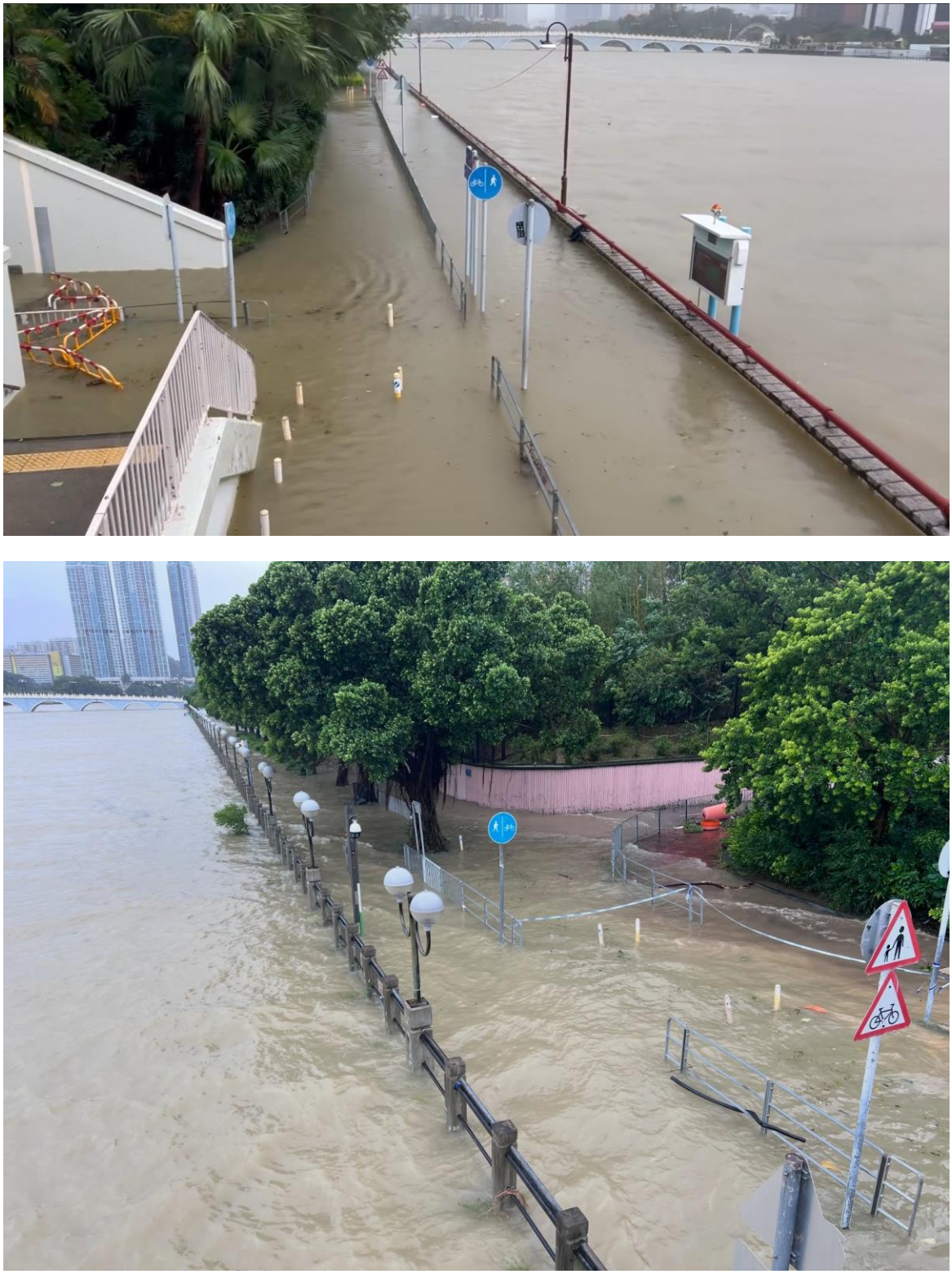


圖 2.2.23　受樺加沙引致的風暴潮影響，沙田城門河水位明顯上升，附近行人路、單車徑及隧道出現水浸。(鳴謝：梁金成)

Figure 2.2.23　Under the influence of the storm surge induced by Ragasa, the water level of the Shing Mun River in Sha Tin rose significantly, causing flooding in nearby footpaths, cycle tracks and subways.　(Courtesy of Leung Kam Shing)

圖 2.2.24　受樺加沙引致的風暴潮影響，大埔林村河水位明顯上升，附近行人路及隧道出現水浸。(網上片段截圖)

Figure 2.2.24　Under the influence of the storm surge induced by Ragasa, the water level of the Lam Tsuen River in Tai Po rose significantly, causing flooding in nearby footpaths and subways.　(Screenshot from an online video)

圖 2.2.25　　樺加沙襲港期間，柴灣防波堤有大浪拍岸。 (網上圖片)

Figure 2.2.25　During the passage of Ragasa, rough waves crashed at the breakwater in Chai Wan.　(Online photo)

圖 2.2.26　　樺加沙襲港期間，柴灣杏花邨岸邊有大浪拍岸。 (鳴謝：有線新聞)

Figure 2.2.26　During the passage of Ragasa, rough waves crashed at the coast of Heng Fa Chuen in Chai Wan.　(Courtesy of i-CABLE News)

圖 2.2.27　　樺加沙襲港期間，長洲東灣有巨浪拍岸。 (鳴謝：Kwok Yung Chan/社區天氣觀測計劃)

Figure 2.2.27　During the passage of Ragasa, high waves battered Tung Wan in Cheung Chau. (Courtesy of Kwok Yung Chan/CWOS)

圖 2.2.28　受樺加沙引發的越堤浪影響，香港仔有酒店玻璃門被海水沖至爆裂，海水湧入大堂。(網上片段截圖)

Figure 2.2.28　Under the influence of the overtopping waves triggered by Ragasa, seawater crashed into a hotel in Aberdeen, shattering its glass doors and flooding its lobby. (Screenshots from an online video)

圖 2.2.29　樺加沙襲港期間，將軍澳南海濱長廊有大浪拍岸，有防波堤大石被大浪沖上岸。 (鳴謝：有線新聞(上)及 Andes Lau (下))

Figure 2.2.29　During the passage of Ragasa, rough waves battered Tseung Kwan O South Waterfront Promenade, where a large stone was washed ashore from the breakwater.　(Courtesy of i-CABLE News (top) and Andes Lau (bottom))

圖 2.2.30　樺加沙襲港期間，將軍澳南海濱長廊有路面地磚損毀，單車徑被水淹沒。(鳴謝：Khs Huang)

Figure 2.2.30　During the passage of Ragasa, paving blocks were damaged and cycle tracks were flooded at Tseung Kwan O South Waterfront Promenade. (Courtesy of Khs Huang)

圖 2.2.31　受樺加沙引發的越堤浪影響，將軍澳南海濱長廊有餐廳被海水沖破玻璃門，地上堆積大量雜物。(鳴謝：香港 01 / 鄧栢良攝)

Figure 2.2.31　Under the influence of the overtopping waves triggered by Ragasa, seawater surged into a restaurant at Tseung Kwan O South Waterfront Promenade, shattering its glass doors and leaving scattered items on the ground.　(Courtesy of HK01 / Photo by 鄧栢良)

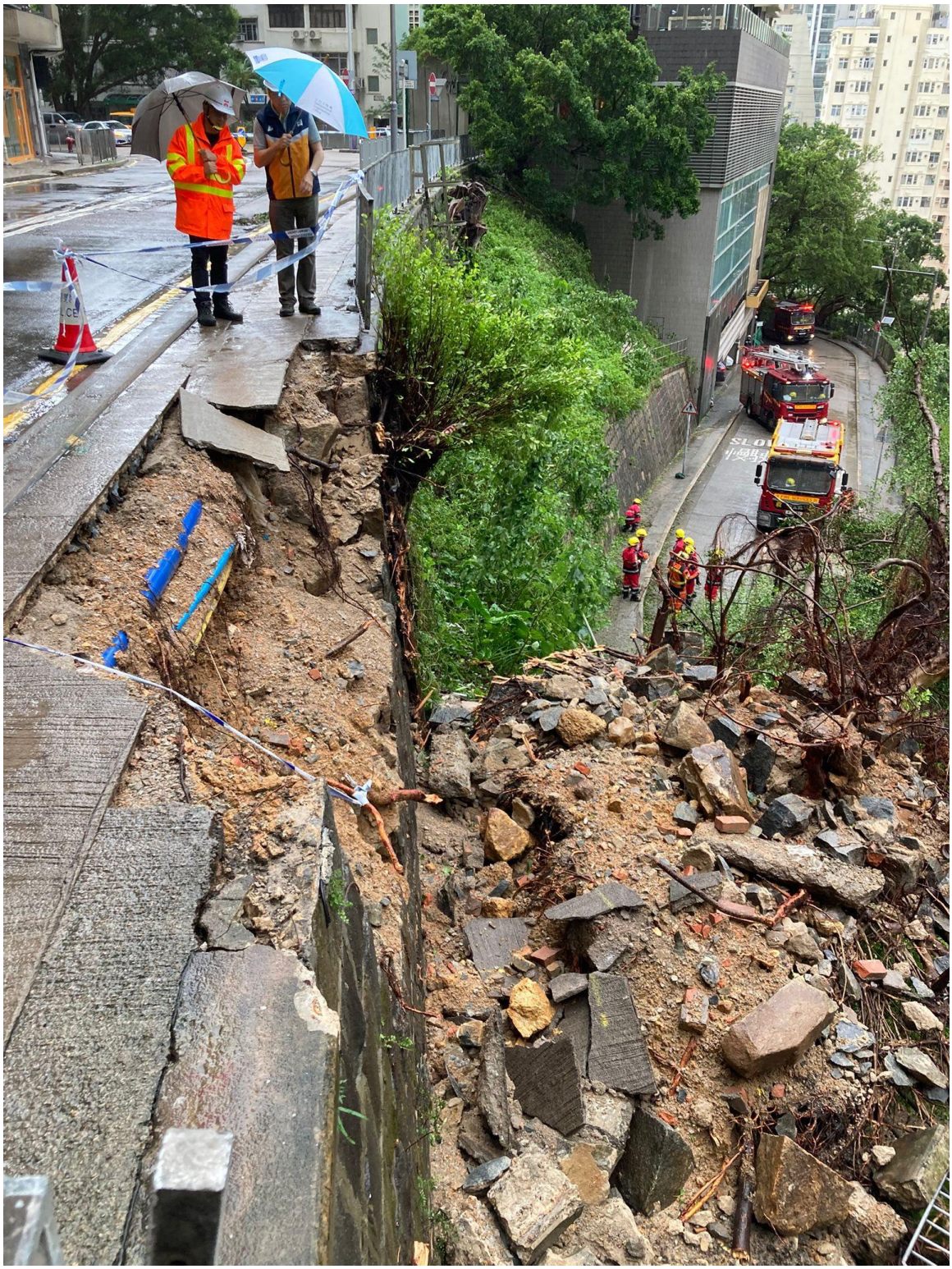


圖 2.2.32　　樺加沙襲港期間，西營盤醫院道出現山泥傾瀉。(鳴謝：土力工程處)

Figure 2.2.32　During the passage of Ragasa, a landslide occurred on Hospital Road in Sai Ying Pun.　(Courtesy of Geotechnical Engineering Office)

圖 2.2.33　　樺加沙襲港期間，赤柱黃麻角道出現山泥傾瀉。(鳴謝：土力工程處)

Figure 2.2.33　During the passage of Ragasa, a landslide occurred on Wong Ma Kok Road in Stanley.　(Courtesy of Geotechnical Engineering Office)

圖 2.2.34　　樺加沙襲港期間，大埔新娘潭路出現山泥傾瀉。(鳴謝：土力工程處)

Figure 2.2.34　During the passage of Ragasa, a landslide occurred on Bride's Pool Road in Tai Po. (Courtesy of Geotechnical Engineering Office)

圖 2.2.35　受樺加沙的大雨影響，元朗有向日葵花田被淹浸。(網上圖片)

Figure 2.2.35　Affected by the heavy rain brought by Ragasa, a sunflower field in Yuen Long was flooded.　(Online photo)

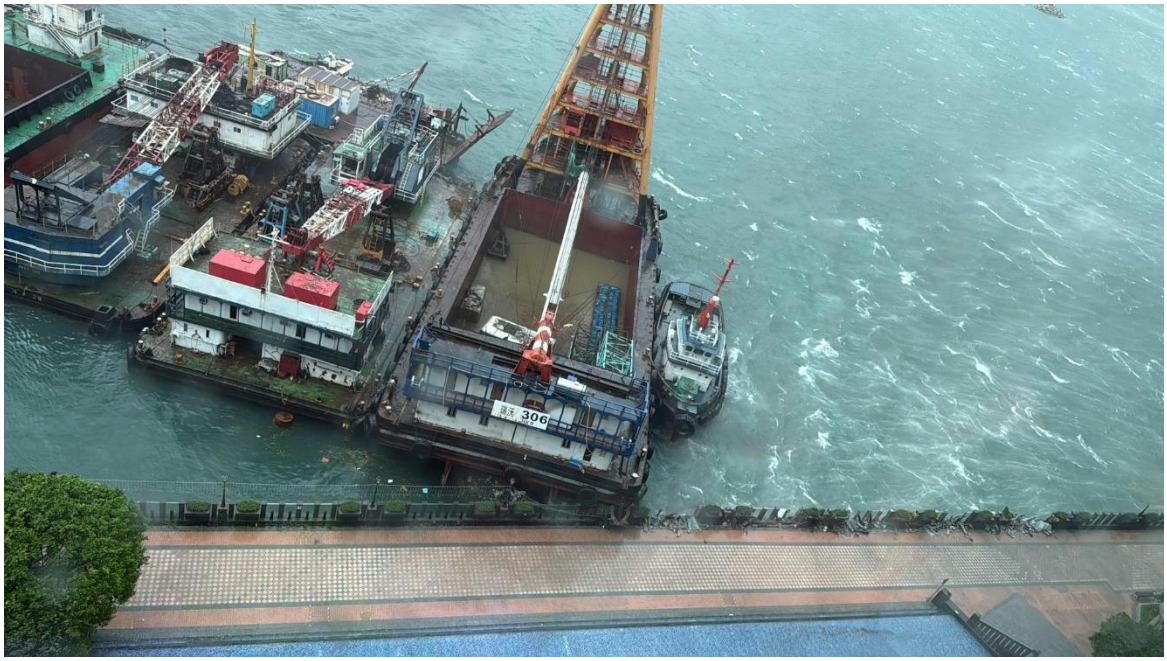


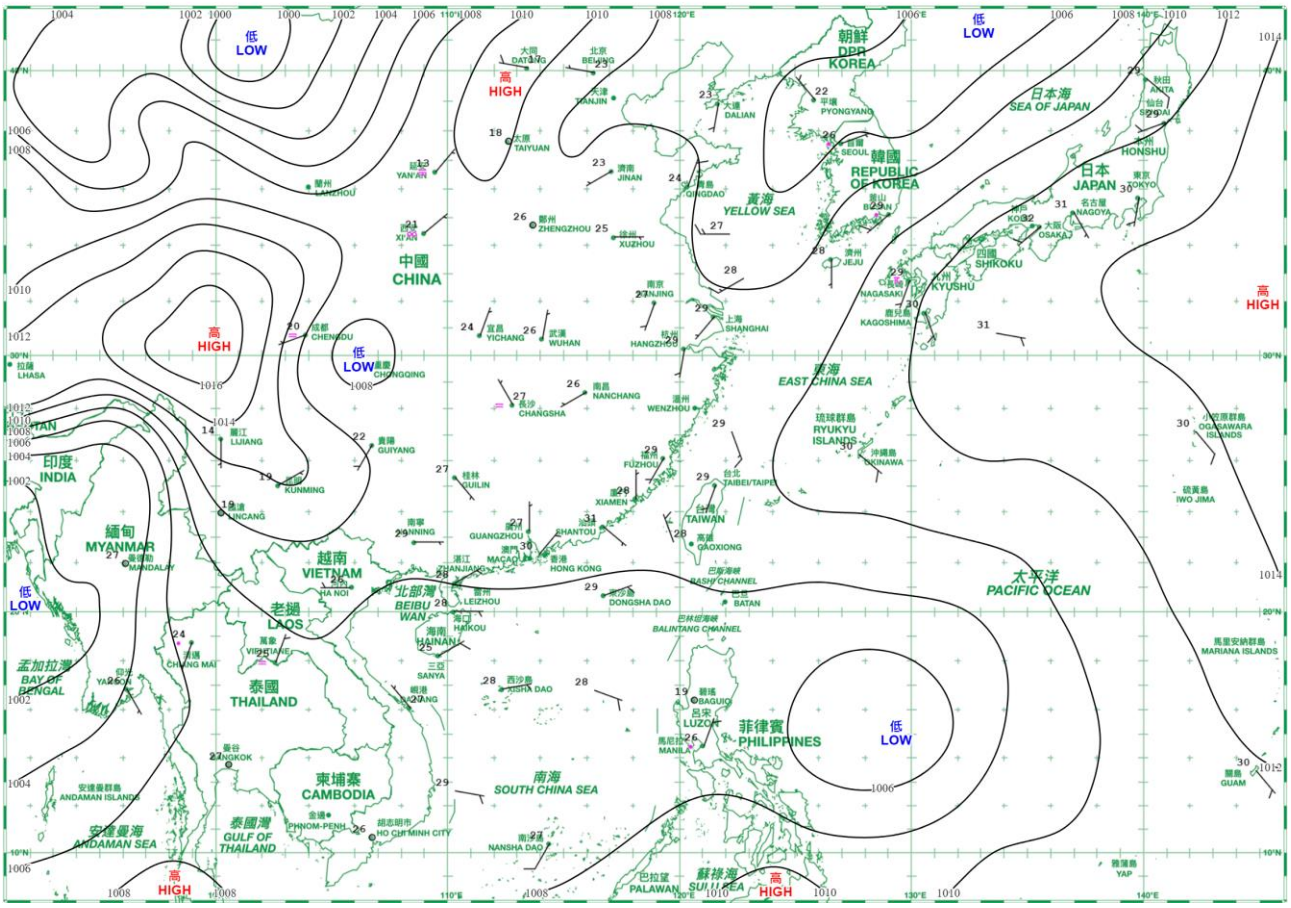
圖 2.2.36　樺加沙襲港期間，紅磡海逸豪園及土瓜灣海心公園對開海面有多艘船隻撞向岸邊圍欄。(網上圖片)

Figure 2.2.36　During the passage of Ragasa, several vessels collided with the shore railings off the coast of Laguna Verde in Hung Hom and Hoi Sham Park in To Kwa Wan. (Online photos)

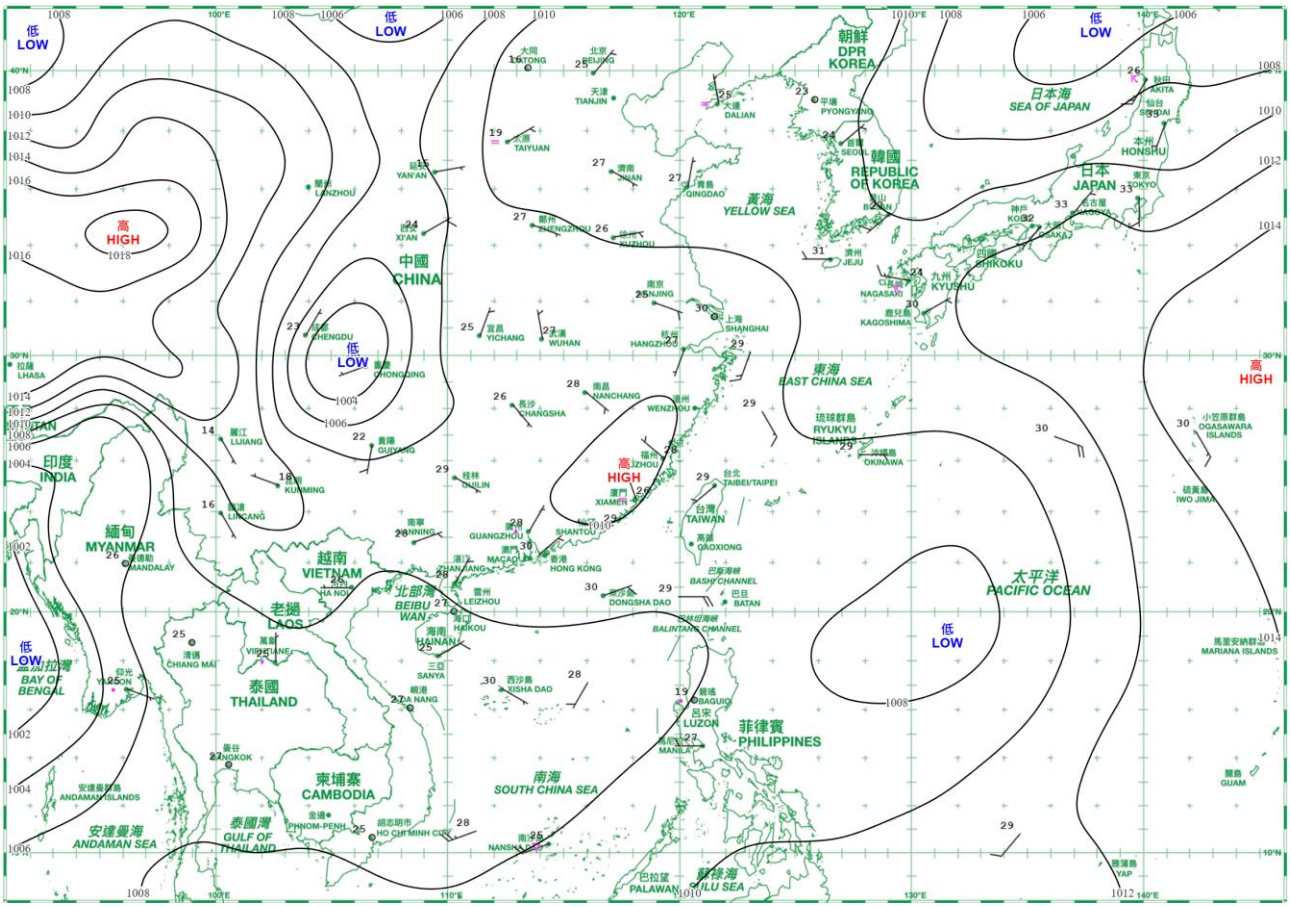
圖 2.2.37　　樺加沙襲港期間，大嶼山長沙灣有魚排設施遭風浪影響而受損。(鳴謝：漁農自然護理署)

Figure 2.2.37　During the passage of Ragasa, mariculture rafts and facilities at Cheung Sha Wan in Lantau Island were damaged by the wind and waves. (Courtesy of Agriculture, Fisheries and Conservation Department)

日期/Date: 01.09.2025 香港時間/HK Time: 08:00 香港天文台 Hong Kong Observatory

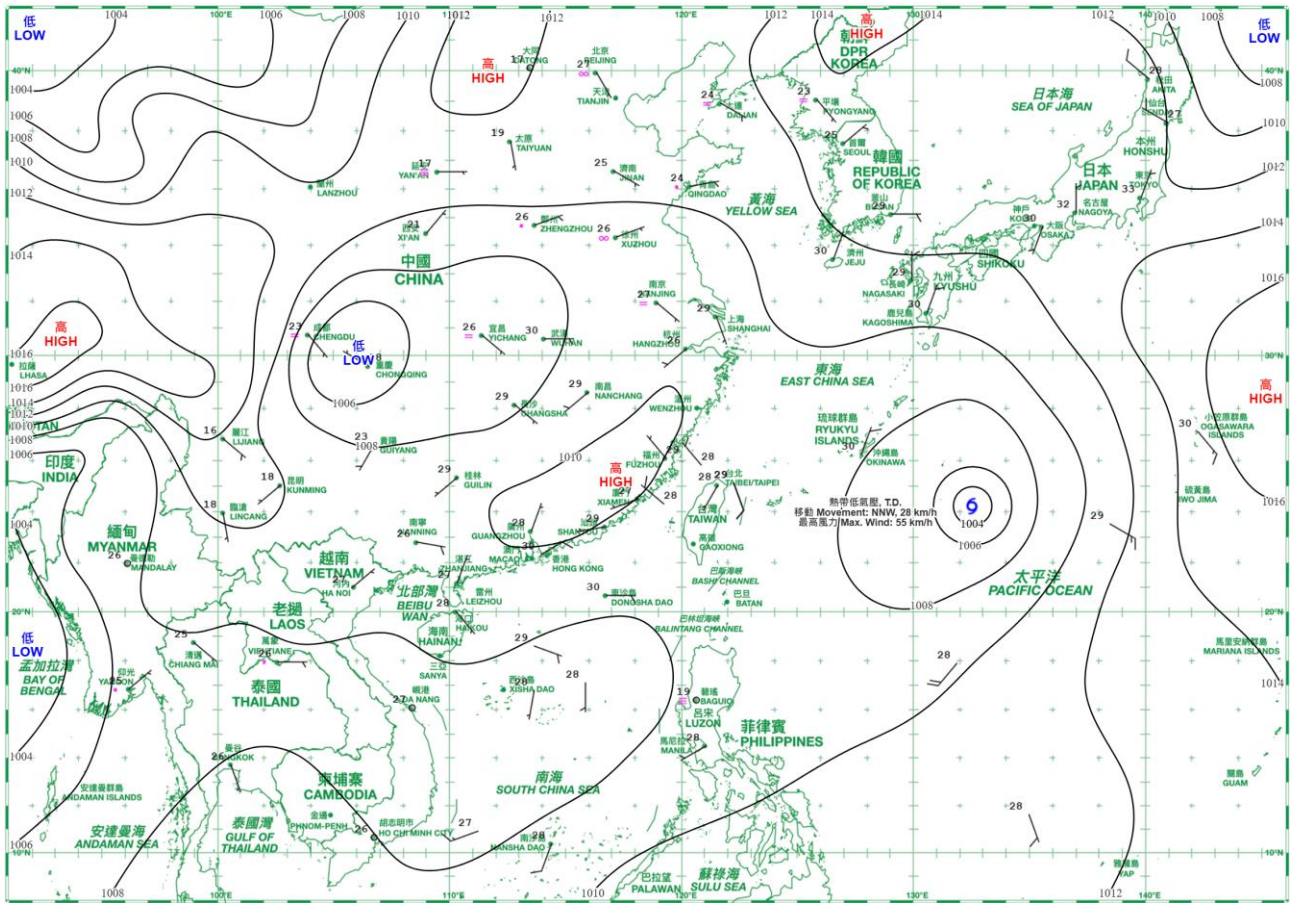


日期/Date: 02.09.2025 香港時間/HK Time: 08:00 香港天文台 Hong Kong Observatory

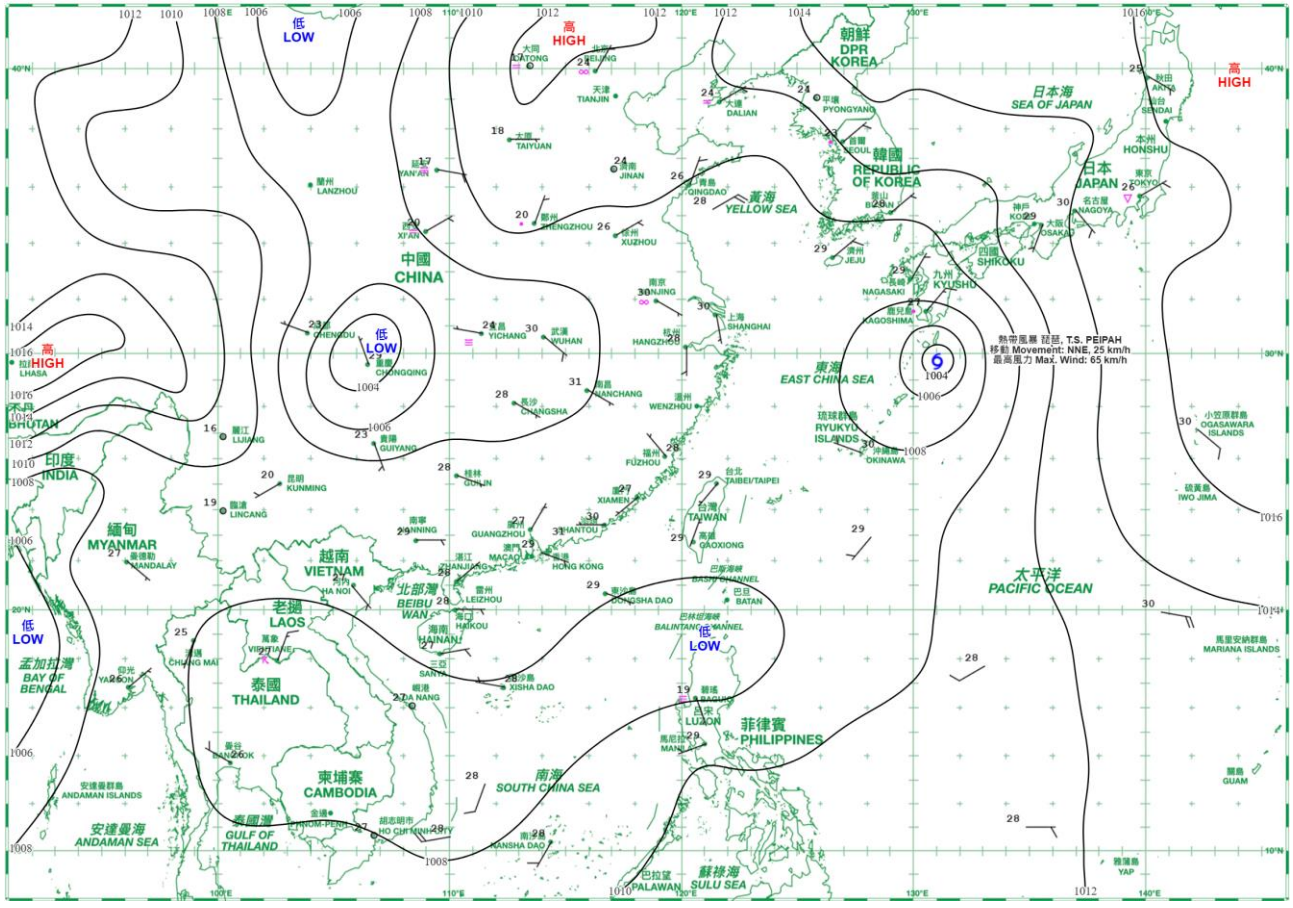


等壓線 Isobar(hPa) 暖鋒 Warm Front 靜止鋒 Stationary Front 消散中的冷鋒 Dissipating Cold Front
冷鋒 Cold Front 錮囚鋒 Occlusion 槽軸線 Axis of Trough 熱帶氣旋中心 Centre of Tropical Cyclone

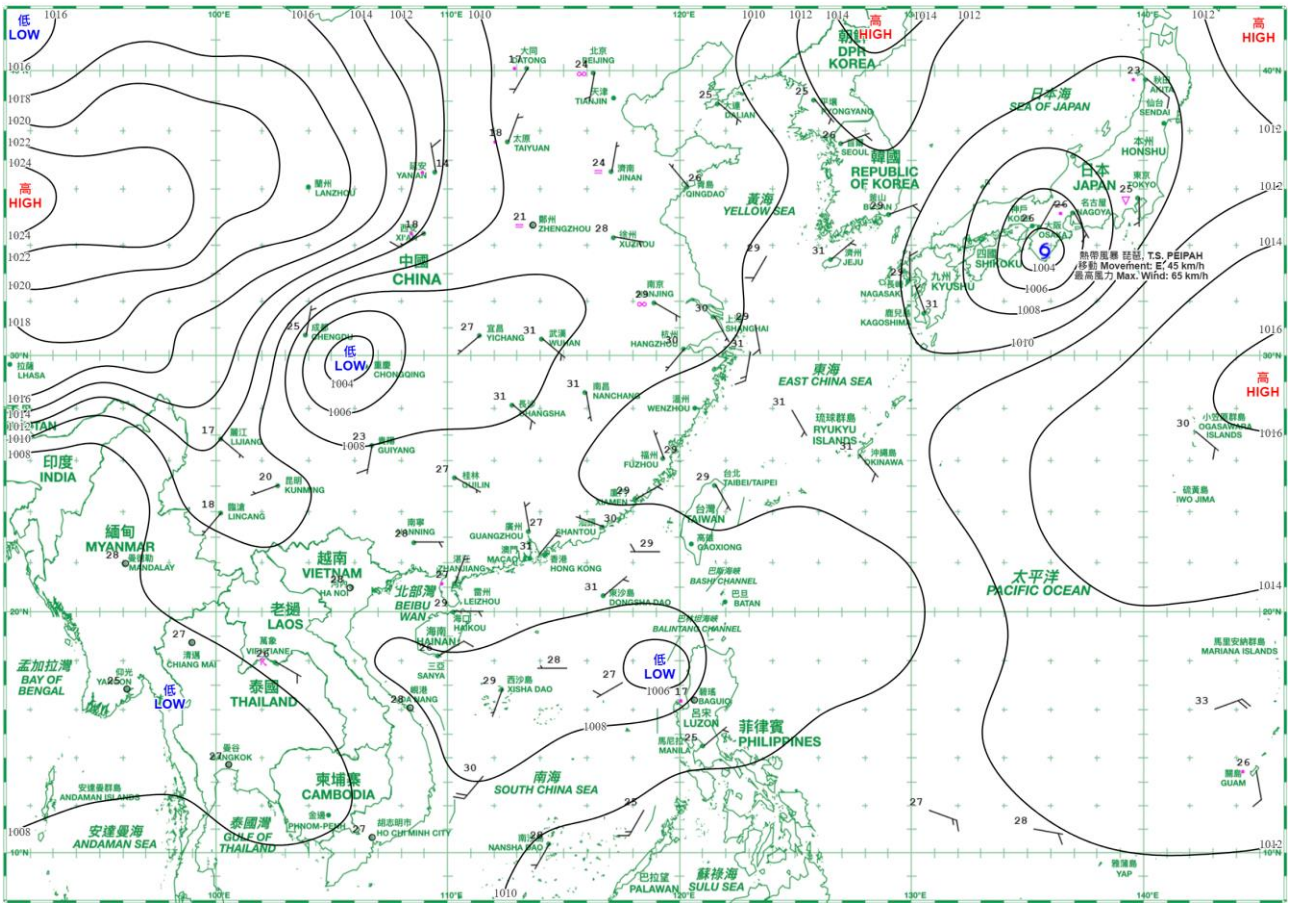
日期/Date: 03.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



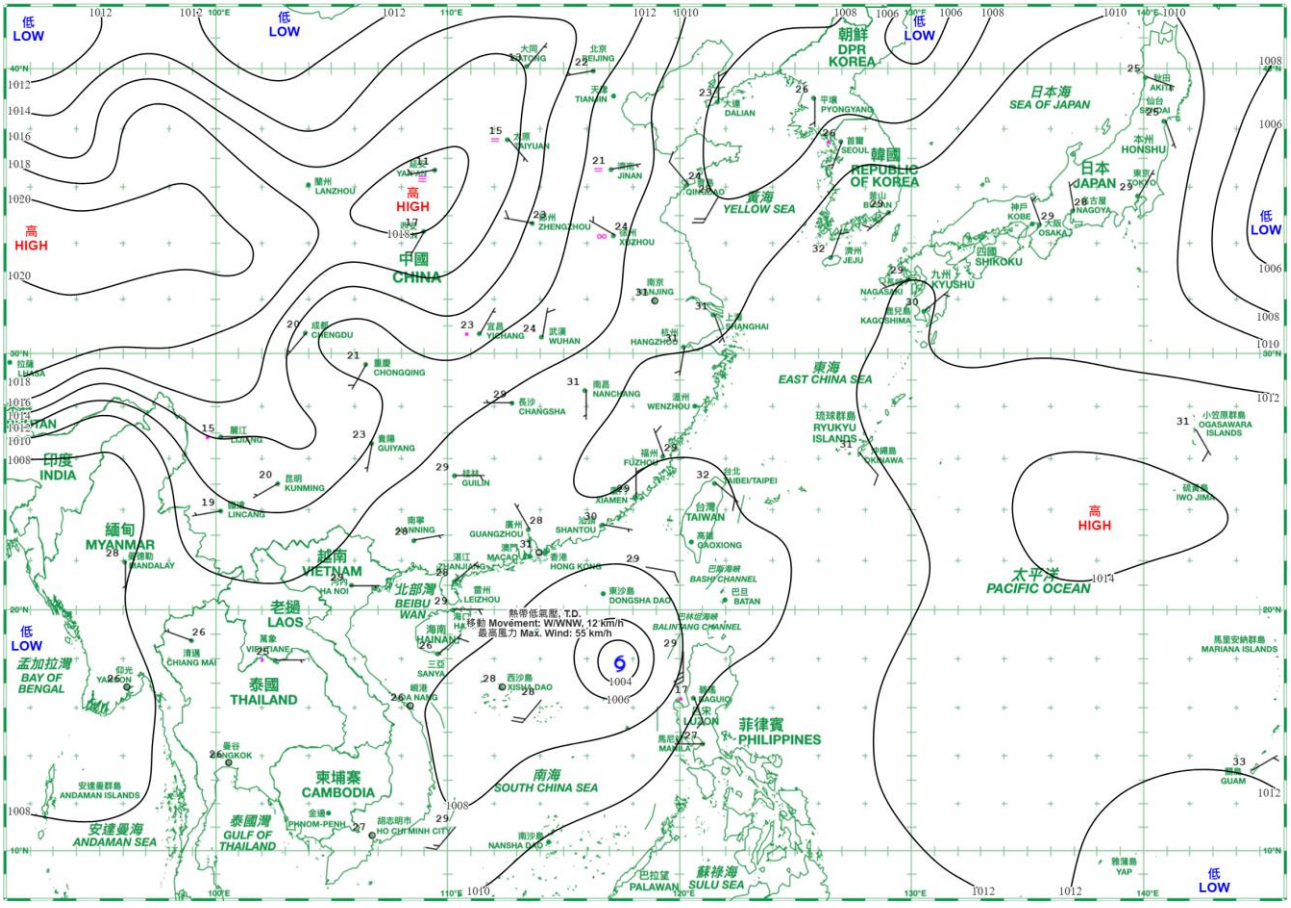
日期/Date: 04.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



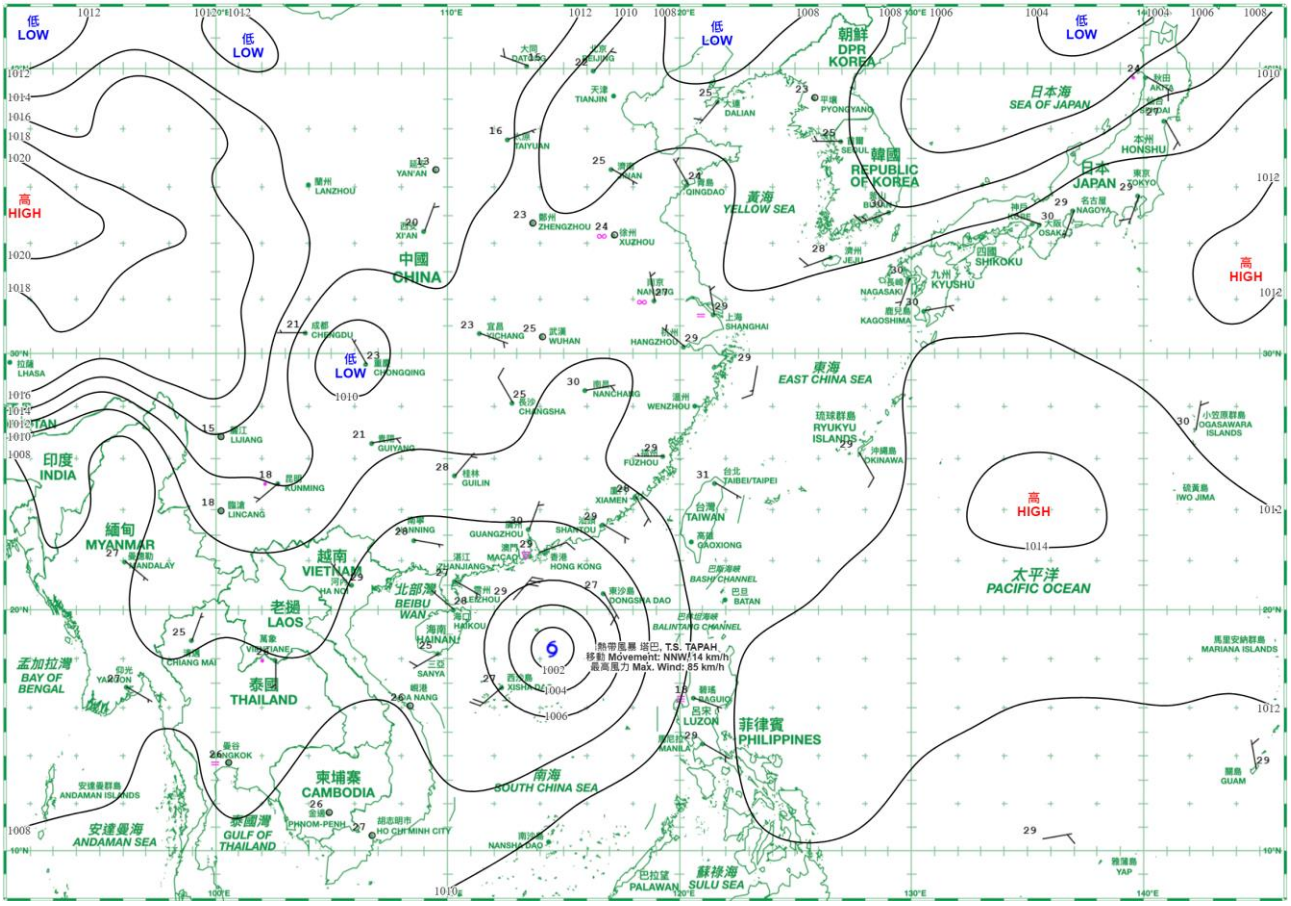
日期/Date: 05.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



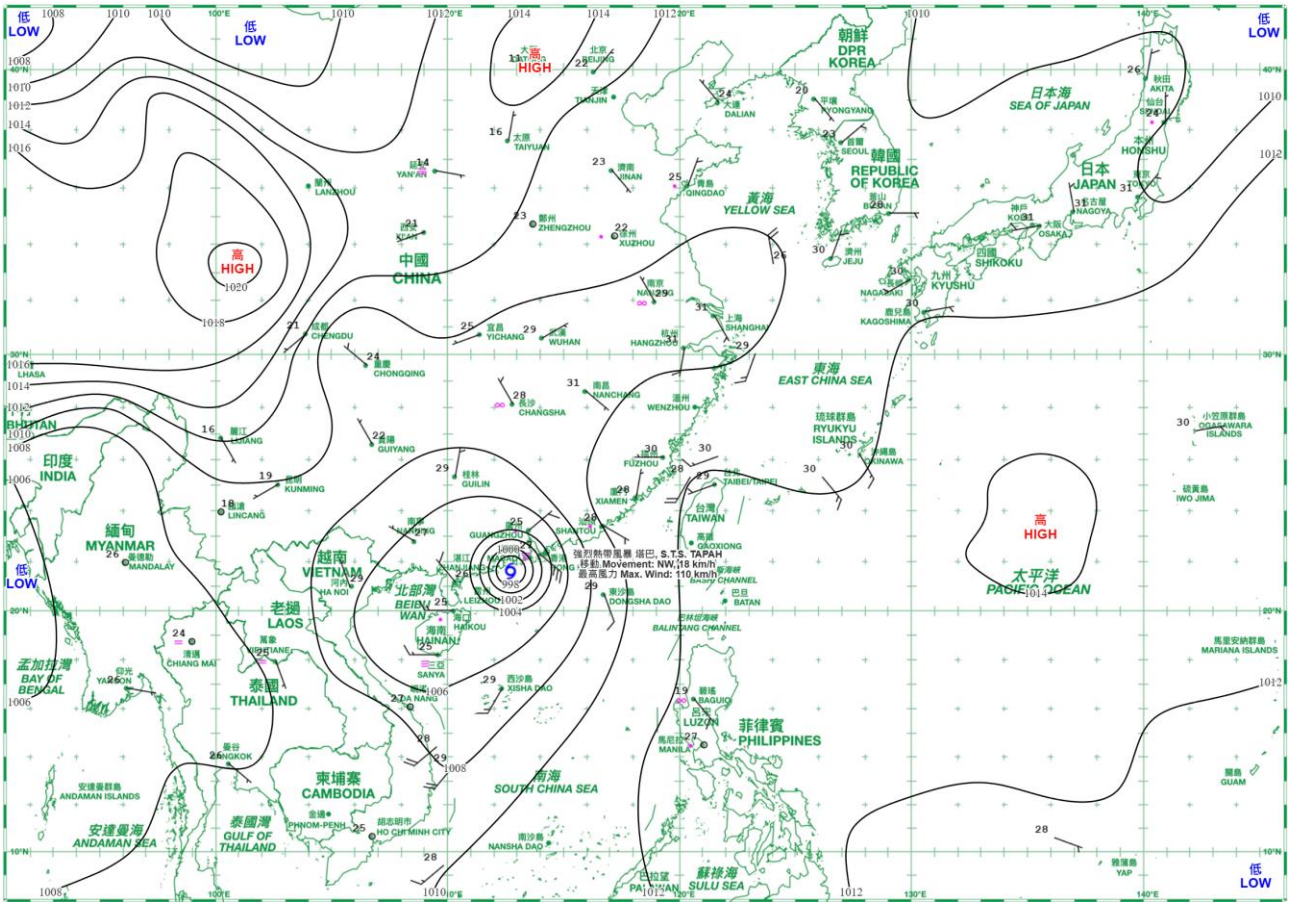
日期/Date: 06.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



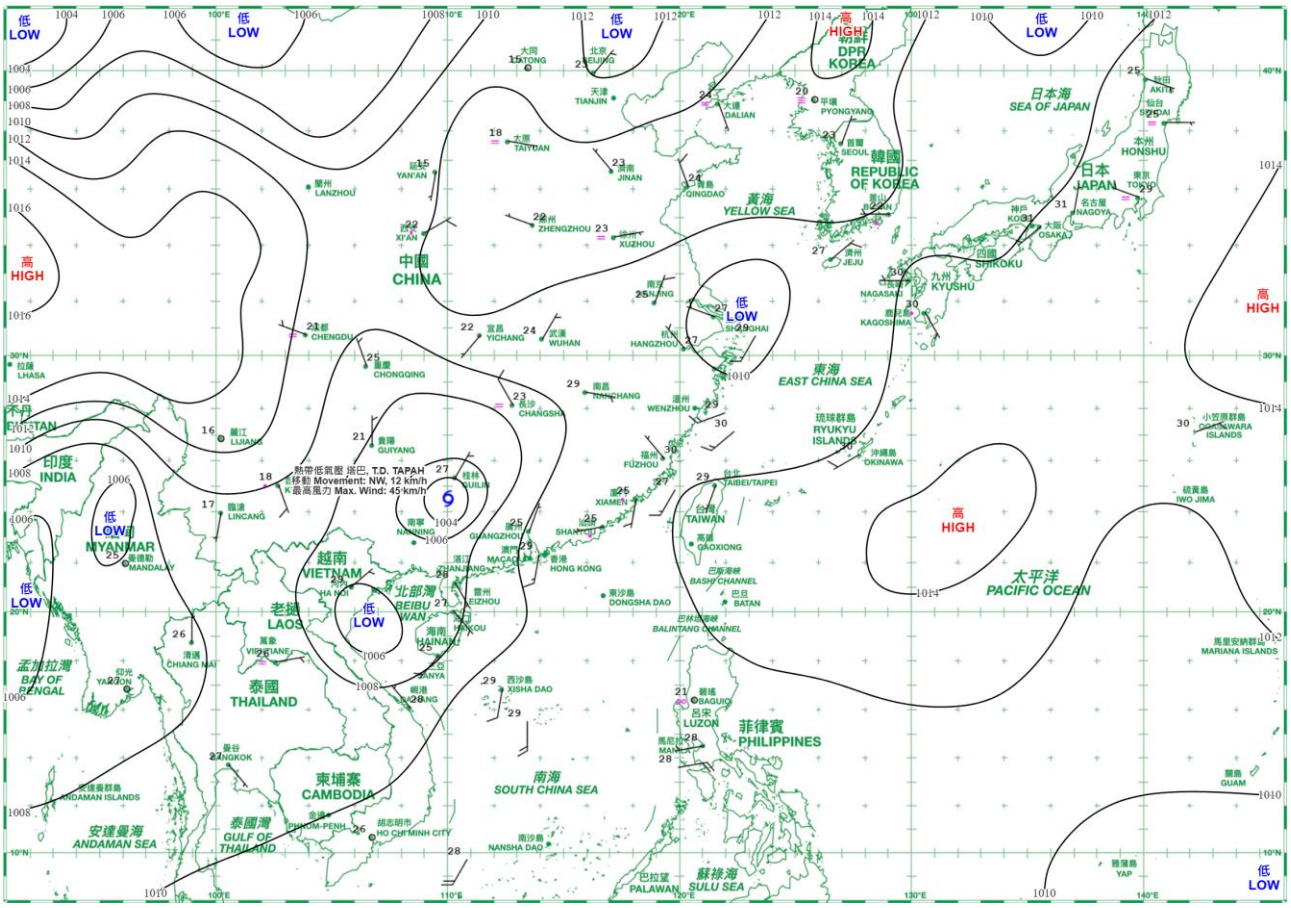
日期/Date: 07.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



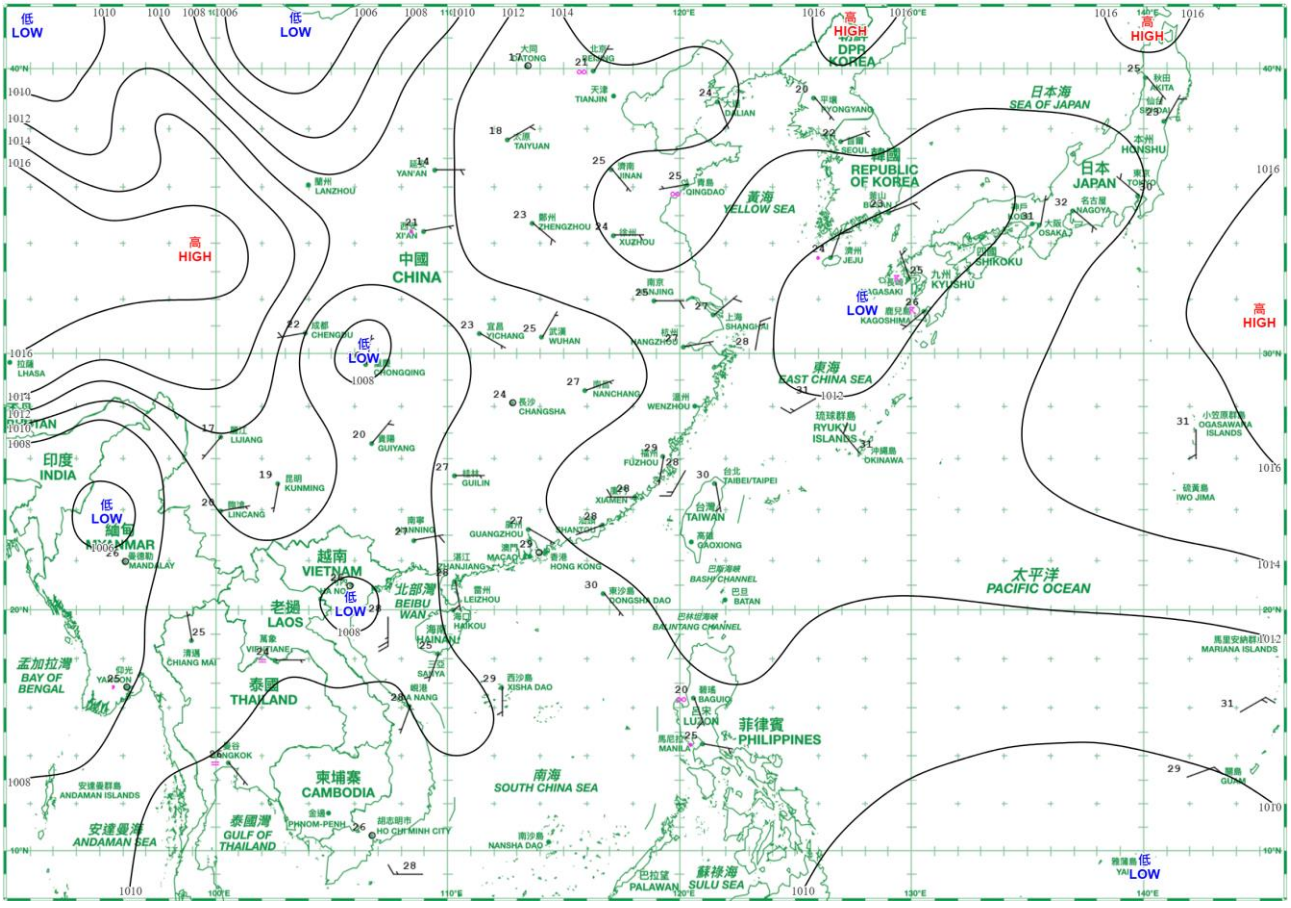
日期/Date: 08.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



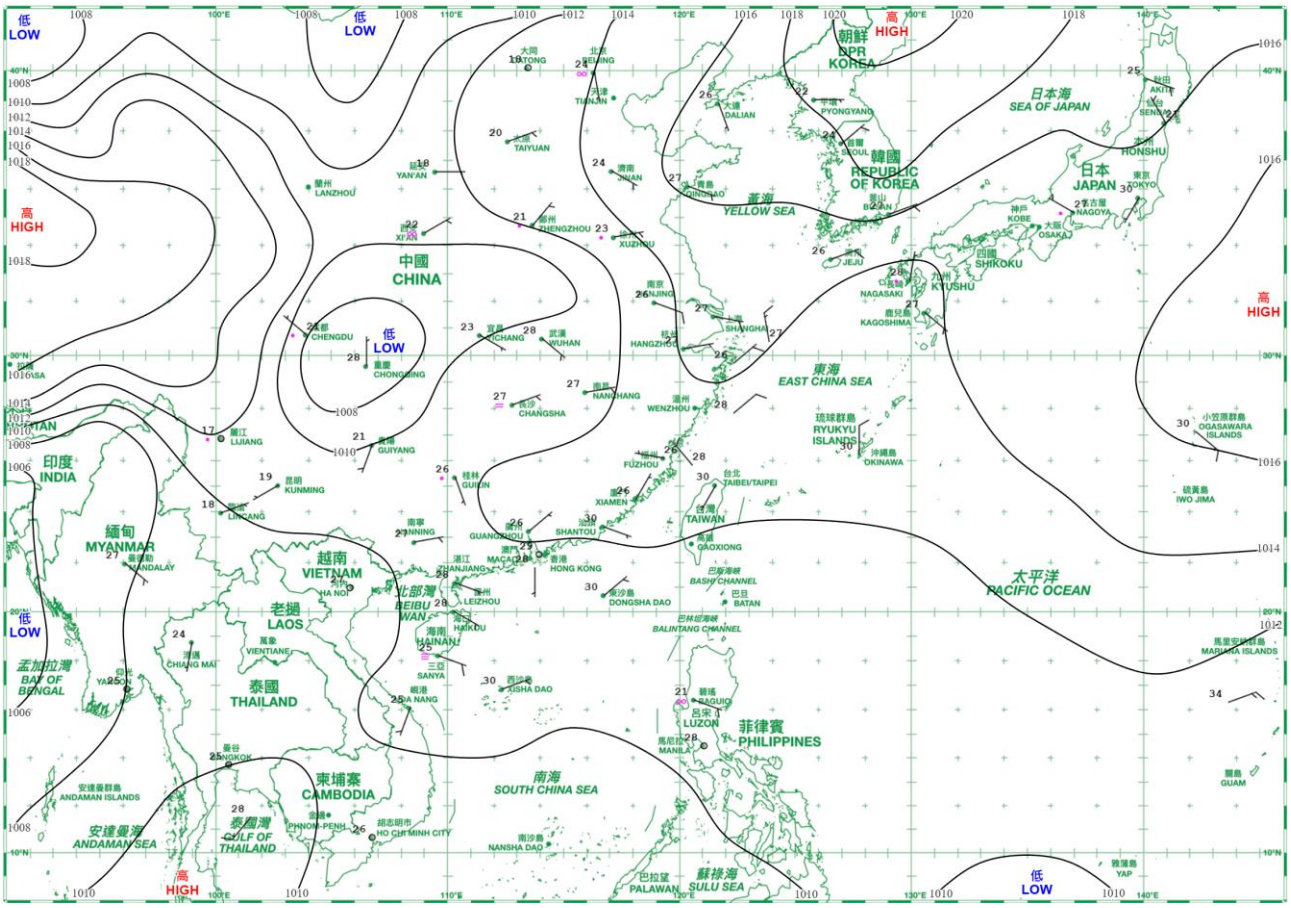
日期/Date: 09.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



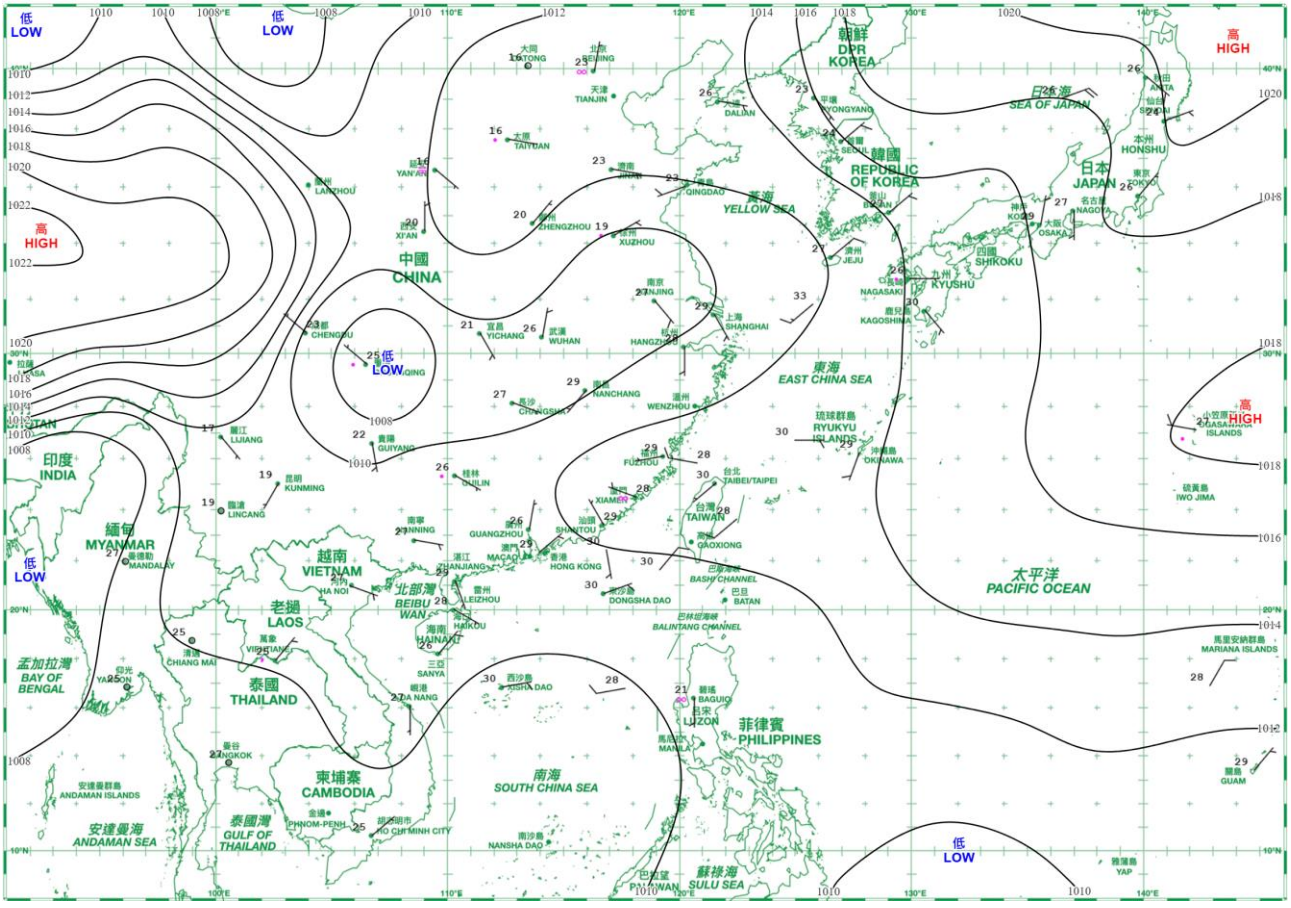
日期/Date: 10.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



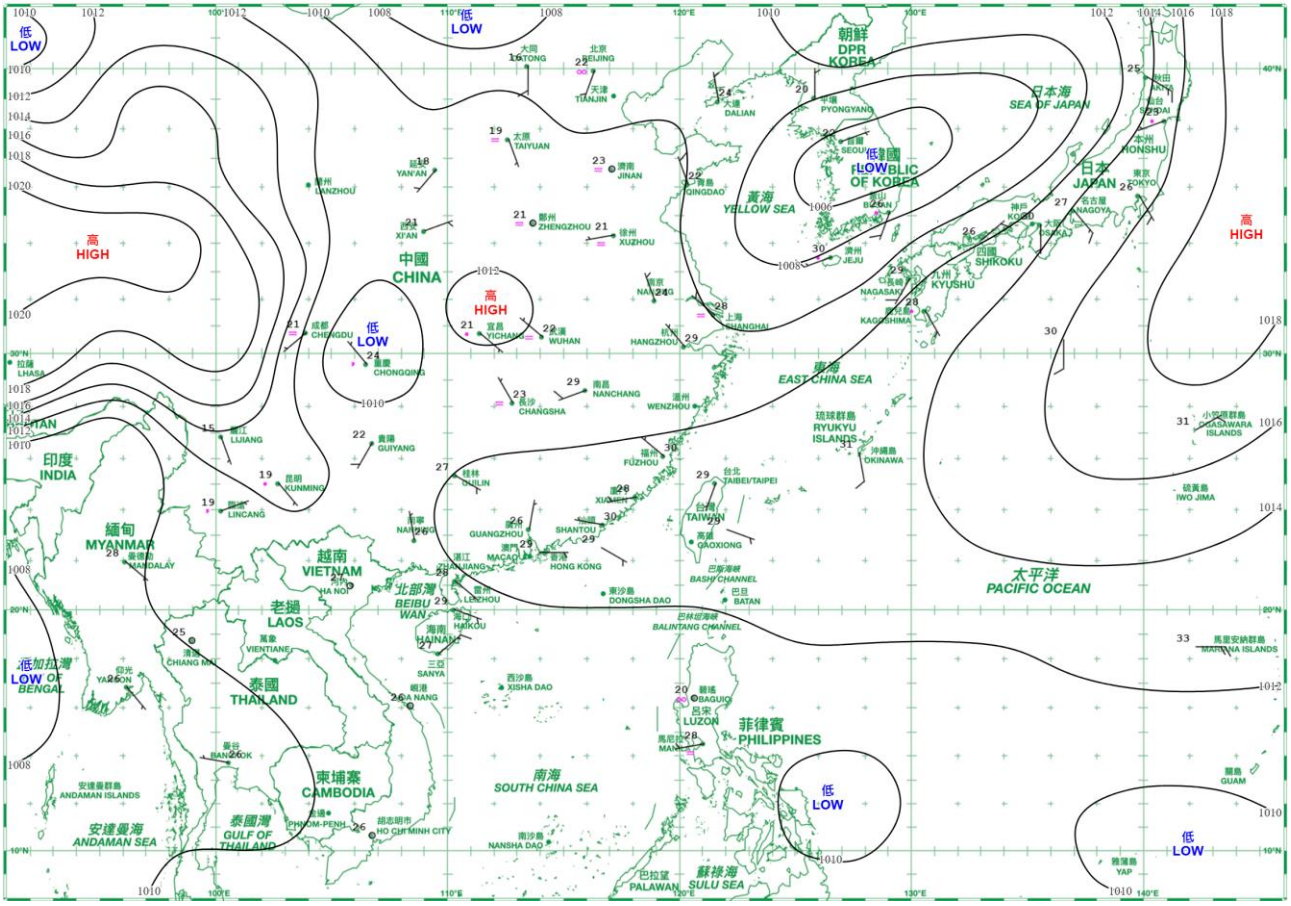
日期/Date: 11.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



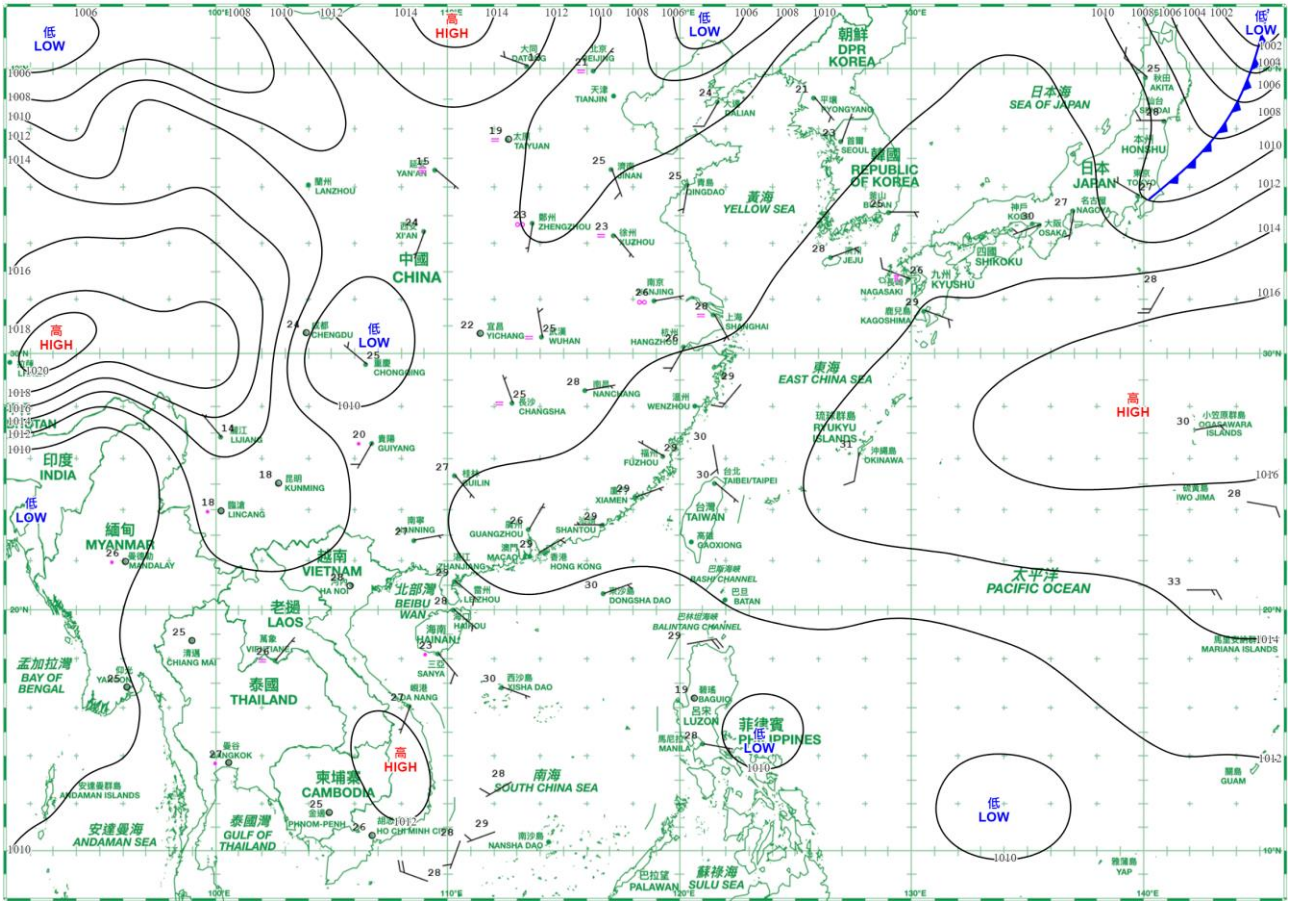
日期/Date: 12.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



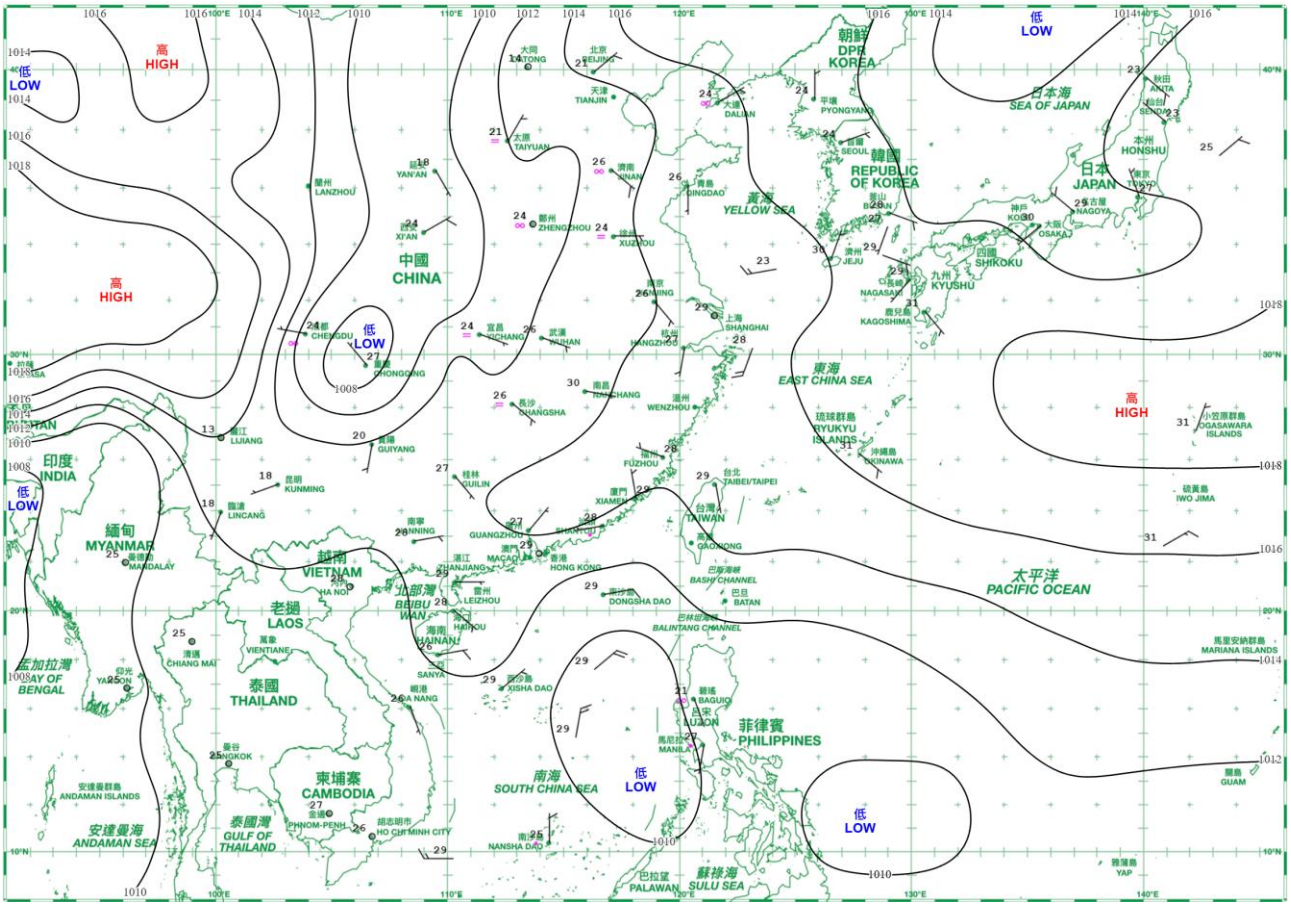
日期/Date: 13.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



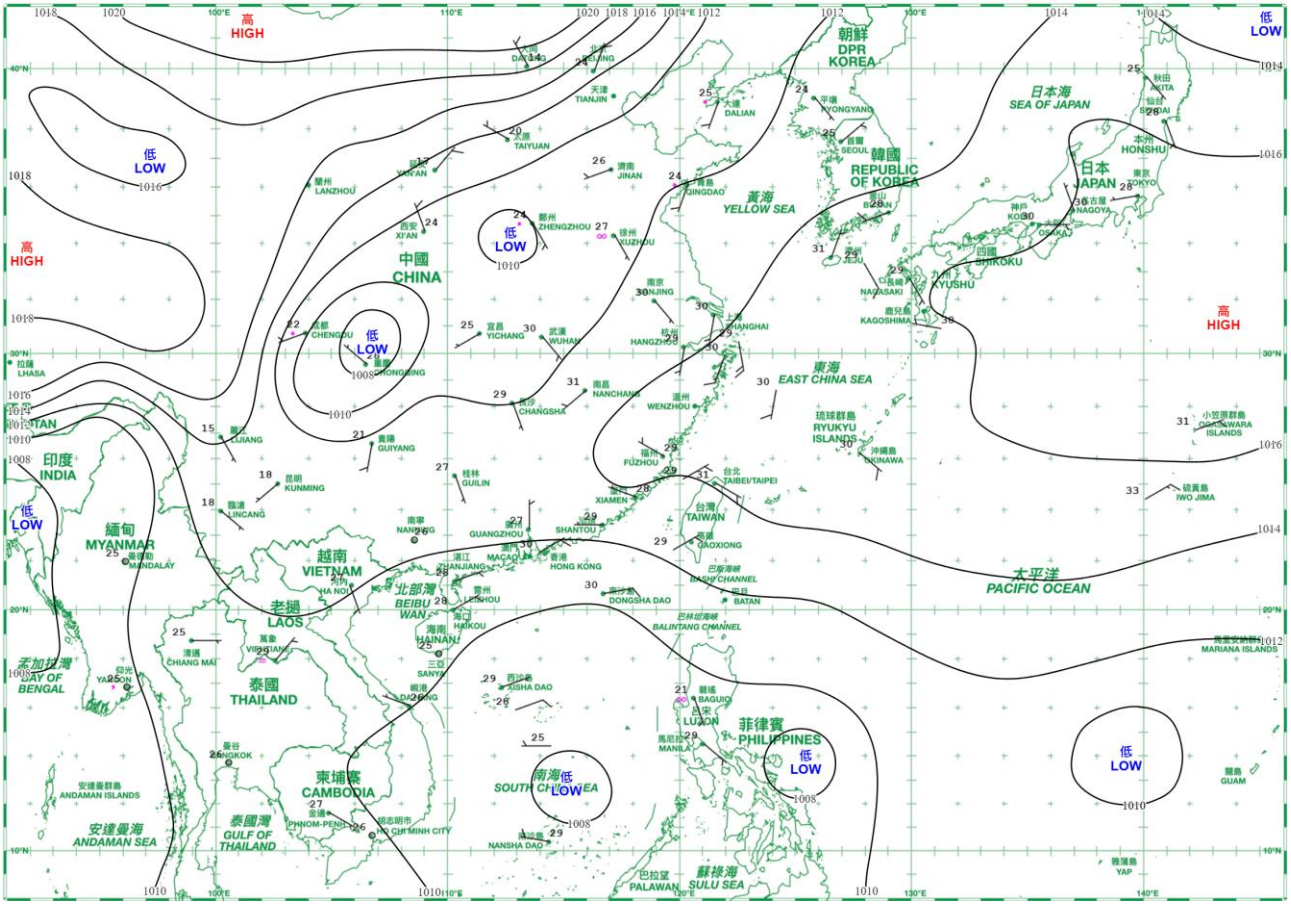
日期/Date: 14.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



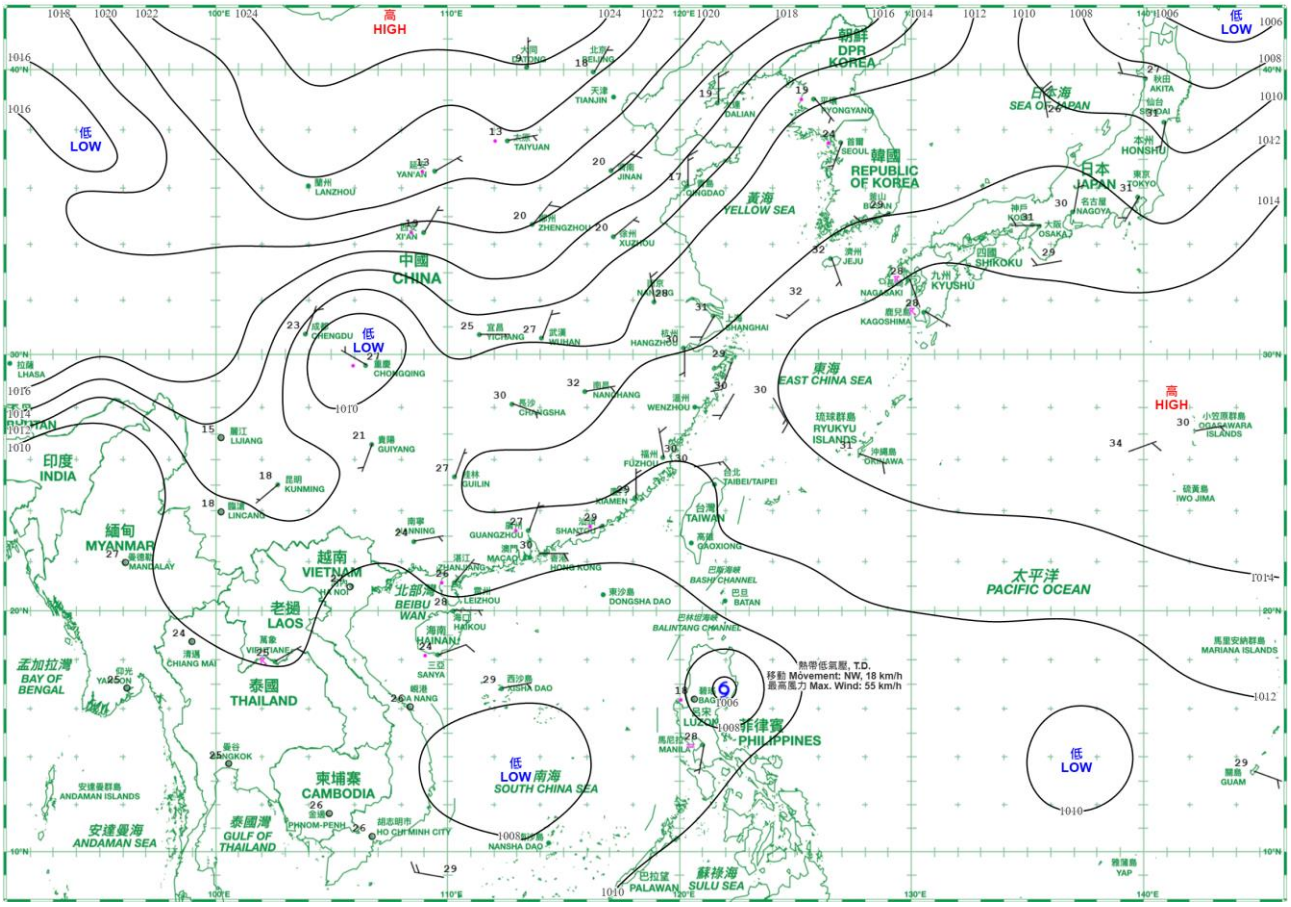
日期/Date: 15.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



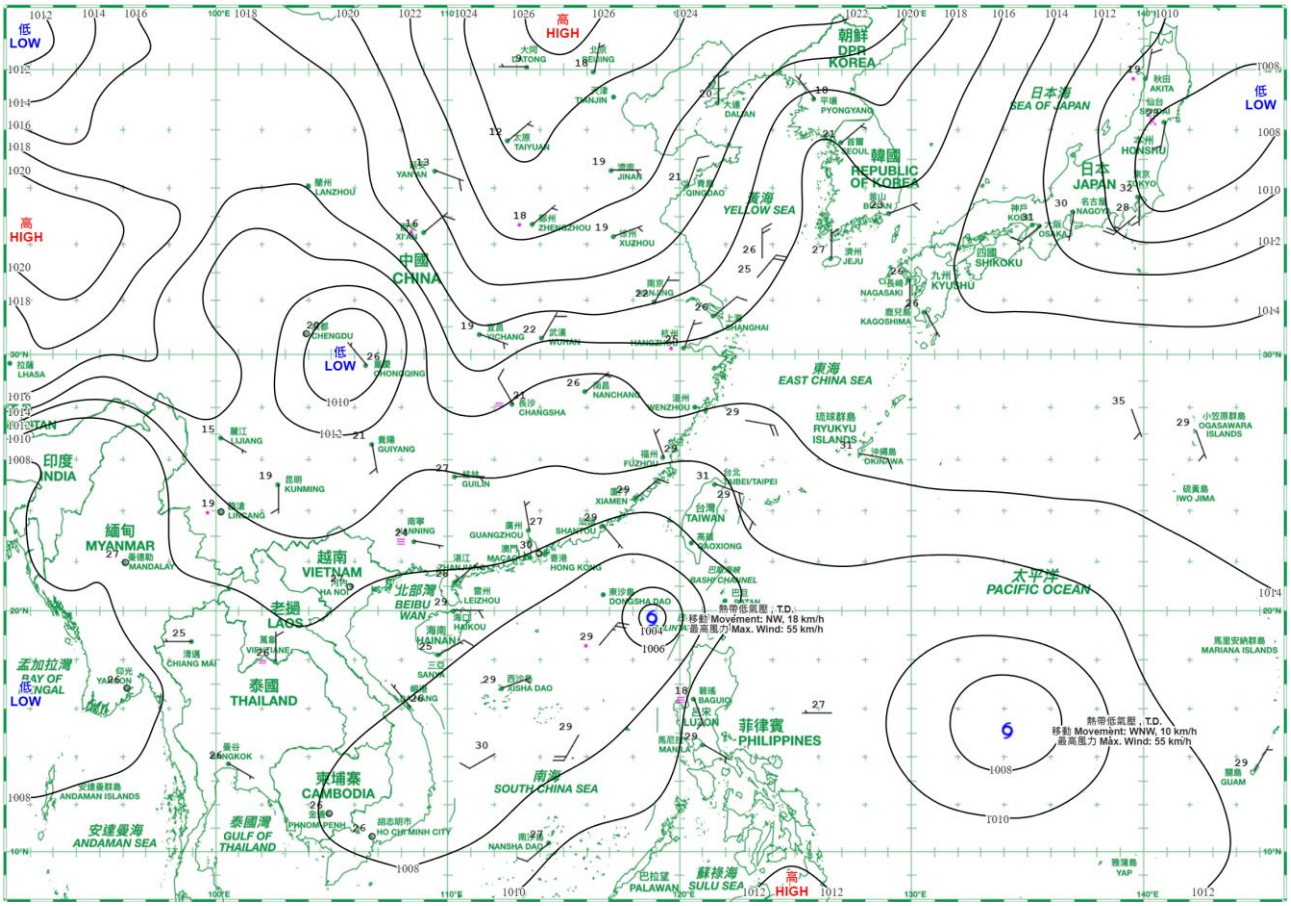
日期/Date: 16.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



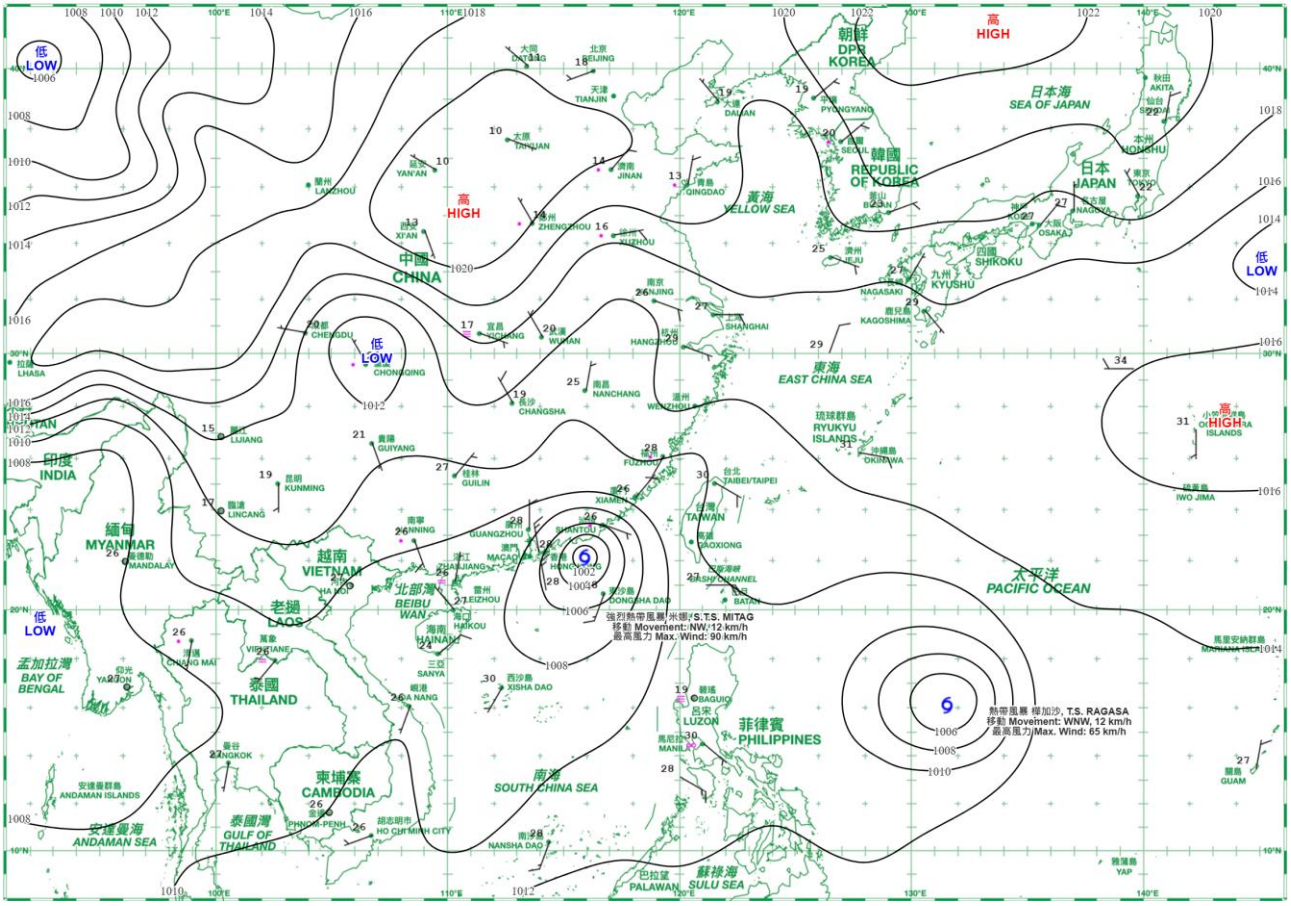
日期/Date: 17.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



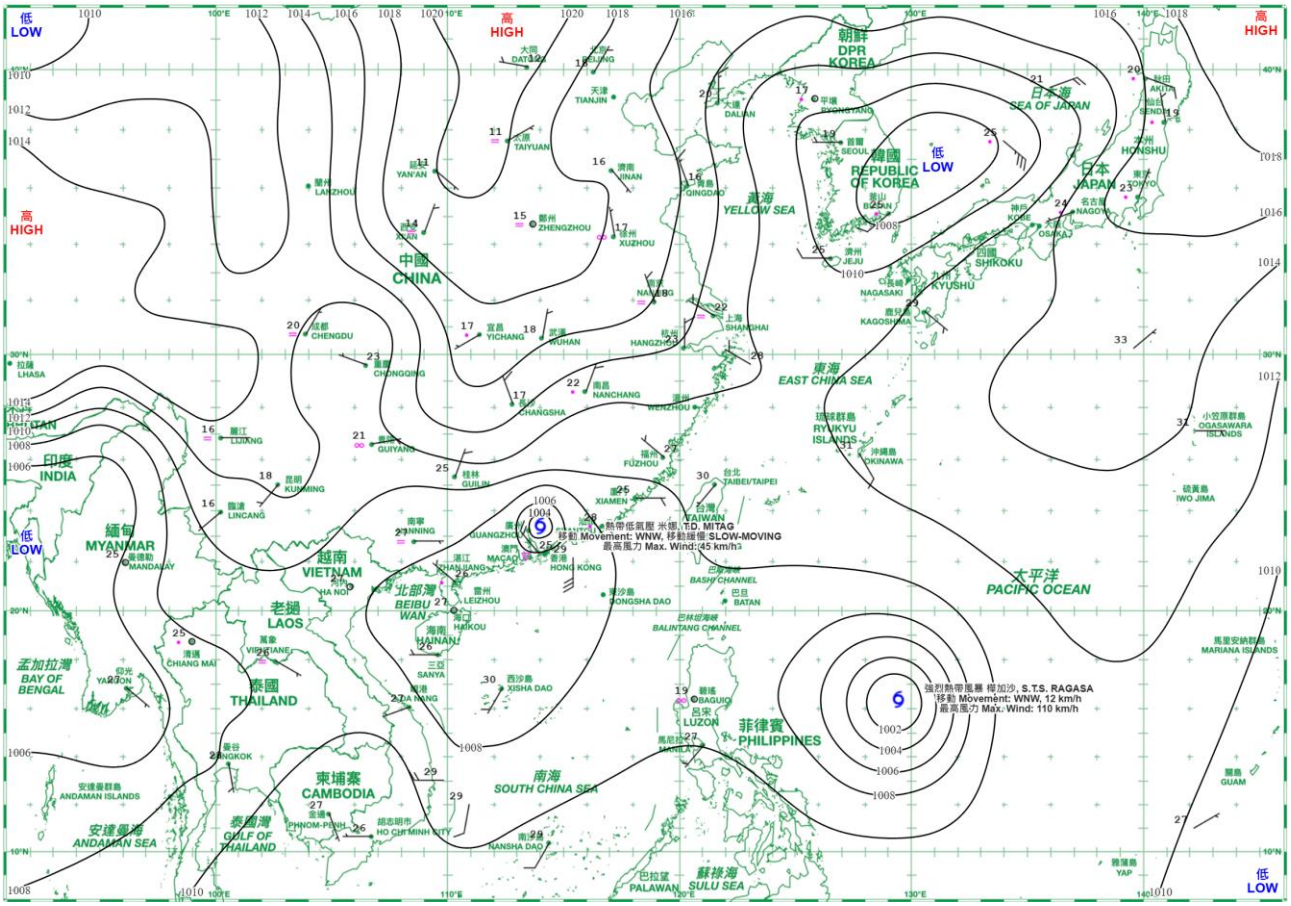
日期/Date: 18.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



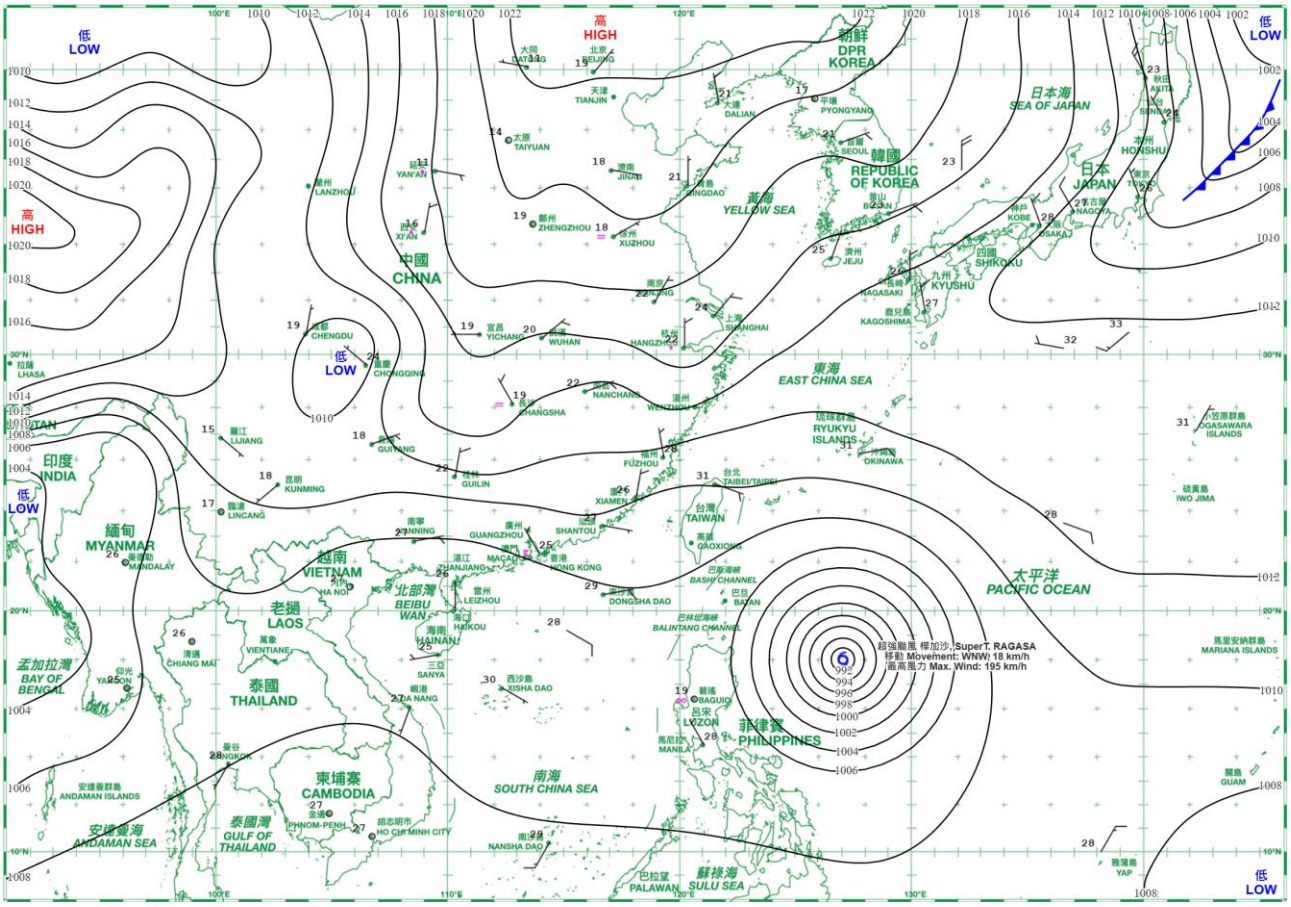
日期/Date: 19.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



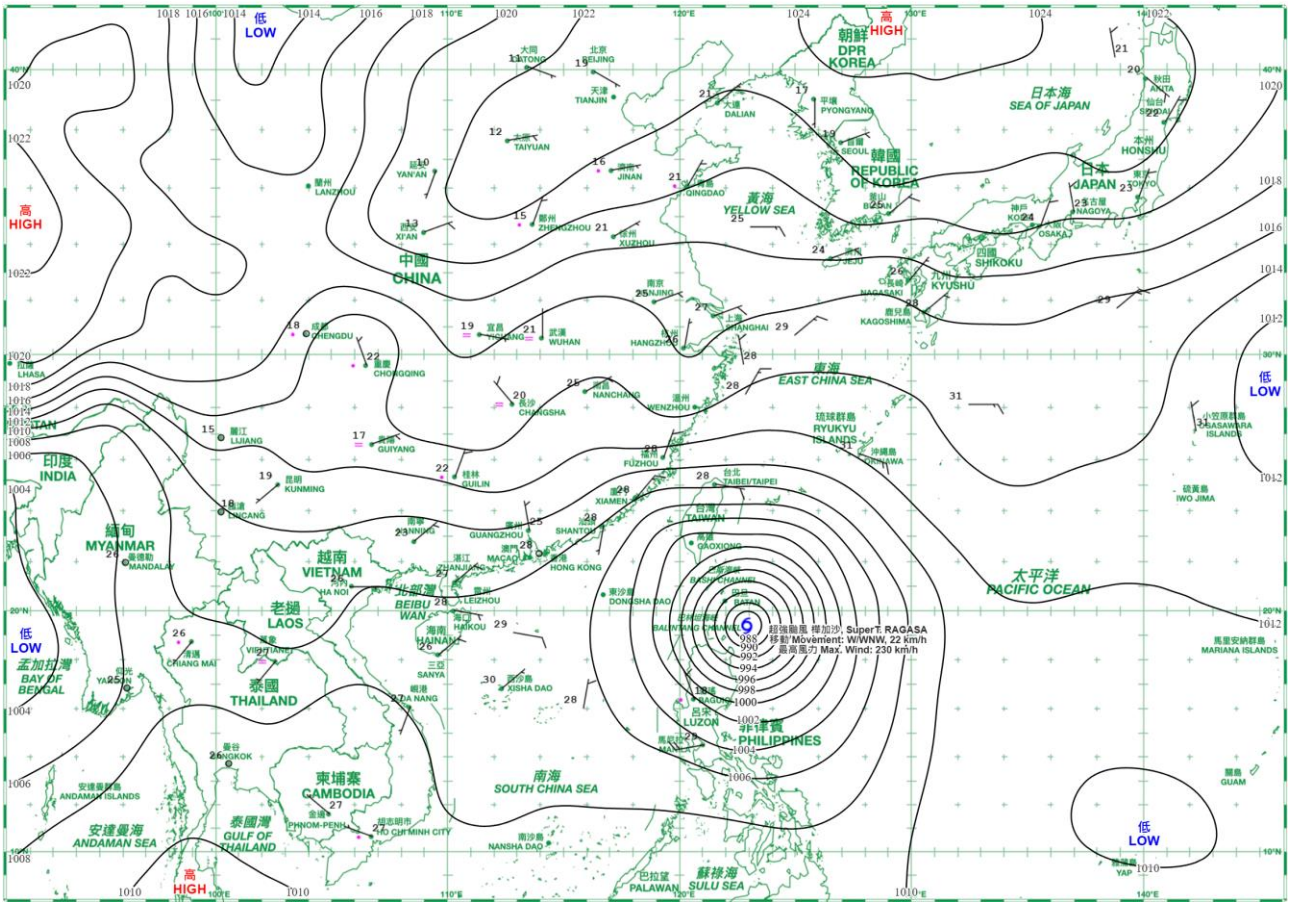
日期/Date: 20.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



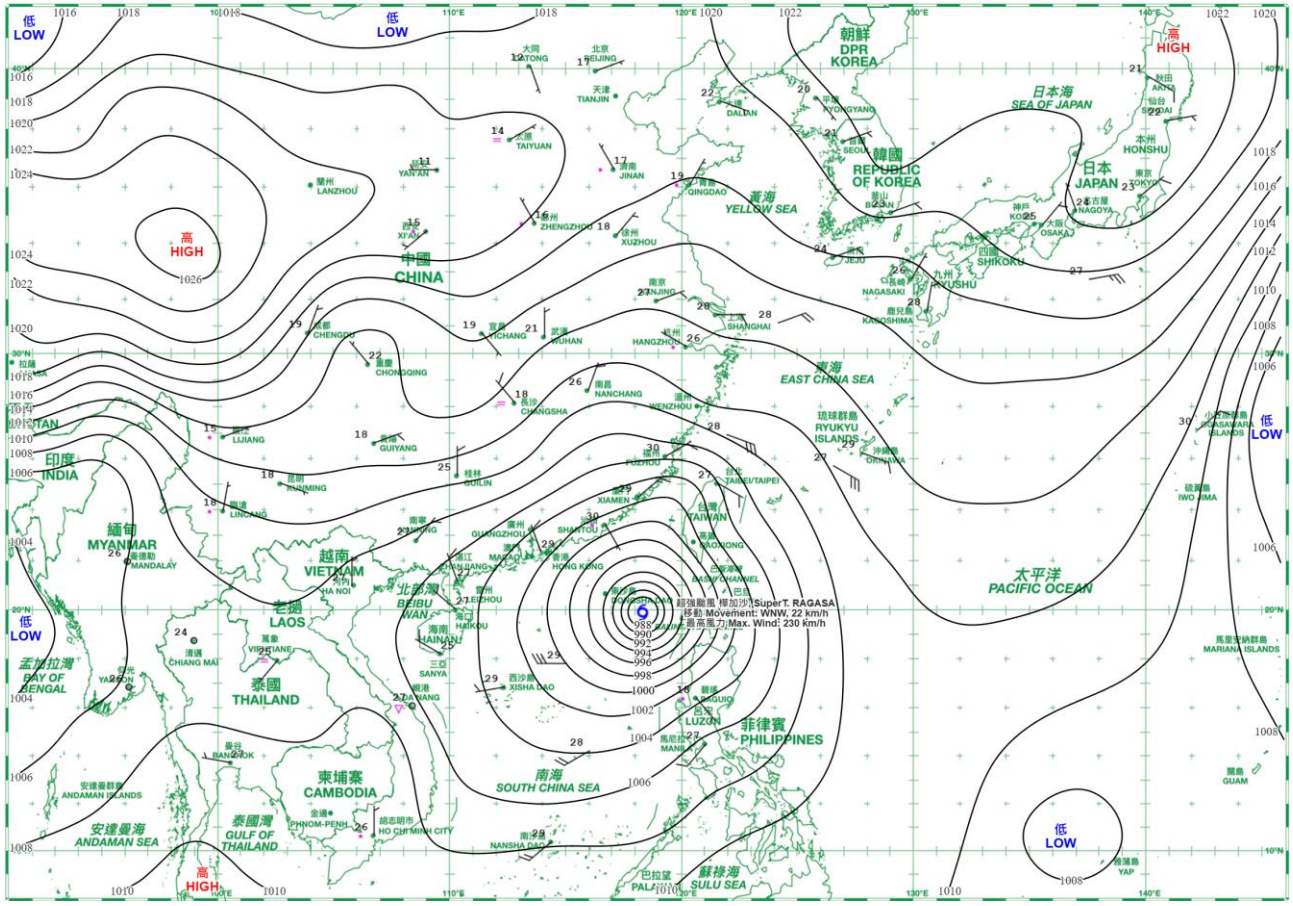
日期/Date: 21.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



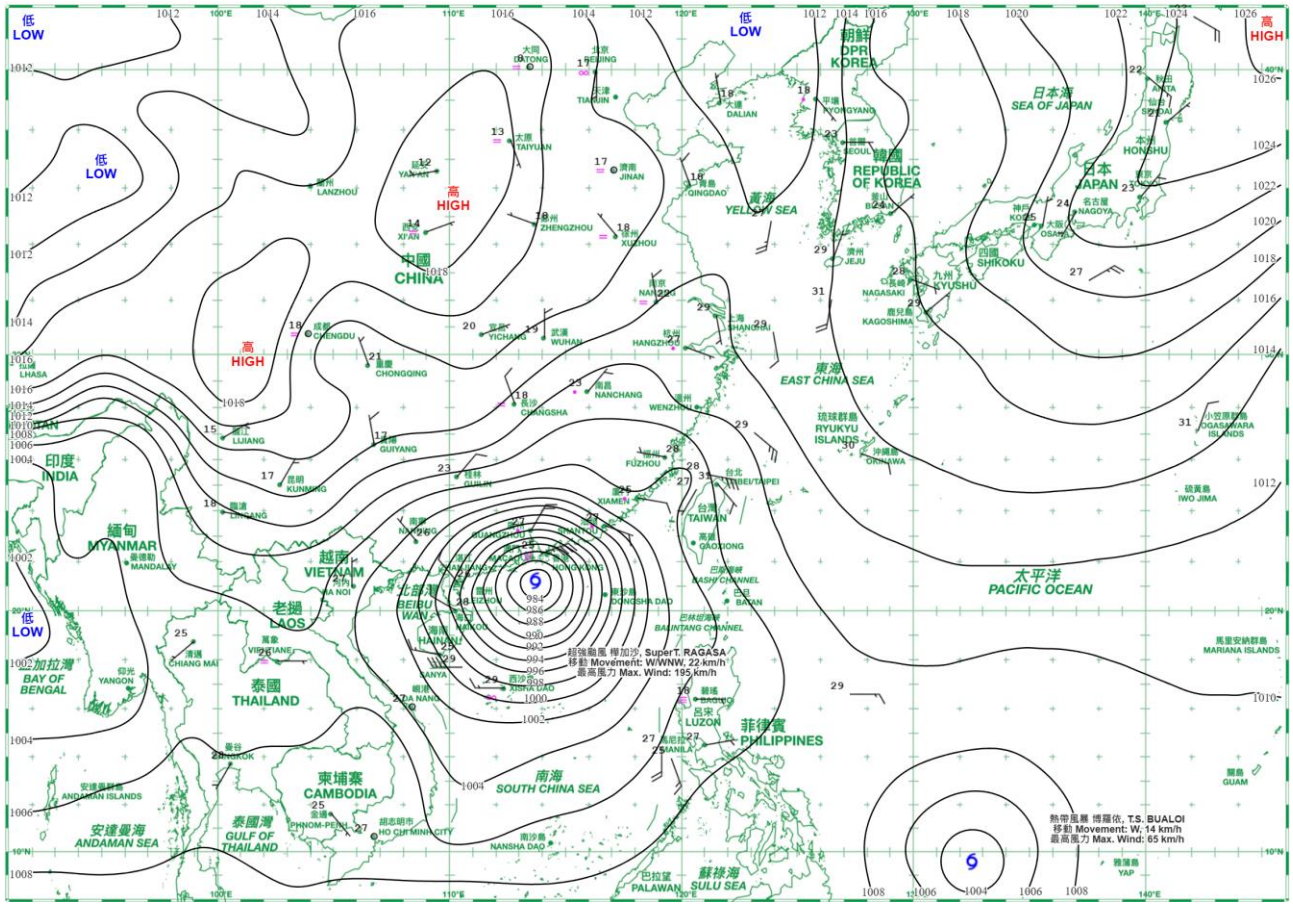
日期/Date: 22.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



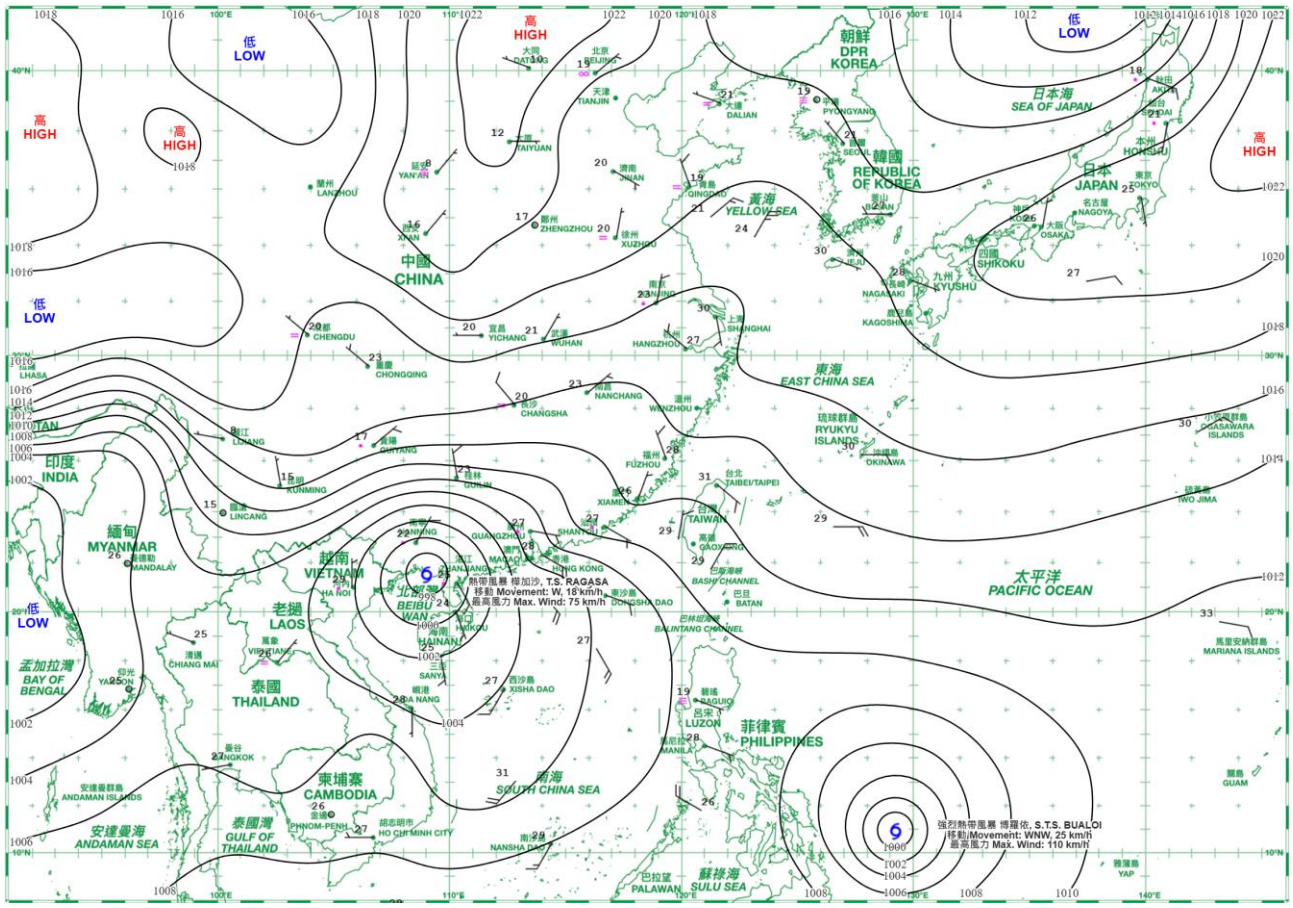
日期/Date: 23.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



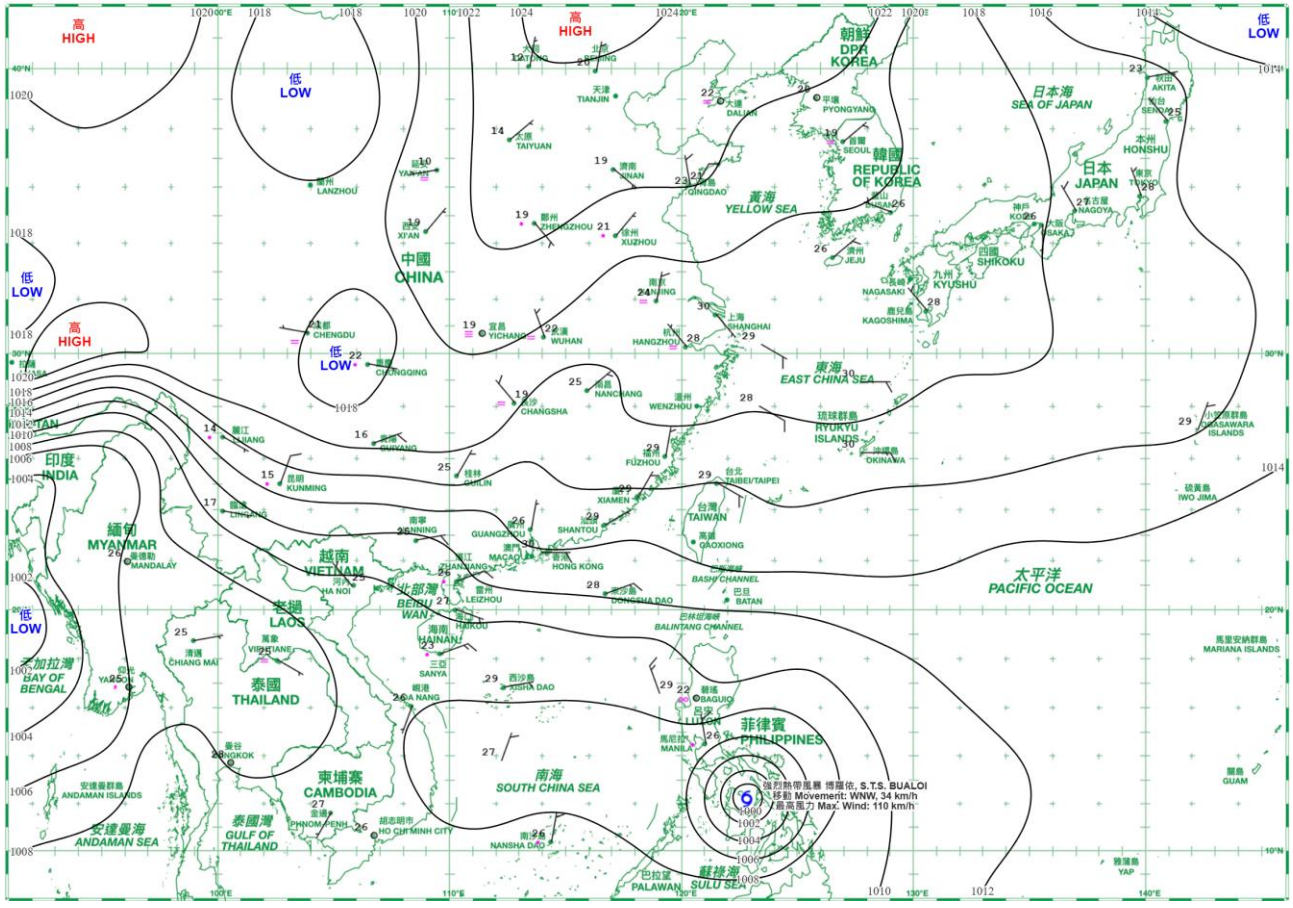
日期/Date: 24.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



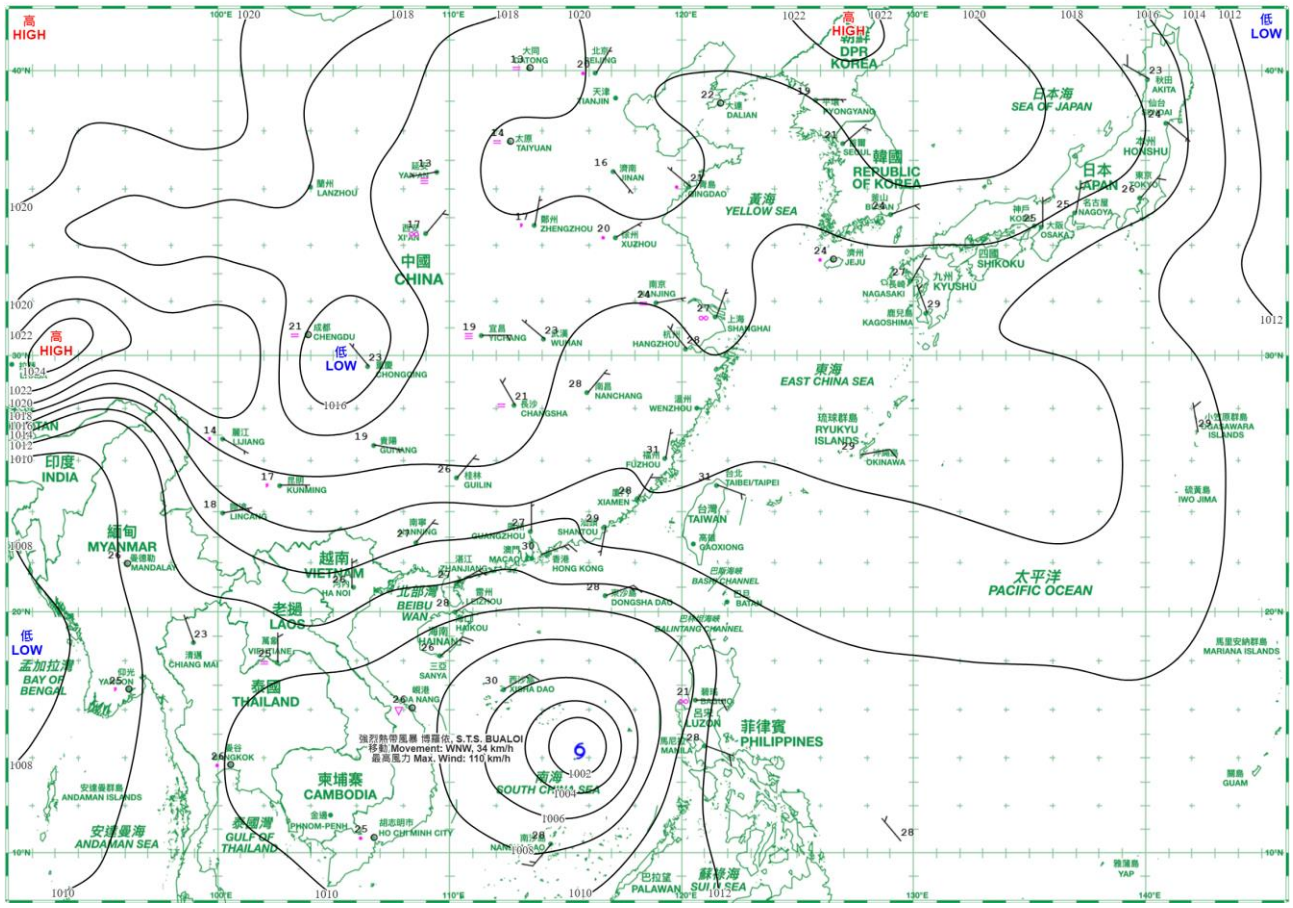
日期/Date: 25.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



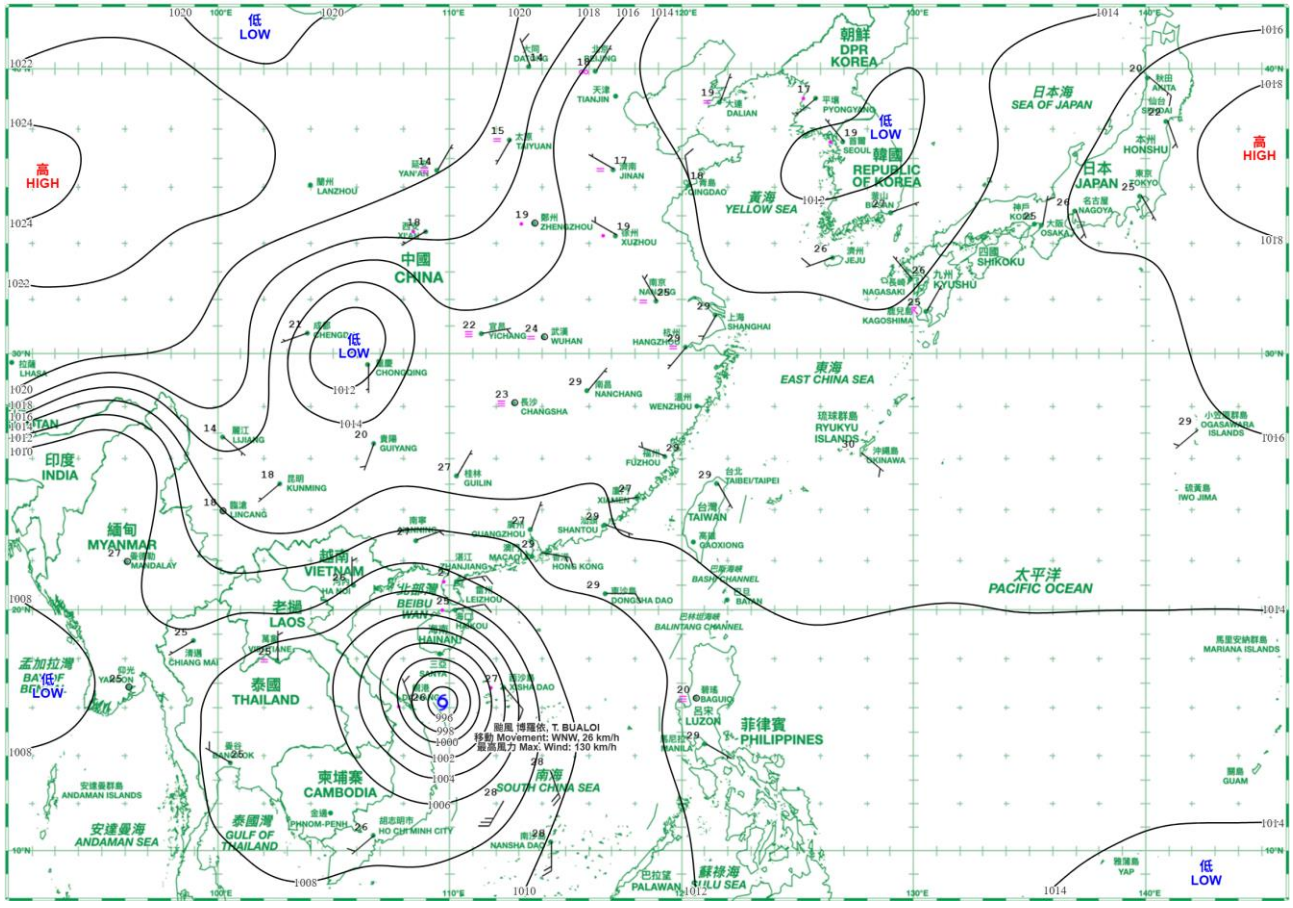
日期/Date: 26.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



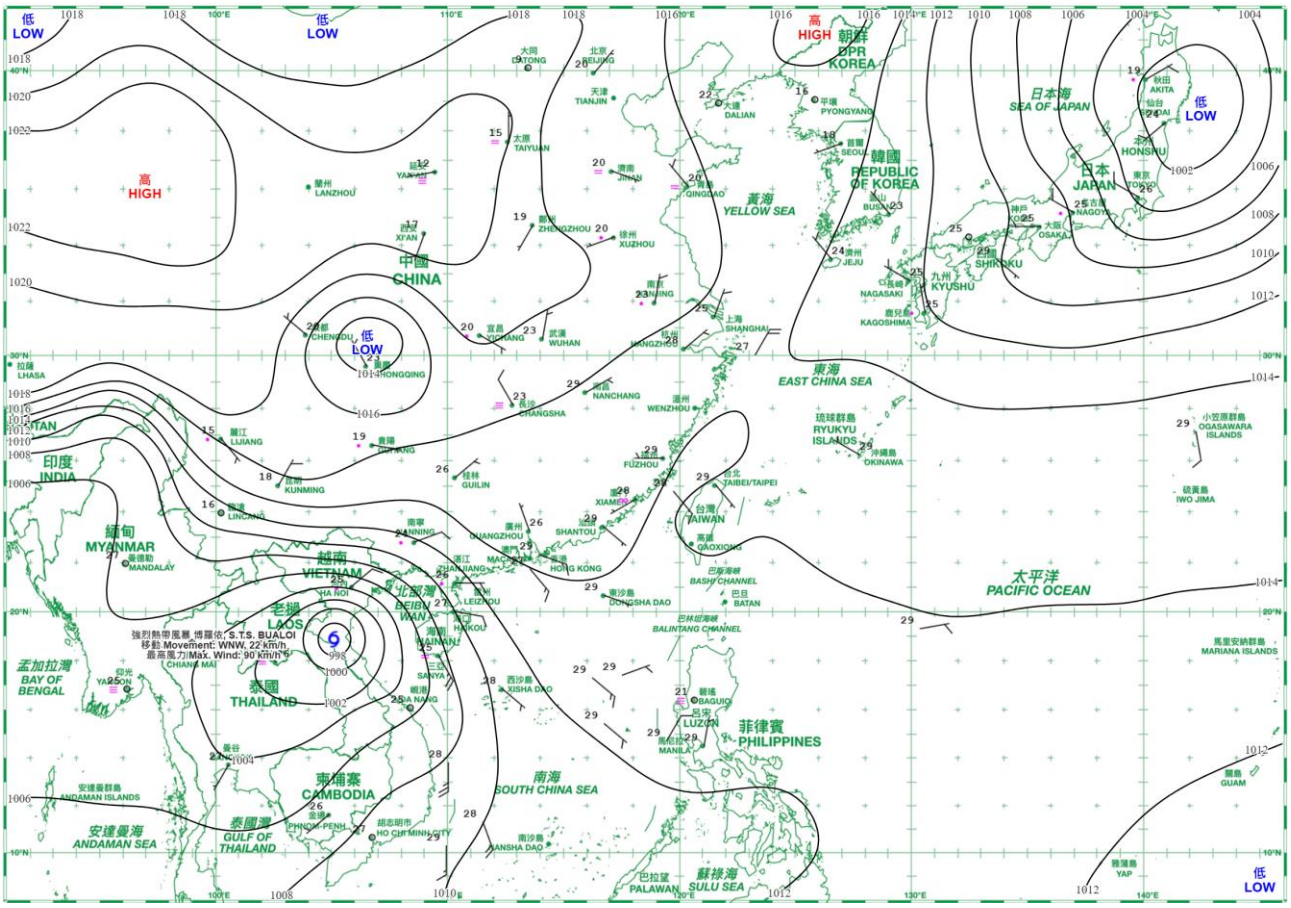
日期/Date: 27.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



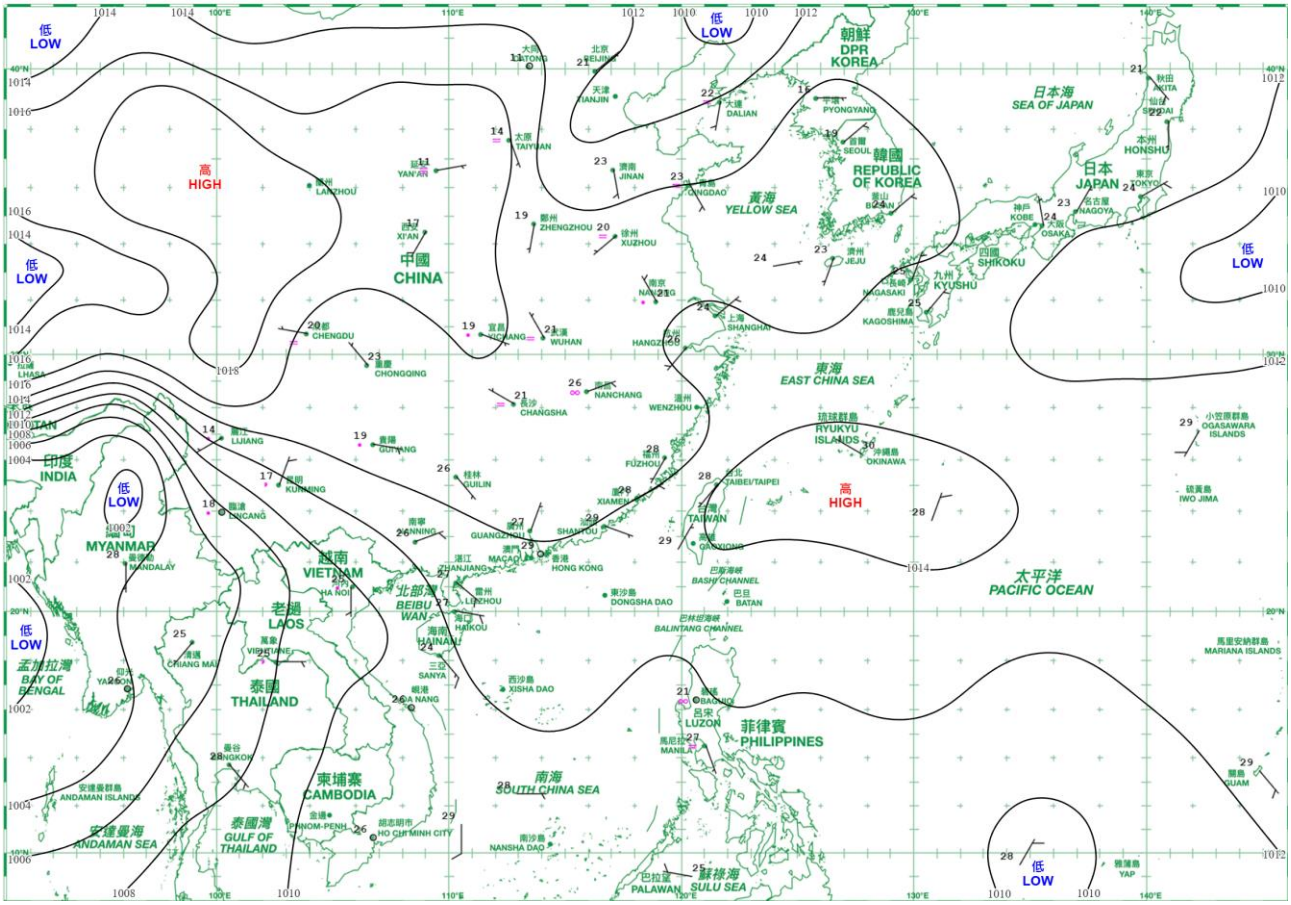
日期/Date: 28.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



日期/Date: 29.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



日期/Date: 30.09.2025　香港時間/HK Time: 08:00　香港天文台 Hong Kong Observatory



4.1.1 二零二五年九月香港氣象觀測摘錄(一)

4.1.1 Extract of Meteorological Observations in Hong Kong (Part 1), September 2025

日期 Date	平均氣壓 Mean Pressure	氣溫 Air Temperature 最高 Maximum	氣溫 Air Temperature 平均 Mean	氣溫 Air Temperature 最低 Minimum	平均露點溫度 Mean Dew Point Temperature	平均相對濕度 Mean Relative Humidity	平均雲量 Mean Amount of Cloud	總雨量 Total Rainfall
九月 September	百帕斯卡 hPa	°C	°C	°C	°C	%	%	毫米 mm
1	1007.9	34.4	30.3	28.2	25.0	74	74	-
2	1008.2	33.7	30.3	28.5	25.3	75	60	0.1
3	1008.2	34.1	30.5	28.5	24.9	73	59	-
4	1007.9	35.2	30.9	28.5	24.8	71	62	-
5	1008.2	35.3	30.9	28.3	24.5	70	52	-
6	1007.9	34.5	30.7	28.7	24.9	72	55	-
7	1006.2	30.5	28.1	25.9	25.1	84	85	46.7
8	1005.4	28.6	27.4	25.0	24.8	86	91	85.6
9	1010.3	29.9	28.7	27.7	25.7	84	86	13.1
10	1011.2	32.4	29.1	27.5	25.3	80	83	0.1
11	1011.1	33.2	29.5	27.3	25.3	79	70	-
12	1011.4	33.6	30.1	28.0	24.6	73	31	-
13	1011.7	33.9	30.1	28.0	24.1	71	27	-
14	1011.7	34.0	29.8	27.7	24.2	72	24	-
15	1012.1	33.8	30.4	28.2	25.0	73	59	Tr
16	1011.2	33.2	30.4	28.5	25.2	74	87	0.5
17	1009.9	33.6	29.9	25.3	25.3	77	83	18.1
18	1008.9	33.3	29.9	28.2	24.6	74	74	1.4
19	1005.9	30.0	28.5	27.0	23.1	73	85	0.4
20	1006.1	28.5	26.3	25.0	24.7	91	98	98.4
21	1007.9	27.5	26.5	25.7	25.4	94	93	81.6
22	1006.3	32.5	29.3	26.5	24.5	76	70	-
23	999.5	31.4	29.3	26.2	23.2	70	89	10.2
24	994.0	27.2	26.1	25.0	24.6	91	95	170.1
25	1008.1	28.5	27.8	27.0	25.2	86	91	1.7
26	1012.7	33.3	29.4	27.4	24.8	77	77	-
27	1012.9	32.8	30.0	28.3	24.2	72	62	Tr
28	1012.8	31.4	29.2	28.1	25.0	79	86	0.7
29	1013.2	32.7	29.5	27.8	25.1	78	85	-
30	1012.5	32.8	29.5	27.0	24.2	74	80	-
平均/總值 Mean/Total	1008.7	32.2	29.3	27.3	24.8	77	73	528.7
正常* Normal*	1008.8	30.5	27.9	26.1	23.6	78	66	321.4
觀測站 Station	天文台 Hong Kong Observatory							

天文台於九月二十四日 4 時 39 分錄得本月最低氣壓 985.4 百帕斯卡。

The minimum pressure recorded at the Hong Kong Observatory was 985.4 hectopascals at 0439 HKT on 24 September.

天文台於九月五日 13 時 51 分錄得本月最高氣溫 35.3 °C。

The maximum air temperature recorded at the Hong Kong Observatory was 35.3 °C at 1351 HKT on 5 September.

天文台於九月八日 1 時 3 分、九月二十日 12 時 15 分及九月二十四日 2 時 9 分錄得本月最低氣溫 25.0 °C。

The minimum air temperature recorded at the Hong Kong Observatory was 25.0 °C at 0103 HKT on 8 September, at 1215 HKT on 20 September and at 0209 H

京士柏於九月八日 4 時 48 分錄得本月最高1分鐘平均降雨率 158 毫米/小時。

The maximum 1-minute mean rainfall rate recorded at King's Park was 158 millimetres per hour at 0448 HKT on 8 September.

* 1991-2020 氣候平均值 (除特別列明外) (http://www.hko.gov.hk/tc/cis/normal/1991_2020/normals.htm)

* 1991-2020 Climatological normal, unless otherwise specified (http://www.hko.gov.hk/en/cis/normal/1991_2020/normals.htm)

Tr - 微量 (降雨量少於 0.05 毫米)

Tr - Trace of rainfall (amount less than 0.05 mm)

4.1.2 二零二五年九月香港氣象觀測摘錄(二)

4.1.2 Extract of Meteorological Observations in Hong Kong (Part 2), September 2025

日期 Date	出現低能見度的時數# Number of hours of Reduced Visibility#	總日照 Total Bright Sunshine	每日太陽總輻射 Daily Global Solar Radiation	總蒸發量 Total Evaporation	盛行風向 Prevailing Wind Direction	平均風速 Mean Wind Speed
九月 September	小時 hours	小時 hours	兆焦耳/米^2 MJ/m^2	毫米 mm	度 degrees	公里/小時 km/h
1	0	9.2	20.12&	5.7	090	9.5
2	0	10.5	24.07	5.5	080	9.3
3	0	10.5	23.15	5.9	110	7.4
4	0	10.4	26.04	7.3	100	7.4
5	0	11.0	25.74	6.8	100	6.4
6	0	7.7	16.45	5.0	080	11.9
7	0	2.8	10.34	0.6	080	34.3
8	0	0.4	6.60	1.2	170	54.5
9	0	1.4	9.79	1.2	180	26.8
10	0	6.1	19.59	3.9	180	12.4
11	0	5.6	12.39	2.5	130	4.3
12	0	10.3	25.30	5.3	110	6.1
13	0	11.1	25.53	5.4	110	5.9
14	0	8.4	17.39	3.9	110	3.8
15	0	8.6	22.80	3.9	080	17.8
16	0	6.7	17.95	4.3	080	21.3
17	0	6.7	18.84	4.1	060	18.9
18	0	8.2	20.33	6.1	070	22.9
19	0	-	5.00	1.5	290	30.7
20	0	-	2.21	0.1	220	21.8
21	0	-	2.65	0.1	090	21.3
22	0	8.6	20.46	6.0	360	15.1
23	0	0.6	10.23	1.9	350	45.1
24	0	-	1.52	0.1	100	83.0
25	0	2.2	9.15	2.6	100	40.1
26	0	10.0	22.53	5.3	060	27.7
27	0	11.1	24.53	5.9	070	32.4
28	0	6.1	17.17	4.3	080	28.3
29	0	10.2	22.70	4.5	080	13.6
30	0	10.1	20.66	5.0	230	5.0
平均/總值 Mean/Total	0	194.5	16.71	115.9	080	21.5
正常* Normal*	60.9 §	174.4	14.99	122.8	080	21.4
觀測站 Station	香港國際機場 Hong Kong International Airport		京士柏 King's Park		橫瀾島^ Waglan Island^	

橫瀾島於九月二十四日 4 時 24 分錄得本月最高陣風 166 公里/小時，風向 040 度。

The maximum gust peak speed recorded at Waglan Island was 166 kilometres per hour from 040 degrees at 0424 HKT on 24 September.

低能見度是指能見度低於 8 公里，不包括出現霧、薄霧或降水。

- 在2004年及以前，香港國際機場的能見度讀數是基於專業氣象觀測員每小時的觀測數據。在2005年及以後，讀數是採用位於機場南跑道中間的能見度儀表在每小時前10分鐘的平均數據。這與使用儀器觀測來改進能見度評估的國際趨勢是一致的。
- 在2007年10月10日前曾出現於此摘錄內香港國際機場2005年及以後的低能見度時數資料乃基於專業氣象觀測員每小時的觀測數據。有關資料已於2007年10月10日起改為以機場南跑道中間之能見度儀表在每小時前10分鐘的平均數據計算。

Reduced visibility refers to visibility below 8 kilometres when there is no fog, mist, or precipitation.

- The visibility readings at the Hong Kong International Airport are based on hourly observations by professional meteorological observers in 2004 and before, and average readings over the 10-minute period before the clock hour of the visibility meter near the middle of the south runway from 2005 onwards. The change of the data source in 2005 is an improvement of the visibility assessment using instrumented observations following the international trend.
- Before 10 October 2007, the number of hours of reduced visibility at the Hong Kong International Airport in 2005 and thereafter displayed in this summary was based on hourly visibility observations by professional meteorological observers. Since 10 October 2007, the data have been revised using the average visibility readings over the 10-minute period before the clock hour, as recorded by the visibility meter near the middle of the south runway.

^ 如橫瀾島未能提供數據，則以長洲或其他鄰近氣象站的數據作補充，以計算盛行風向和平均風速。

^ In case the data are not available from Waglan Island, observations of Cheung Chau or other nearby weather stations will be incorporated in computing the Prevailing Wind Direction and Mean Wind Speed.

* 1991-2020 氣候平均值 (除特別列明外) (http://www.hko.gov.hk/tc/cis/normal/1991_2020/normals.htm)

* 1991-2020 Climatological normal, unless otherwise specified (http://www.hko.gov.hk/en/cis/normal/1991_2020/normals.htm)

§ 1997-2024 平均值

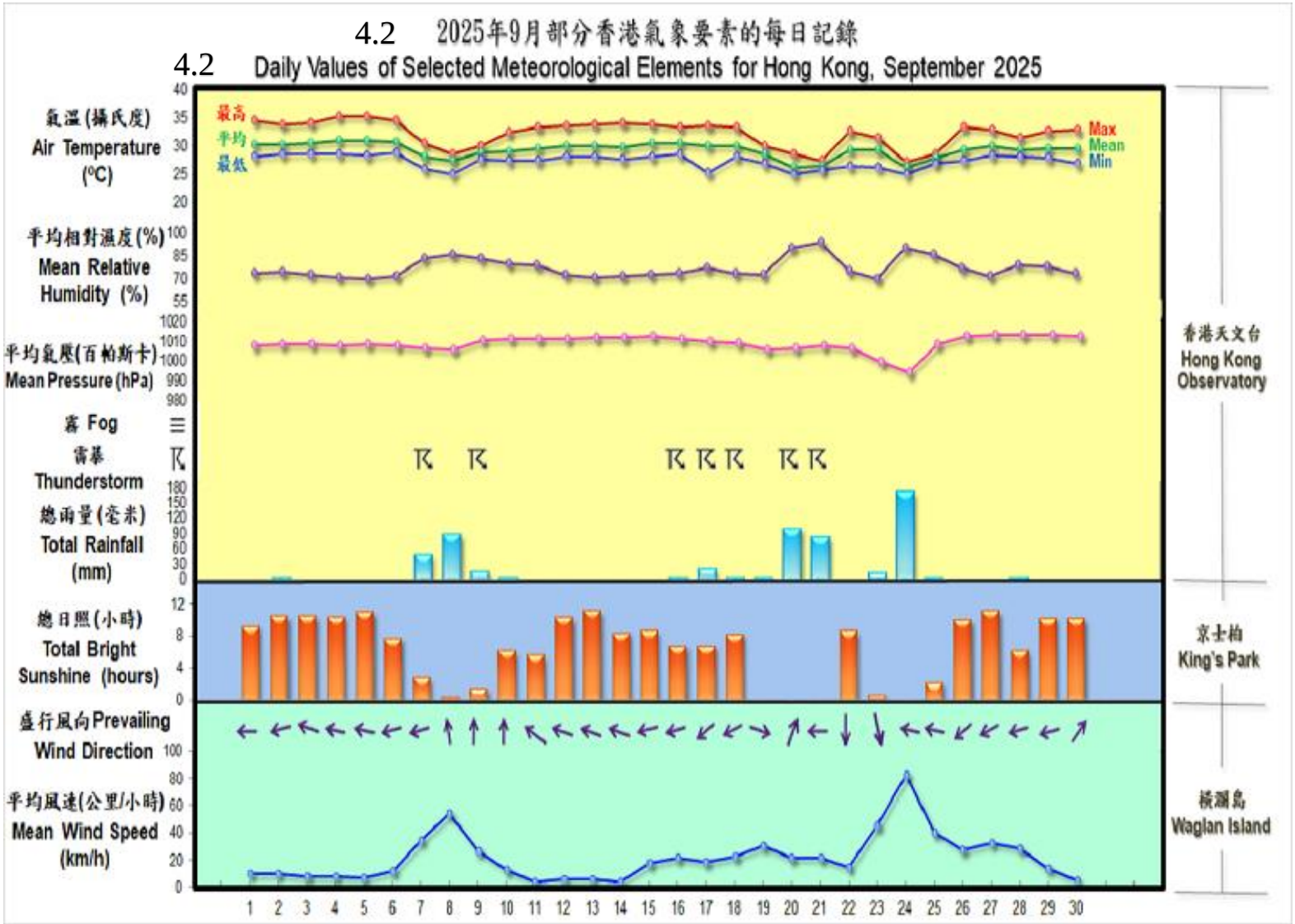
§ 1997-2024 Mean value

& 數據不完整

& Data incomplete

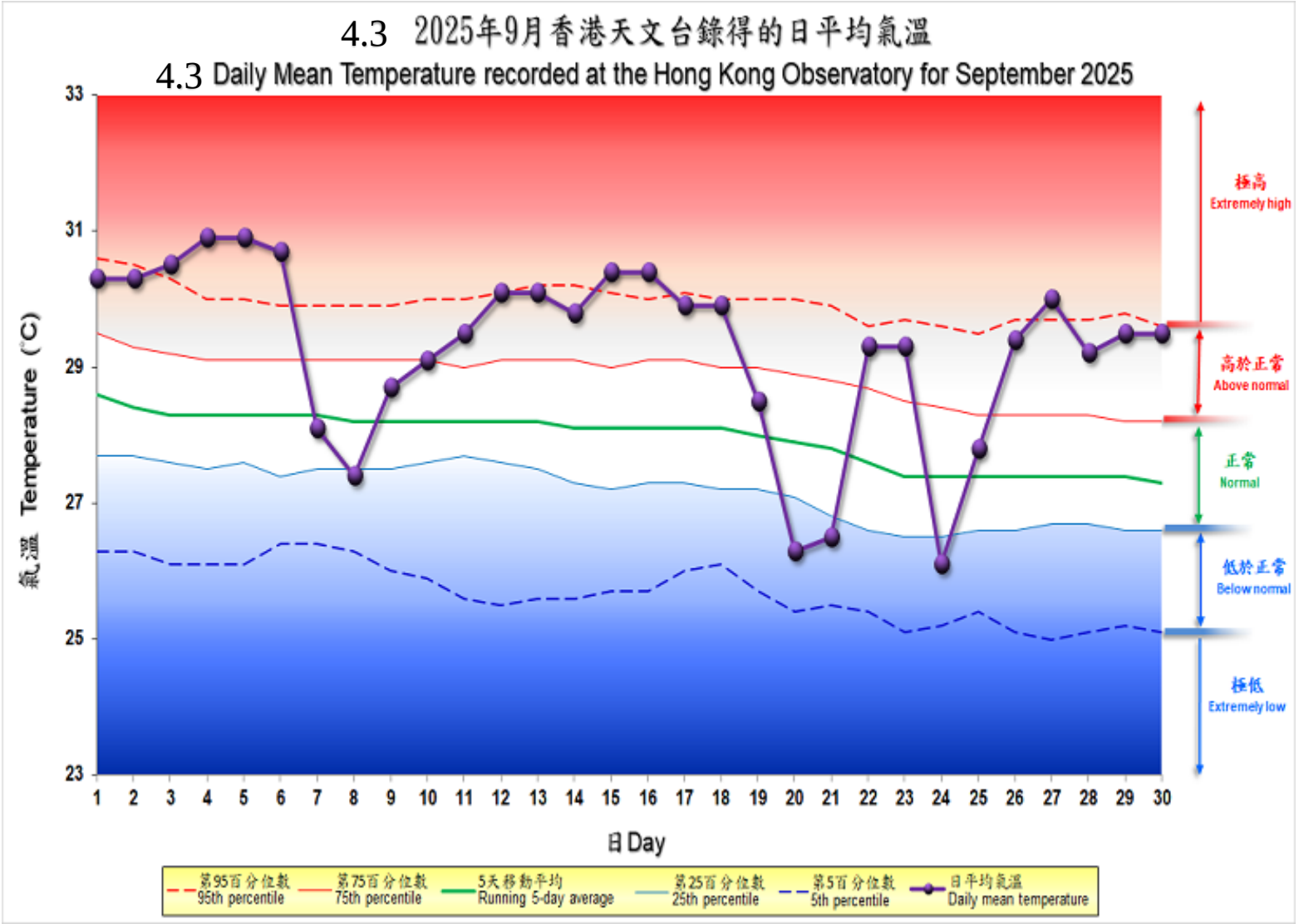
4.2 2025年9月部分香港氣象要素的每日記錄

4.2 Daily Values of Selected Meteorological Elements for Hong Kong, September 2025



4.3 2025年9月香港天文台錄得的日平均氣溫

4.3 Daily Mean Temperature recorded at the Hong Kong Observatory for September 2025



備註：
極高：高於第 95 百分位數
高於正常：介乎第 75 和第 95 百分位數之間
正常：介乎第 25 和第 75 百分位數之間
低於正常：介乎第 5 和第 25 百分位數之間
極低：低於第 5 百分位數
百分位數值及 5 天移動平均值是基於 1991 至 2020 年的數據計算所得

Remarks:
Extremely high: above 95th percentile
Above normal: between 75th and 95th percentile
Normal: between 25th and 75th percentile
Below normal: between 5th and 25th percentile
Extremely low: below 5th percentile
Percentile and 5-day running average values are computed based on the data from 1991 to 2020