

每月天氣摘要 二零二零年十月

Monthly Weather Summary October 2020



目錄

	<u>頁</u>
1. 二零二零年十月天氣回顧	1
2. 二零二零年十月影響北太平洋西部和南海的熱帶氣旋	7
3. 二零二零年十月每日天氣圖	33
4. 二零二零年十月氣象觀測資料	49

Contents

	<u>Page</u>
1. Weather Review of October 2020	2
2. Tropical Cyclones over the western North Pacific and the South China Sea in October 2020	8
3. Daily Weather Maps for October 2020	33
4. Meteorological Observations for October 2020	49

二零二零年十一月出版

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。
2. 除特別列明外，所有氣象要素數值均在香港天文台錄得。
3. 因惡劣天氣引致的人命傷亡及財物損毀數字是由各政府部門提供或根據報章報導輯錄。



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1. Unless otherwise stated, all times given are 8 hours ahead of Co-ordinated Universal Time (UTC).
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.

1. 二零二零年十月天氣回顧

二零二零年十月本港平均氣溫 25.6 度，接近正常值 25.5 度。由於十月五日的傾盆大雨，本月較正常多雨，十月錄得雨量 142.4 毫米，較正常值 100.9 毫米多約百分之 41。本年截至十月的累積雨量為 2388.4 毫米，較同期正常值 2334.0 毫米多約百分之 2。

受一股達強風程度的偏東氣流影響，十月一日本港大致多雲及部分時間有陽光。受高空反氣旋影響，十月二日至四日本港普遍天晴。在陽光充沛的情況下，十月三日天文台氣溫上升至全月最高的 31.9 度。一道冷鋒於十月五日早上橫過廣東沿岸地區並為本港帶來大雨及狂風雷暴，當天早上需要發出紅色暴雨警告，九龍多處地區錄得超過 50 毫米雨量，天文台錄得的雨量更超過 100 毫米。

受一股清勁至強風程度的東北季候風影響，十月六日及七日本港大致多雲及天氣稍涼。在乾燥的東北季候風支配下，十月八日至十二日本港天氣轉為普遍天晴及日間天氣乾燥。與此同時，南海中部的一個低壓區於十月十一日下午逐漸發展成一個熱帶低氣壓，其後命名為浪卡。浪卡大致向西北偏西移動，橫過南海北部並於十月十二日增強為熱帶風暴。浪卡於十月十三日晚上橫過海南島及於翌日凌晨進入北部灣。浪卡在十月十四日黃昏在越南登陸及於翌日早上在中南半島逐漸減弱為一個低壓區。

受浪卡的外圍雨帶影響，十月十二日晚間本港轉為多雲及有幾陣雨。十月十三日持續有雨。在浪卡及東北季候風的共同影響下，本港日間風勢增強，離岸及高地吹烈風，天文台於當天清晨發出八號烈風或暴風信號。隨著浪卡遠離，翌日該股達強風程度的東北季候風持續為本港帶來風勢頗大及有幾陣雨的天氣。

在乾燥的東北季候風支配下，除十月十六日至十八日晚間有幾陣雨外，十月十五日至二十二日本港普遍天晴及日間天氣乾燥。十月十七日至二十一本港天氣稍涼，十月二十一日天文台氣溫下降至全月最低的 21.7 度。同時，菲律賓以東海域的一個低壓區於十月十九日逐漸發展成一個熱帶低氣壓，其後命名為沙德爾。沙德爾於十月二十日晚間橫過呂宋，翌日早上進入南海中部。沙德爾繼續橫過南海中部並逐漸增強，並於十月二十二日下午增強成為颱風。其後沙德爾繼續大致向西移動及橫過南海中部，並於十月二十六日早上在越南中部以東海域減弱為一個低壓區。

受沙德爾相關的雲帶及乾燥的東北季候風影響，十月二十三日及二十四日本港天氣稍涼及雲量較多，但天氣持續乾燥。隨著沙德爾減弱，其後數天乾燥的東北季候風為本港帶來普遍天晴、風勢頗大及乾燥的天氣。與此同時，十月二十六日至二十八日熱帶氣旋莫拉菲橫過南海南部及中部。受莫拉菲相關的水汽及一股達強風程度的東北季候風所影響，十月二十八日及二十九日本港天氣再度轉為雲量較多及有幾陣雨，但持續風勢頗大。隨著影響華南沿岸地區的雨帶消散，月底本港天氣轉為大致天晴。

本月有七個熱帶氣旋影響南海及北太平洋西部。

本月沒有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 October 2020

The mean temperature for October 2020 was 25.6 degrees, close to the normal figure of 25.5 degrees. Mainly attributing to the heavy downpour on 5 October, the month was wetter than usual with the monthly rainfall of 142.4 millimeters, about 41 percent above the normal of 100.9 millimetres. The accumulated rainfall this year up to October was 2388.4 millimetres, about 2 percent above the normal figure of 2334.0 millimetres for the same period.

Under the influence of a strong easterly airstream, the weather of Hong Kong was mainly cloudy with sunny periods on the first day of the month. Affected by an anticyclone aloft, it was generally fine on 2 – 4 October. With plenty of sunshine, the maximum temperature at the Observatory rose to 31.9 degrees on 3 October, the highest of the month. A cold front moved across the coastal areas of Guangdong and brought heavy rain and squally thunderstorms to Hong Kong on the morning of 5 October. The heavy downpour also necessitated the issuance of the Red Rainstorm Warning in that morning. More than 50 millimetres of rainfall were recorded over many places in Kowloon and the rainfall recorded at the Hong Kong Observatory even exceeded 100 millimetres.

Under the influence of a fresh to strong northeast monsoon, the weather of Hong Kong was mainly cloudy and slightly cooler on 6 – 7 October. Dominated by a dry northeast monsoon, the weather became generally fine and dry during the day on 8 – 12 October. Meanwhile, an area of low pressure gradually developed into a tropical depression over the central part of the South China Sea on the afternoon of 11 October and later named as Nangka. It moved generally west-northwestward across the northern part of the South China Sea and intensified into a tropical storm on 12 October. Nangka moved across Hainan Island on the night of 13 October and entered Beibu Wan in the small hours the next day. Nangka made landfall over Vietnam on the evening of 14 October and weakened gradually into an area of low pressure over Indochina Peninsula the next morning.

Affected by the outer rainbands of Nangka, the weather of Hong Kong turned cloudy with a few rain patches on the night of 12 October. Rainy weather persisted on 13 October. Under the combined effect of Nangka and the northeast monsoon, local winds strengthened during the day with gale force winds over offshore waters and on high ground. The Gale or Storm Signal No. 8 was issued on the early morning of that day. With the departure of Nangka, the strong northeast monsoon continued to bring windy weather with a few rain patches to Hong Kong the next day.

Dominated by a dry northeast monsoon, apart from a few rain patches at night on 16 – 18 October, the weather was generally fine and dry during the day on 15 – 22 October with slightly cooler weather on 17-21 October. The temperature at the Observatory dropped to a minimum of 21.7 degrees on 21 October, the lowest of the month. Meanwhile, an area of low pressure gradually developed into a tropical depression over the seas east of the Philippines on 19 October and later named as Saudel. It moved across Luzon on the night of 20 October and entered the central part of the South China Sea the next morning. Saudel moved across the central part of the South China Sea and intensified gradually into a typhoon on the afternoon of 22 October. It continued to move generally westwards across the central part of the South China Sea and weakened into an area of low pressure over the seas east of the central part of Vietnam on morning of 26 October.

Affected by the cloud bands associated with Saudel and a dry northeast monsoon, local weather turned cloudier and slightly cooler but remained dry on 23 – 24 October. After the weakening of Saudel, the dry northeast monsoon brought generally fine, windy and dry weather to the territory in the next few days. Meanwhile, tropical cyclone Molave moved across the southern and central parts of the South China Sea on 26 - 28 October. Under the influence of the moisture spreading from Molave and a strong northeast monsoon, the weather of Hong Kong turned cloudier again with a few rain patches but remained windy on 28 – 29 October. With the dissipation of the rain band over south China coastal areas, local weather became mainly fine towards the end of the month.

Seven tropical cyclones occurred over the South China Sea and the western North Pacific in the month.

During the month, no aircraft was 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 二零二零年十月發出的警告及信號
Table 1.1 Warnings and Signals issued in October 2020

熱帶氣旋警告信號

Tropical Cyclone 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
浪卡 NANGKA	1	11/10	2040	12/10	1710
	3	12/10	1710	13/10	0540
	8NE	13/10	0540	13/10	1940
	3	13/10	1940	14/10	0240
沙德爾 SAUDEL	1	22/10	1740	23/10	0020
	3	23/10	0020	24/10	0910

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
1/10	0045	2/10	1340
5/10	2135	6/10	0740
14/10	0240	15/10	1015
15/10	2205	16/10	0510
24/10	0911	25/10	1300
27/10	2355	29/10	1330

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	5/10	0725	5/10	0805
紅色 Red	5/10	0805	5/10	0905
黃色 Amber	5/10	0905	5/10	0930

雷暴警告

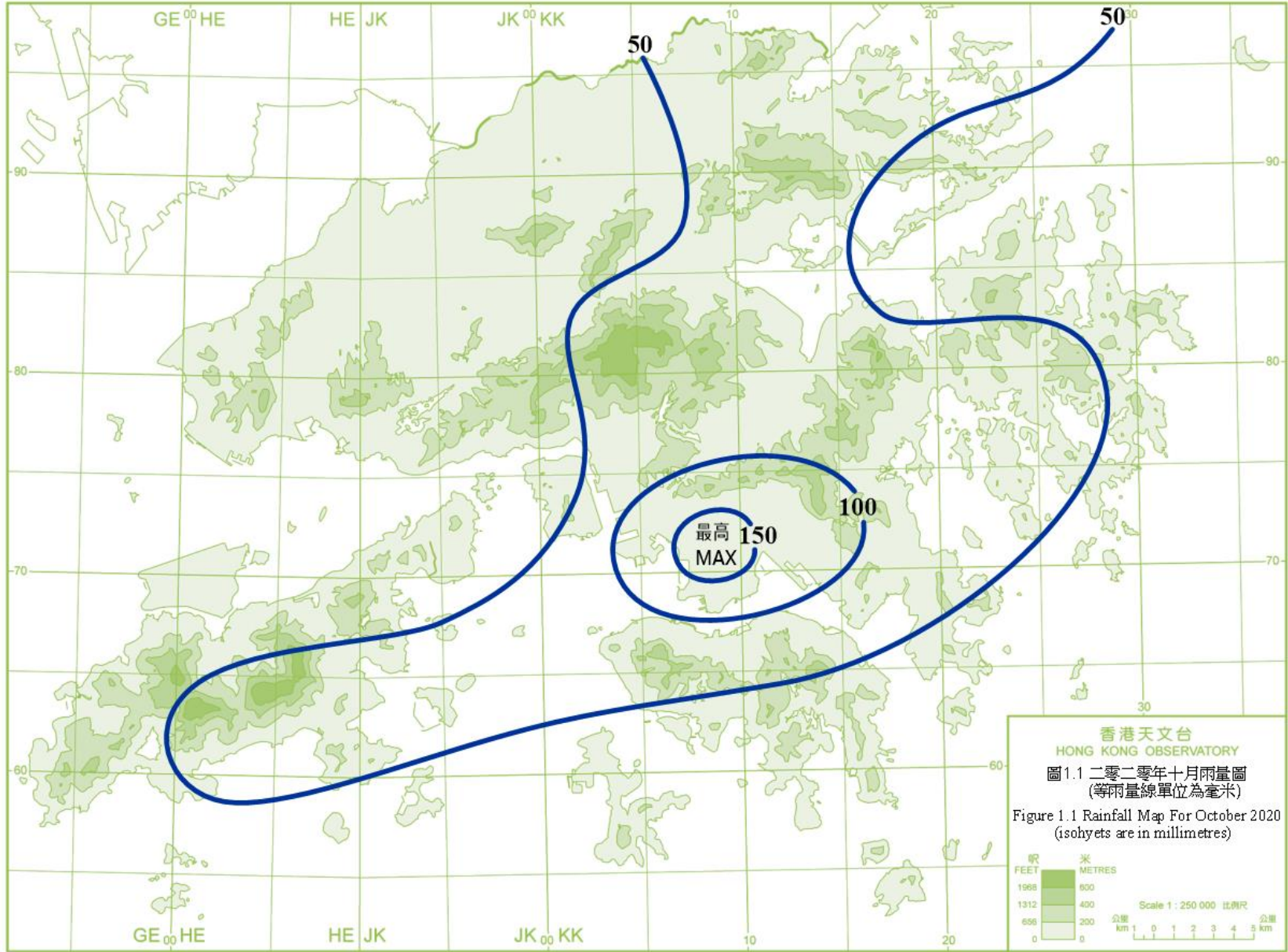
Thunderstorm Warning

開始時間 Beginning Time		終結時間 Ending Time	
日/月 day/month	時 hour	日/月 day/month	時 hour
30/9	1300	1/10	0130
5/10	0632	5/10	0945

火災危險警告

Fire Danger 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 Yellow	1/10	1100	2/10	1900
黃色 Yellow	4/10	0600	4/10	1800
黃色 Yellow	10/10	0600	10/10	1915
黃色 Yellow	11/10	0600	11/10	1900
黃色 Yellow	17/10	0600	17/10	1800
黃色 Yellow	18/10	0600	18/10	1800
紅色 Red	21/10	0600	24/10	0600
黃色 Yellow	24/10	0600	26/10	1830
黃色 Yellow	31/10	1200	31/10	2000



2.1 二零二零年十月熱帶氣旋概述

二零二零年十月在北太平洋西部及南海區域出現七個熱帶氣旋，當中浪卡及沙德爾引致香港天文台需要發出熱帶氣旋警告信號。

熱帶低氣壓燦鴻於十月五日凌晨在硫黃島之西南約 350 公里的北太平洋西部上形成，初時向北漂移。燦鴻翌日轉向西北偏西移動，橫過日本以南海域並逐漸增強。燦鴻於十月七日下午發展為颱風，晚上達到最高強度，中心附近最高持續風速估計為每小時 130 公里。隨後數天燦鴻逐漸轉為向東移動並減弱，最後於十月十二日早上在硫黃島以北的西北太平洋上減弱為一個低壓區。

熱帶低氣壓蓮花於十月十日早上在峴港之東南偏東約 660 公里的南海南部上形成，向偏西方向移動，移向越南中部並逐漸增強。蓮花於十月十一日凌晨發展為熱帶風暴並達到最高強度，中心附近最高持續風速估計為每小時 65 公里。當日下午蓮花於越南中部登陸，晚上在中南半島減弱為一個低壓區。

根據報章報導，蓮花為越南帶來暴雨，造成至少 17 人死亡，13 人失蹤。

熱帶低氣壓浪卡於十月十一日下午在東沙之東南約 500 公里的南海中部上形成，隨後採取西北偏西路徑移向海南島，並逐漸增強。浪卡於十月十二日下午增強為熱帶風暴，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 85 公里。浪卡於十月十三日晚上橫過海南島並逐漸減弱，翌日進入北部灣，當晚在越南內陸減弱為低壓區。

根據報章報導，浪卡吹襲海南期間，一艘貨輪於琼州海峽附近翻沉，船上有兩人遇難、三人失蹤。浪卡亦為越南帶來狂風大雨，造成最少兩人死亡、一人失蹤。有關浪卡的詳細資料及對香港的影響，請參閱它的熱帶氣旋報告。

熱帶低氣壓沙德爾於十月十九日早上在馬尼拉以東約 920 公里的北太平洋西部上形成，大致向西北偏西移動，並逐漸增強。沙德爾於十月二十日晚上橫過呂宋，翌日早上進入南海中部。日間沙德爾轉向西北方向移動。沙德爾於十月二十二日增強為颱風，翌日達到其最高強度，中心附近最高持續風速估計為每小時 140 公里。受乾燥的東北季候風影響，沙德爾隨後轉向偏西方向移動，並逐漸減弱。最後於十月二十五日晚上在越南中部以東海域減弱為一個低壓區。

根據報章報導，沙德爾吹襲菲律賓期間，當地出現洪水及山泥傾瀉，超過 6000 人需要撤離。有關沙德爾的詳細資料及對香港的影響，請參閱它的熱帶氣旋報告。

熱帶低氣壓莫拉菲於十月二十四日下午在馬尼拉以東約 990 公里的北太平洋西部上形成，大致向偏西方向移動並迅速增強。莫拉菲於十月二十五日晚上增強為颱風，隨後橫過菲律賓中部，翌日早上進入南海南部。莫拉菲於十月二十七日進一步發展為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 165 公里。隨後莫拉菲逐漸減弱，並於十月二十八日中午前後在越南中部登陸。莫拉菲最後於十月二十九日在中南半島減弱為一個低壓區。

根據報章報導，莫拉菲為菲律賓帶來狂風暴雨，造成至少 9 人死亡、6 人受傷、2 人失蹤。莫拉菲亦在越南造成至少 27 人死亡及 74 人失蹤。

熱帶低氣壓天鵝於十月二十八日下午在馬尼拉以東約 1960 公里的北太平洋西部上形成，向西至西南偏西移動並迅速增強。天鵝於十月三十日增強為超強颱風，移向菲律賓中部。

熱帶低氣壓艾沙尼於十月二十九日上午在關島之東南偏南約 1010 公里的北太平洋西部上形成，大致向西北移動並逐漸增強。當晚艾沙尼增強成為熱帶風暴，隨後兩天繼續移向菲律賓以東海域。



2.1 Overview of Tropical Cyclones in October 2020

Seven tropical cyclones occurred over the western North Pacific and the South China Sea in October 2020. Among them, Nangka and Saudel necessitated the issuance of the tropical cyclone warning signals by the Observatory.

Chan-hom formed as a tropical depression over the western North Pacific about 350 km southwest of Iwo Jima in the small hours on 5 October and drifted northwards at first. Chan-hom turned to move west-northwestwards across the sea areas south of Japan the next day and intensified gradually. Chan-hom developed into a typhoon on the afternoon of 7 October and reached its peak intensity at night with an estimated maximum sustained wind of 130 km/h near its centre. Chan-hom turned gradually to move eastwards and weakened in the following few days. It finally degenerated into an area of low pressure over the western North Pacific to the north of Iwo Jima on the morning of 12 October.

Linfa formed as a tropical depression over the southern part of the South China Sea about 660 km east-southeast of Da Nang on the morning of 10 October. It moved westwards towards the central part of Vietnam and intensified gradually. Linfa developed into a tropical storm in the small hours on 11 October, reaching its peak intensity with an estimated sustained wind of 65 km/h near its centre. Linfa made landfall over the central part of Vietnam in the afternoon and degenerated into an area of low pressure over Indo-China at night.

According to press reports, Linfa brought torrential rain to Vietnam, leading to at least 17 deaths and 13 missing.

Nangka formed as a tropical depression over the central part of the South China Sea about 500 km southeast of Dongsha on the afternoon of 11 October. It then moved west-northwestwards towards Hainan Island and intensified gradually. Nangka intensified into a tropical storm on the afternoon of 12 October, reaching its peak intensity at night with an estimated maximum sustained wind of 85 km/h near its centre. It moved across Hainan Island on the night of 13 October and weakened gradually. Nangka entered Beibu Wan the next day and finally degenerated into an area of low pressure over inland Vietnam that night.

According to press reports, a cargo ship overturned near Qiongzhou Strait when Nangka was striking Hainan. Two crew members on board died and three were missing. Nangka also brought heavy rain and squalls to Vietnam, leaving at least two deaths and one missing. For detailed information of Nangka including its impacts to Hong Kong, please refer to the Tropical Cyclone Report of Nangka.

Saudel formed as a tropical depression over the western North Pacific about 920 km east of Manila on the morning of 19 October. Saudel moved generally west-northwestwards and intensified gradually. It moved across Luzon on the night of 20 October and entered the central part of the South China Sea in the next morning. Saudel turned to move northwestwards during the day. It intensified into a typhoon on 22 October and reached its peak intensity the next day with an estimated sustained wind of 140 km/h near its centre. Affected by the dry northeast monsoon, Saudel then turned to track westwards and weakened gradually. It finally degenerated into an area of low pressure over the seas east of central Vietnam on the night of 25 October.

According to press reports, over 6000 people were evacuated because of flooding and landslips in the Philippines during the passage of Saudel. For detailed information of Saudel including its impacts to Hong Kong, please refer to the Tropical Cyclone Report of Saudel.

Molave formed as a tropical depression over the western North Pacific about 990 km east of Manila on the afternoon of 24 October. It moved generally westwards and intensified rapidly.

Molave intensified into a typhoon on the night of 25 October and then moved across the central part of the Philippines. It entered the southern part of the South China Sea in the next morning. Molave further developed into a severe typhoon on 27 October, reaching its peak intensity with an estimated sustained wind of 165 km/h near its centre. Molave then weakened gradually and made landfall over the central part of Vietnam around noon on 28 October. Molave finally degenerated into an area of low pressure over Indo-China on 29 October.

According to press report, Molave brought torrential rain and squalls to the Philippines, leaving at least 9 deaths, 6 injuries and 2 missing. At least 27 people were killed and 74 were missing in Vietnam during the passage of Molave.

Goni formed as a tropical depression over the western North Pacific about 1960 km east of Manila on the afternoon of 28 October. It moved west to west-southwestwards and intensified rapidly. Goni intensified into a super typhoon on 30 October and moved towards the central part of the Philippines.

Atsani formed as a tropical depression over the western North Pacific about 1010 km south-southeast of Guam on the morning of 29 October. It moved generally northwestwards and intensified gradually. Atsani intensified into a tropical storm at night and continued to move towards seas east of the Philippines in the following two days.

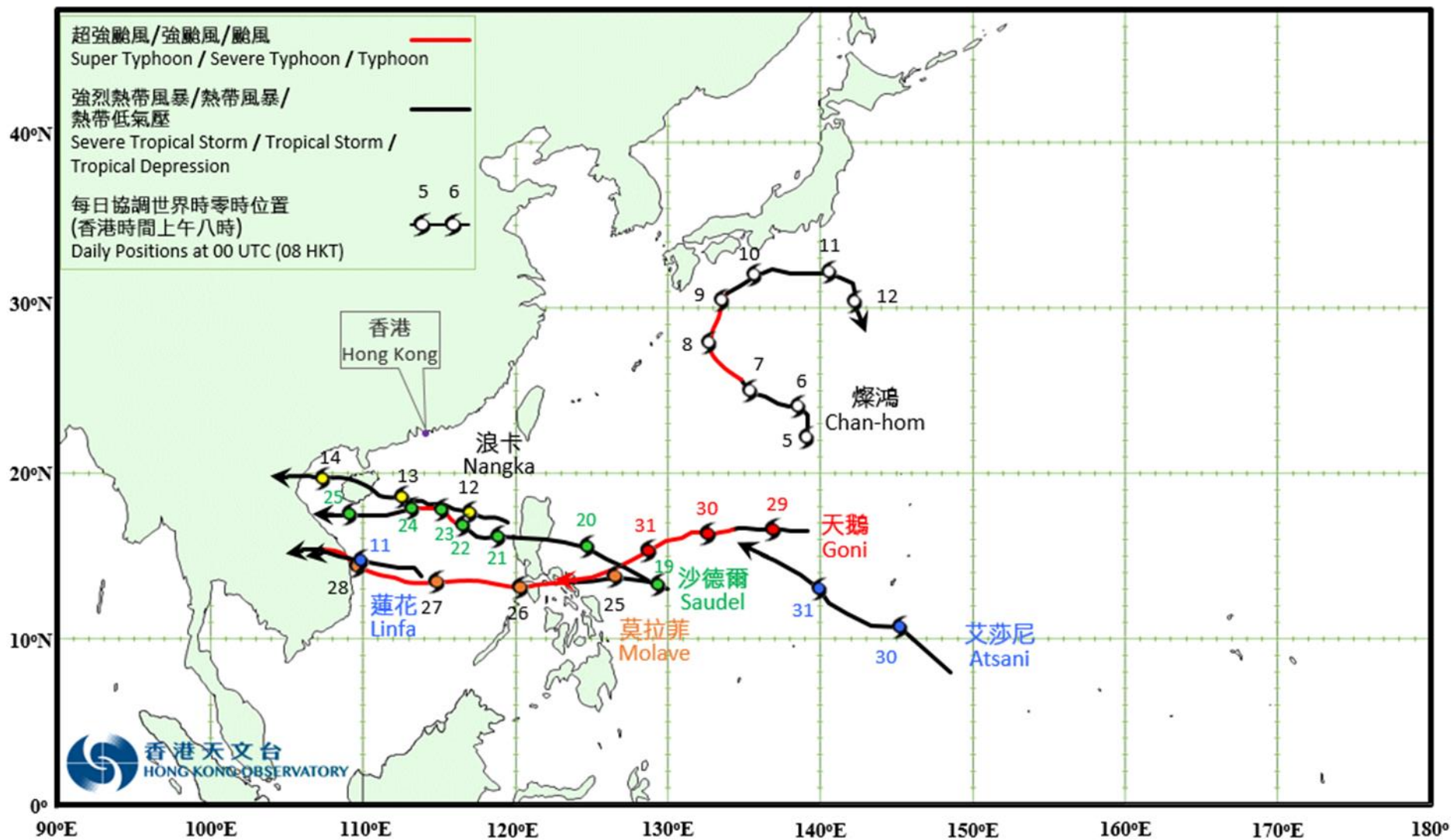


圖 2.1 二零二零年十月的熱帶氣旋路徑圖
 Fig. 2.1 Tracks of tropical cyclones in October 2020

2.2 熱帶風暴浪卡 (2016)

二零二零年十月十一日至十四日

浪卡是二零二零年第四個影響香港的熱帶氣旋。雖然浪卡在香港以南約 440 公里掠過，但在其與東北季候風的共同影響下，天文台需要發出年內第二個八號烈風或暴風信號。浪卡是一九六一年以來距離香港最遠而發出八號烈風或暴風信號的熱帶氣旋。

熱帶低氣壓浪卡於十月十一日下午在東沙之東南約 500 公里的南海中部上形成，隨後採取西北偏西路徑移向海南島，並逐漸增強。浪卡於十月十二日下午增強為熱帶風暴，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 85 公里。浪卡於十月十三日晚上橫過海南島並逐漸減弱，翌日進入北部灣，當晚在越南內陸減弱為低壓區。

根據報章報導，浪卡吹襲海南期間，一艘貨輪於琼州海峽附近翻沉，船上有兩人遇難、三人失蹤。浪卡亦為越南帶來狂風大雨，造成最少兩人死亡、一人失蹤。

香港天文台在十月十一日晚上 8 時 40 分發出一號戒備信號，當時浪卡集結在香港之東南約 780 公里。翌日本港普遍吹和緩東至東北風。隨著浪卡逐漸靠近華南沿岸，天文台在十月十二日下午 5 時 10 分發出三號強風信號，當時浪卡位於香港之東南偏南約 480 公里。晚間本港風勢開始增強，離岸及高地吹強風。浪卡於十月十三日上午 2 時最接近香港，在香港以南約 440 公里附近掠過。隨著浪卡逐漸移到香港之南至西南方，並與東北季候風的共同影響下，天文台預料本港風勢會進一步增強，在十月十三日上午 5 時 40 分發出八號東北烈風或暴風信號，當時浪卡位於香港以南約 450 公里。日間本港普遍吹強風程度的東至東北風，離岸及高地吹烈風。整體來說，香港南部地區風勢較大，多處錄得烈風，而北部則風勢較弱。當浪卡在海南島登陸及逐漸減弱，天文台於十月十三日晚上 7 時 40 分改發三號強風信號。浪卡在十月十四日凌晨進入北部灣並遠離香港，對本港的影響減退，天文台於當日上午 2 時 40 分取消所有熱帶氣旋警告信號。但在東北季候風的影響下，本港多處地區仍然吹強風，天文台隨即發出強烈季候風信號，直至翌日上午 10 時 15 分取消。

在浪卡的影響下，橫瀾島、長洲泳灘及在維多利亞港的青洲泳灘錄得的最高每小時平均風速分別為每小時 82、66 及 66 公里，而最高陣風則分別為每小時 97、90 及 91 公里。大埔滘錄得最高潮位 2.79 米(海圖基準面以上)，而石壁則錄得最大風暴潮(天文潮高度以上) 0.74 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	1006.7	12/10	下午 3 時 53 分
香港國際機場	1006.6	12/10	下午 3 時 37 分
長洲	1006.1	12/10	下午 3 時 52 分
京士柏	1006.3	12/10	下午 3 時 15 分
流浮山	1006.2	12/10	下午 3 時 11 分
坪洲	1006.6	12/10	下午 3 時 59 分
沙田	1007.0	12/10	下午 3 時 05 分
上水	1006.5	12/10	下午 3 時 32 分
打鼓嶺	1006.8	12/10	下午 3 時 07 分
大埔	1007.3	12/10	下午 3 時 10 分
橫瀾島	1006.8	12/10	下午 4 時 37 分

十月十一日及十二日本港大致天晴及乾燥。隨著浪卡的外圍雨帶逐漸靠近廣東沿岸，十月十二日晚上及十月十三日本港多雲有雨。雖然浪卡遠離，但在東北季候風的影響下，十月十四日本港仍然有幾陣雨。十月十一日至十四日期間本港大部分地區錄得超過 20 毫米雨量。

浪卡吹襲香港期間，最少有 3 人受傷，另有接近 250 宗塌樹報告。深水埗及元朗分別有的士及客貨車被塌樹擊中損毀。荃灣亦有村屋被樹枝壓毀。西區有商業大廈外牆的帆布廣告被強風吹翻，現場交通受阻。



2.2 Tropical Storm Nangka (2016) 11 to 14 October 2020

Nangka was the fourth tropical cyclone that affected Hong Kong in 2020. Although Nangka skirted past at about 440 km south of Hong Kong, its combined effect with the northeast monsoon necessitated the issuance of the second No. 8 Gale or Storm Signal this year. Nangka is also the farthest tropical cyclone with the issuance of No. 8 Gale or Storm Signal in Hong Kong since 1961.

Nangka formed as a tropical depression over the central part of the South China Sea about 500 km southeast of Dongsha on the afternoon of 11 October. It then moved west-northwestwards towards Hainan Island and intensified gradually. Nangka intensified into a tropical storm on the afternoon of 12 October, reaching its peak intensity at night with an estimated maximum sustained wind of 85 km/h near its centre. It moved across Hainan Island on the night of 13 October and weakened gradually. Nangka entered Beibu Wan on 14 October and finally degenerated into an area of low pressure over inland Vietnam at night.

According to press reports, a cargo ship overturned near Qiongzhou Strait when Nangka was hitting Hainan. Two crew members on board died and three were missing. Nangka also brought heavy rain and squalls to Vietnam, leaving at least two deaths and one missing.

In Hong Kong, the Standby Signal No. 1 was issued at 8:40 p.m. on 11 October when Nangka was about 780 km southeast of the territory. Moderate east to northeasterly winds generally affected Hong Kong the next day. With Nangka edging closer to the south China coast, the Strong Wind Signal No. 3 was issued at 5:10 p.m. on 12 October when Nangka was about 480 km south-southeast of Hong Kong. Local winds started to strengthen during the night with winds reaching strong force offshore and on high ground. Nangka came closest to Hong Kong at around 2 a.m. on 13 October with its centre passing about 440 km south of Hong Kong. With Nangka moving gradually to the south to southwest of Hong Kong, local winds were expected to strengthen further under its combined effect with the northeast monsoon. The No. 8 Northeast Gale or Storm Signal was issued at 5:40 a.m. on 13 October when Nangka was about 450 km south of Hong Kong. Local winds were generally strong east to northeasterlies during the day, reaching gale force offshore and on high ground. Overall, winds were generally stronger over the southern part of Hong Kong with numerous places recording gale force wind, while winds were weaker over the northern part of the territory. When Nangka made landfall over Hainan Island and weakened gradually, the Strong Wind Signal No. 3 was issued at 7:40 p.m. on 13 October. After Nangka entered Beibu Wan in the small hours on 14 October and moved far away from Hong Kong, its impact to territory had diminished and all tropical cyclone warning signals were cancelled at 2:40 a.m. on that day. Nevertheless, strong winds still affected many places in Hong Kong under the influence of the northeast monsoon. The Strong Monsoon Signal was issued immediately afterwards and lasted till 10:15 a.m. the following day.

Under the influence of Nangka, maximum hourly mean winds of 82, 66 and 66 km/h and maximum gusts of 97, 90 and 91 km/h were recorded at Waglan Island, Cheung Chau Beach and Green Island in the Victoria Harbour respectively. A maximum sea level (above chart datum) of 2.79 m was recorded at Tai Po Kau, and a maximum storm surge (above astronomical tide) of 0.74 m was recorded at Shek Pik. 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	1006.7	12/10	3:53 p.m.
Hong Kong International Airport	1006.6	12/10	3:37 p.m.
Cheung Chau	1006.1	12/10	3:52 p.m.
King's Park	1006.3	12/10	3:15 p.m.
Lau Fau Shan	1006.2	12/10	3:11 p.m.
Peng Chau	1006.6	12/10	3:59 p.m.
Sha Tin	1007.0	12/10	3:05 p.m.
Sheung Shui	1006.5	12/10	3:32 p.m.
Ta Kwu Ling	1006.8	12/10	3:07 p.m.
Tai Po	1007.3	12/10	3:10 p.m.
Waglan Island	1006.8	12/10	4:37 p.m.

Locally, it was mainly fine and dry on 11 and 12 October. With the outer rainbands of Nangka edging closer to the coast of Guangdong gradually, it was cloudy with rain in Hong Kong on the night of 12 October and on 13 October. Although Nangka had moved away, there were still a few rain patches in Hong Kong on 14 October under the influence of the northeast monsoon. More than 20 millimetres of rainfall were recorded over most parts of the territory during 11 – 14 October.

In Hong Kong, at least three people were injured during the passage of Nangka and there were around 250 reports of fallen trees. A taxi and a passenger van were hit by fallen trees at Sham Shui Po and Yuen Long respectively. A village house in Tsuen Wan was damaged by falling branches. An advertisement banner of a commercial building in western District was blown down, disrupting the traffic nearby.

表 2.2.1 在浪卡影響下，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 tropical cyclone warning signals for Nangka were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2020.htm https://www.hko.gov.hk/en/informtc/station2020.htm)		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	77	13/10	11:46	東	E	40	13/10	21:00
中環碼頭	Central Pier	東	E	71	13/10	19:21	東	E	42	13/10	15:00
							東	E	42	13/10	16:00
長洲	Cheung Chau	東	E	81	13/10	13:27	東	E	56	14/10	00:00
		東	E	81	14/10	01:42					
長洲泳灘	Cheung Chau Beach	東北偏東	ENE	90	13/10	13:31	東北偏東	ENE	66	13/10	20:00
青洲	Green Island	東北偏東	ENE	91	13/10	19:32	東北偏東	ENE	66	13/10	20:00
香港國際機場	Hong Kong International Airport	東	E	62	13/10	12:26	東	E	42	13/10	13:00
		東北偏東	ENE	62	13/10	13:47					
啟德	Kai Tak	東北偏東	ENE	70	13/10	19:24	東	E	29	14/10	02:00
京士柏	King's Park	東	E	69	13/10	19:36	東	E	28	14/10	02:00
南丫島	Lamma Island	東南偏東	ESE	82	13/10	19:45	東	E	35	14/10	00:00
流浮山	Lau Fau Shan	東北偏東	ENE	48	14/10	00:27	東北偏東	ENE	26	13/10	17:00
							東北偏東	ENE	26	13/10	18:00
							東北偏東	ENE	26	13/10	19:00
北角	North Point	東	E	77	13/10	18:35	東	E	44	14/10	02:00
坪洲	Peng Chau	東	E	82	13/10	19:27	東	E	54	13/10	20:00
平洲	Ping Chau	東北偏東	ENE	40	13/10	20:59	東	E	16	13/10	23:00
西貢	Sai Kung	東北偏東	ENE	81	13/10	19:26	東北偏東	ENE	48	13/10	12:00
沙洲	Sha Chau	東北	NE	57	13/10	10:14	東	E	36	14/10	00:00
沙螺灣	Sha Lo Wan	東	E	70	13/10	19:44	東	E	37	13/10	20:00
		東	E	70	13/10	19:53					
沙田	Sha Tin	東北	NE	69	13/10	11:28	東北偏東	ENE	22	13/10	13:00
九龍天星碼頭	Star Ferry (Kowloon)	東	E	65	14/10	02:00	東	E	35	14/10	00:00
打鼓嶺	Ta Kwu Ling	東	E	48	13/10	19:59	東	E	17	13/10	20:00
大美督	Tai Mei Tuk	東北偏東	ENE	71	13/10	11:43	東北偏東	ENE	49	13/10	13:00
大帽山	Tai Mo Shan	東南偏東	ESE	113	13/10	19:41	東南偏東	ESE	73	14/10	00:00
		東	E	55	13/10	22:58	東	E	39	14/10	02:00
東	E	55	13/10	22:59							
塔門東	Tap Mun East	東	E	68	14/10	00:07	東	E	48	14/10	01:00
大老山	Tate's Cairn	東	E	96	13/10	11:46	東	E	63	13/10	12:00
將軍澳	Tseung Kwan O	東南	SE	49	14/10	01:23	北	N	16	13/10	07:00
青衣島蜆殼油庫	Tsing Yi Shell Oil Depot	東南	SE	50	13/10	12:58	東南偏東	ESE	22	13/10	14:00
屯門政府合署	Tuen Mun Government Offices	東北偏北	NNE	47	13/10	06:47	北	N	14	13/10	08:00
橫瀾島	Waglan Island	東北偏東	ENE	97	13/10	11:33	東北偏東	ENE	82	13/10	12:00
		東北偏東	ENE	97	13/10	19:58					
濕地公園	Wetland Park	東	E	35	14/10	00:23	東	E	14	14/10	01:00
黃竹坑	Wong Chuk Hang	東北偏東	ENE	70	13/10	18:11	東北偏東	ENE	30	13/10	20:00

昂坪、石崗 - 沒有資料 Ngong Ping, Shek Kong - data not available

表 2.2.2 在浪卡影響下，熱帶氣旋警告信號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 Nangka were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2020.htm) (https://www.hko.gov.hk/en/informtc/station2020.htm)		最初達到強風* 時間		最後達到強風* 時間	
		Start time when strong wind speed* was attained		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	13/10	03:05	14/10	02:40
香港國際機場	Hong Kong International Airport	13/10	11:48	14/10	02:13
西貢	Sai Kung	13/10	11:11	14/10	02:40

所有參考測風站的持續風力未達到烈風#程度。

The sustained wind speed did not attain gale# force at all reference anemometers.

啟德、沙田、流浮山、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, Sha Tin, Lau Fau Shan, 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

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 浪卡影響香港期間，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 Nangka

站 (參閱圖 2.2.2) Station (See Fig. 2.2.2)			十月十一日 11 Oct	十月十二日 12 Oct	十月十三日 13 Oct	十月十四日 14 Oct	總雨量(毫米) Total rainfall (mm)
香港天文台 Hong Kong Observatory (HKO)			0.0	0.6	26.0	1.2	27.8
香港國際機場 Hong Kong International Airport (HKA)			0.0	微量 Trace	13.5	微量 Trace	13.5
長洲 Cheung Chau (CCH)			0.0	0.0	7.0	0.0	7.0
H23	香港仔	Aberdeen	0.0	0.5	17.5	1.0	19.0
N05	粉嶺	Fanling	0.0	0.0	14.5	0.0	14.5
N13	糧船灣	High Island	0.0	0.0	18.5	0.0	18.5
K04	佐敦谷	Jordan Valley	0.0	0.5	36.5	2.5	39.5
N06	葵涌	Kwai Chung	0.0	0.5	24.5	2.0	27.0
H12	半山區	Mid Levels	0.0	0.0	28.0	3.0	31.0
N09	沙田	Sha Tin	0.0	0.0	35.5	0.5	36.0
H19	筲箕灣	Shau Kei Wan	0.0	0.5	29.0	0.5	30.0
SEK	石崗	Shek Kong	0.0	0.0	31.0	1.0	32.0
K06	蘇屋邨	So Uk Estate	0.0	0.5	24.5	1.5	26.5
R31	大美督	Tai Mei Tuk	0.0	0.0	25.5	0.5	26.0
R21	踏石角	Tap Shek Kok	0.0	0.0	10.0	0.0	10.0
N17	東涌	Tung Chung	0.0	0.0	27.0	0.5	27.5
TMR	屯門水庫	Tuen Mun Reservoir	0.0	0.0	11.3	0.0	11.3

表 2.2.4 浪卡影響香港期間，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 Nangka

站 Station (https://www.hko.gov.hk/tc/informtc/station2020.htm) (https://www.hko.gov.hk/en/informtc/station2020.htm)		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	2.65	13/10	06:25	0.61	13/10	12:59
石壁	Shek Pik	2.72	13/10	05:57	0.74	13/10	13:11
大廟灣	Tai Miu Wan	2.68	13/10	05:41	0.70	13/10	12:49
大埔滘	Tai Po Kau	2.79	13/10	06:05	0.72	13/10	13:50
尖鼻咀	Tsim Bei Tsui	2.78	13/10	06:05	0.72	13/10	15:26

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

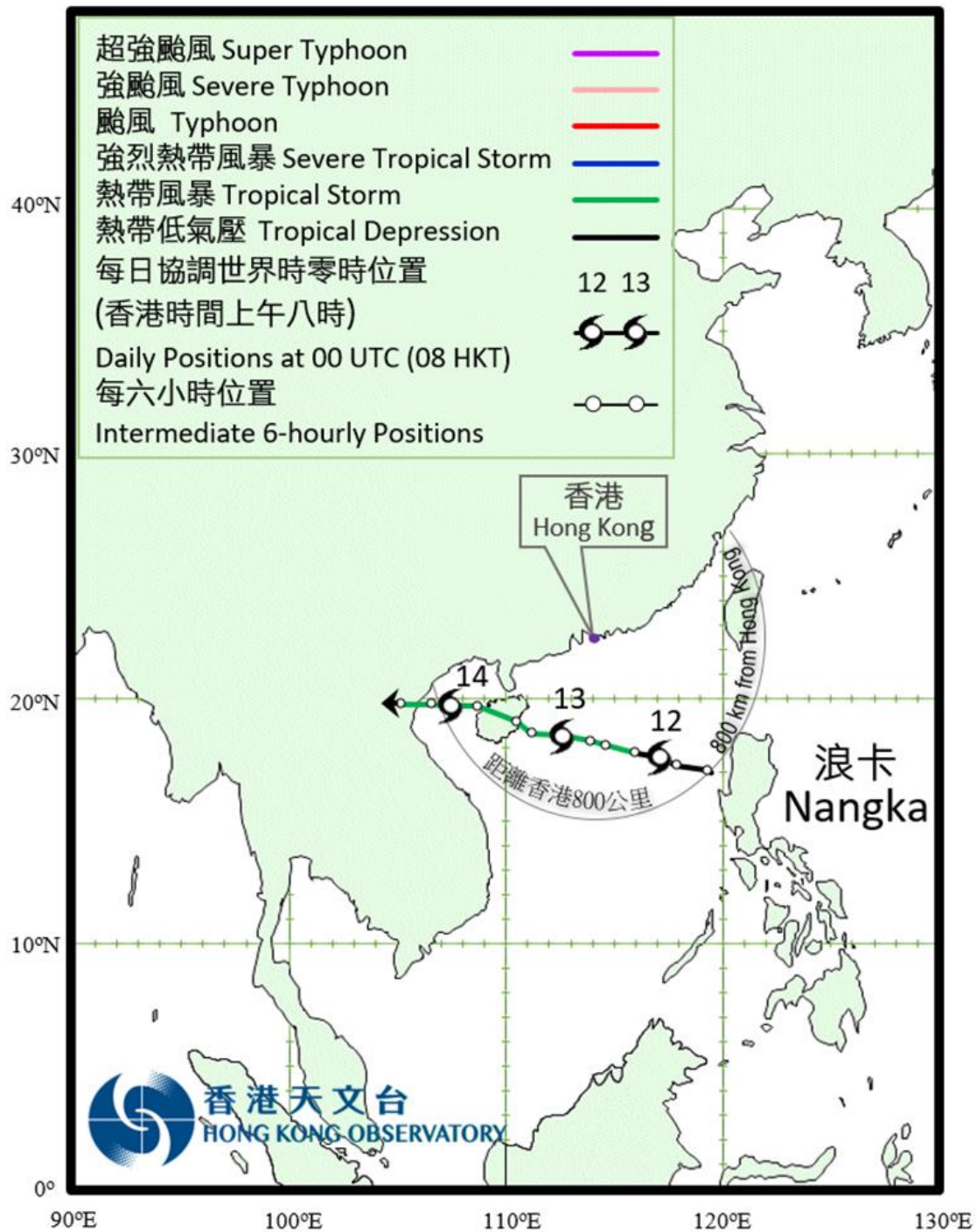


圖 2.2.1 二零二零年十月十一日至十五日浪卡的暫定路徑圖。
 Figure 2.2.1 Provisional Track of Nangka: 11 – 15 October 2020.

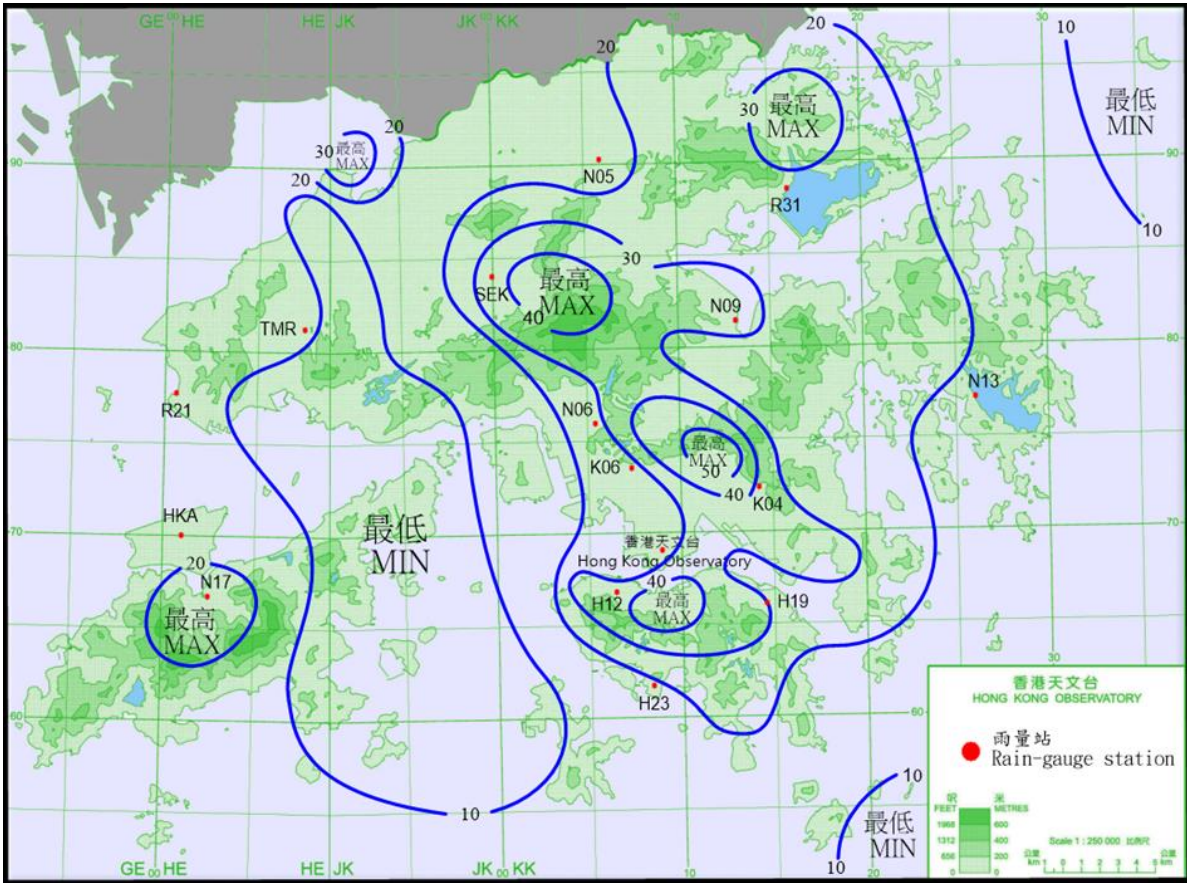


圖 2.2.2 二零二零年十月十一日至十四日的雨量分佈(等雨量線單位為毫米)。
 Figure 2.2.2 Rainfall distribution on 11 - 14 October 2020 (isohyets in millimetres).

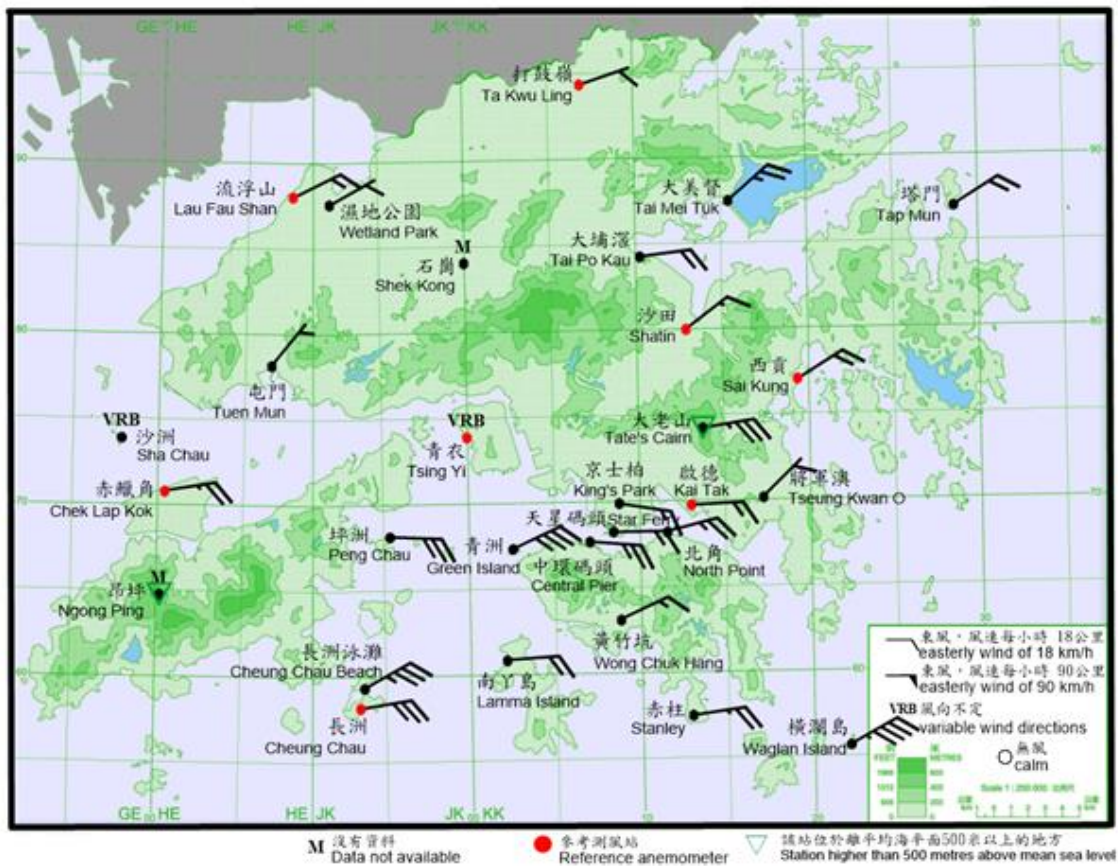


圖 2.2.3 二零二零年十月十三日下午4時正香港各站錄得的十分鐘平均風向和風速。當時橫瀾島及青洲的風力達到烈風程度，而長洲、長洲泳灘、坪洲、中環碼頭、北角、大老山及大美督的風力達到強風程度。

Figure 2.2.3 10-minute mean wind direction and speed recorded at various stations in Hong Kong at 4:00 p.m. on 13 October 2020. Winds at Waglan Island and Green Island reached gale force, while winds at Cheung Chau, Cheung Chau Beach, Peng Chau, Central Pier, North Point, Tate's Cairn and Tai Mei Tuk reached strong force at the time.

註： 當時青衣及沙洲錄得的十分鐘平均風速分別為每小時 23 及 19 公里。

Note: The 10-minute mean wind speed recorded at the time at Tuen Mun and Shau Chau was 23 and 13 km/h respectively.

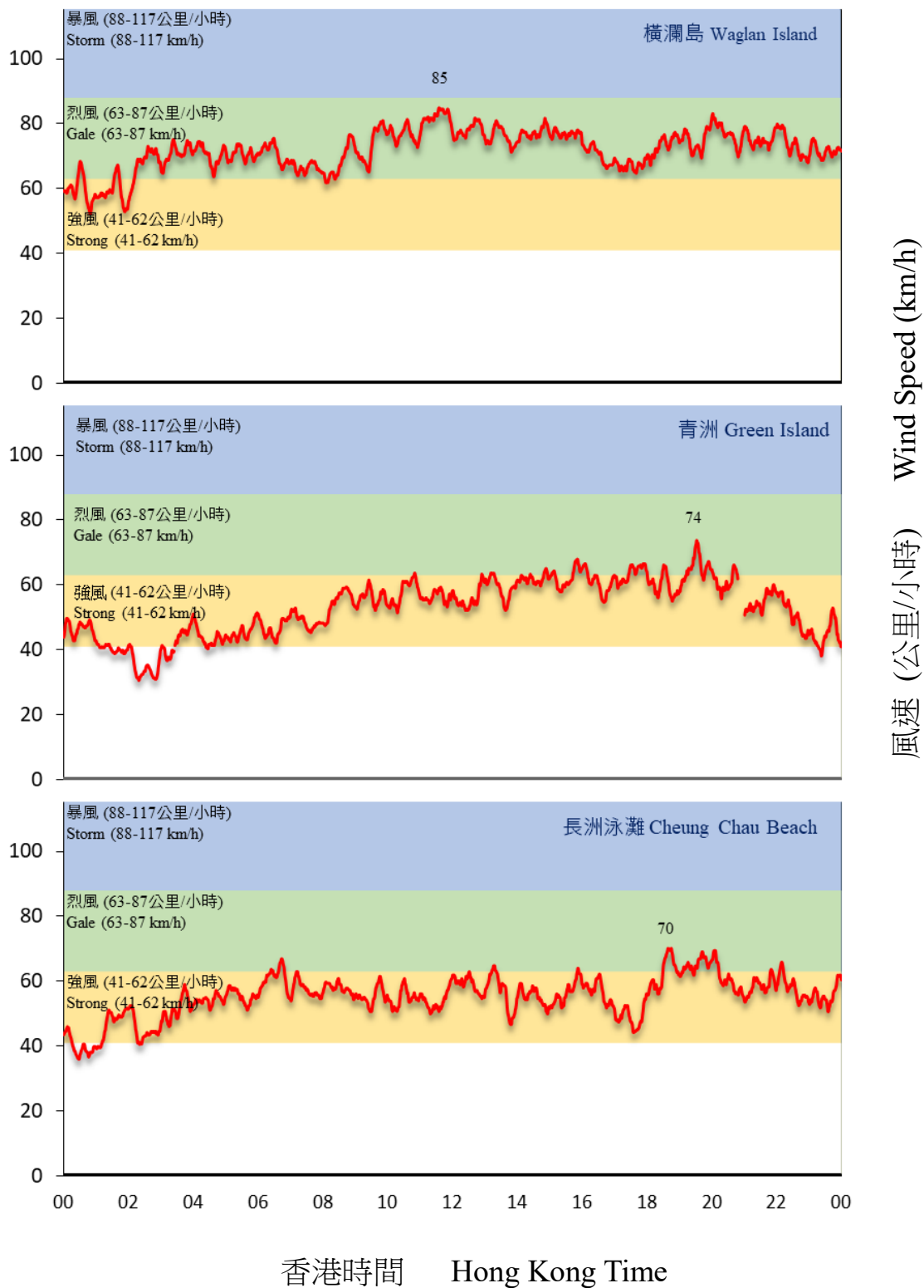


圖 2.2.4 二零二零年十月十三日橫瀾島、青洲及長洲泳灘錄得的十分鐘風速。
 Figure 2.2.4 Traces of 10-minute wind speed recorded at Waglan Island, Green Island and Cheung Chau Beach on 13 October 2020.

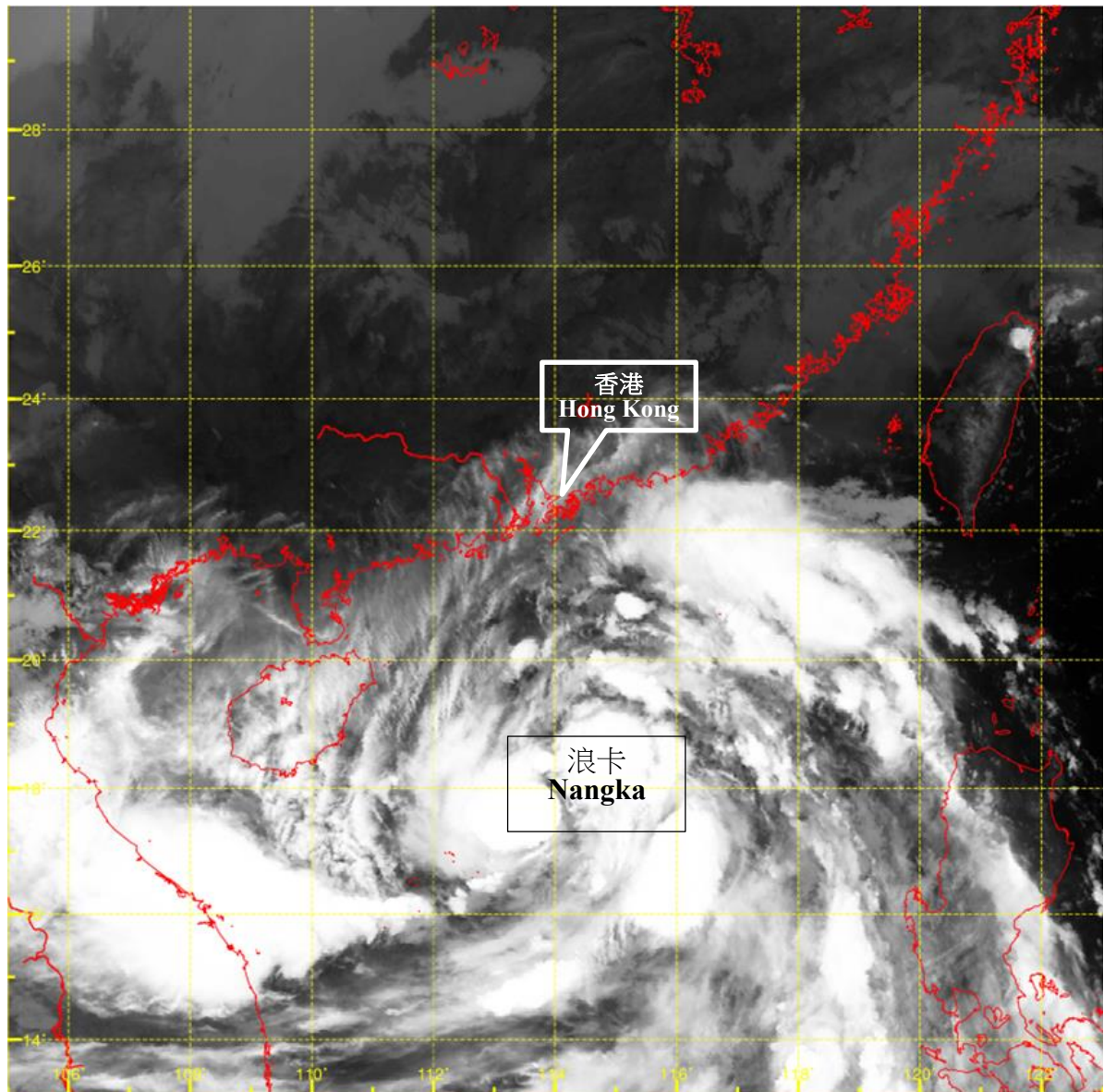


圖 2.2.5 二零二零年十月十二日下午 11 時左右的紅外線衛星圖片，當時浪卡達到其最高強度，中心附近最高持續風速估計為每小時 85 公里。

Figure 2.2.5 Infra-red satellite imagery around 11 p.m. on 12 October 2020, when Nangka was at peak intensity with estimated maximum sustained winds of 85 km/h near its centre.

〔此衛星圖像接收自日本氣象廳的向日葵 8 號衛星。〕

[The satellite imagery was originally captured by Himawari-8 Satellite (H-8) of Japan Meteorological Agency (JMA).]

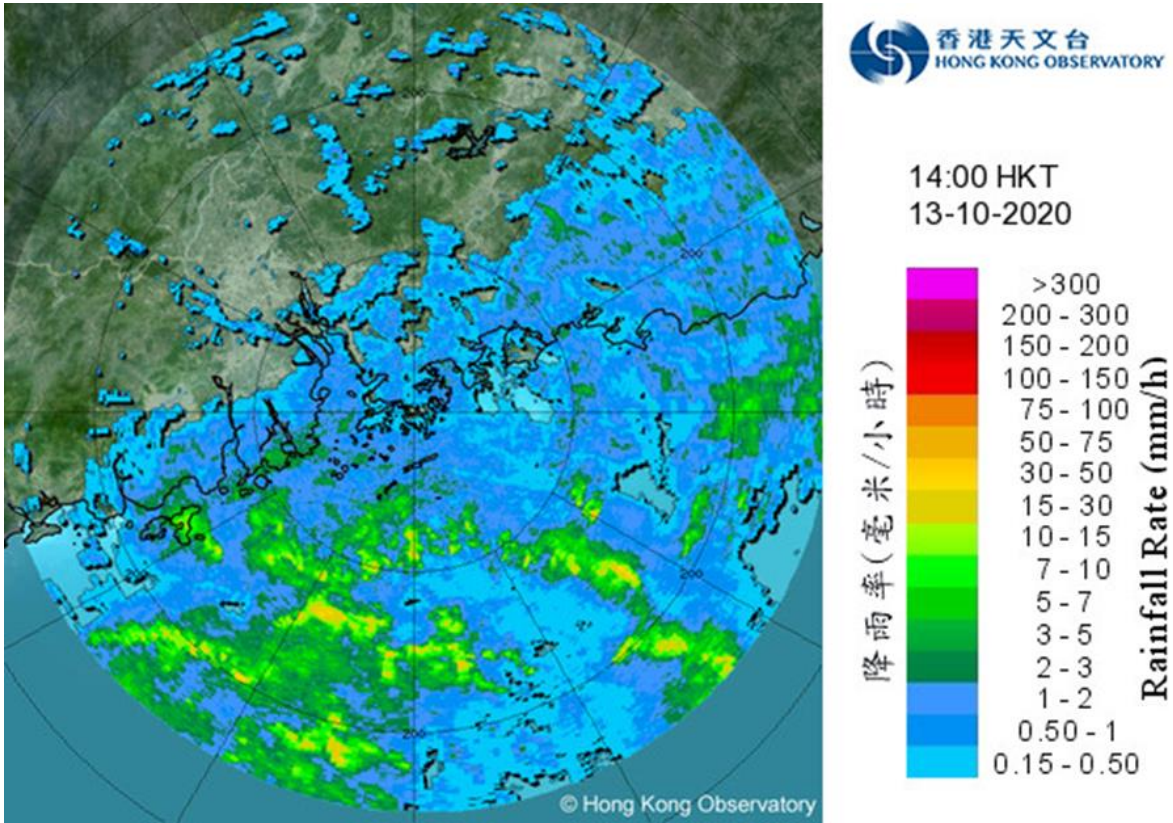


圖 2.2.6 二零二零年十月十三日下午 2 時正的雷達回波圖像，當時浪卡集結在香港之西南約 520 公里，與浪卡相關的雨帶正影響廣東沿岸及南海北部。

Figure 2.2.6 Image of radar echoes at 2:00 p.m. on 13 October 2020 when Nangka was about 520 km southwest of Hong Kong. The rainbands associated with Nangka were affecting the coast of Guangdong and the northern part of the South China Sea.

2.3 颱風沙德爾(2017)

二零二零年十月十九日至二十五日

沙德爾是二零二零年第五個影響香港的熱帶氣旋。

熱帶低氣壓沙德爾於十月十九日早上在馬尼拉以東約 920 公里的北太平洋西部上形成，大致向西北偏西移動，並逐漸增強。沙德爾於十月二十日晚上橫過呂宋，翌日早上進入南海中部。日間沙德爾轉向西北方向移動。沙德爾於十月二十二日增強為颱風，翌日達到其最高強度，中心附近最高持續風速估計為每小時 140 公里。受乾燥的東北季候風影響，沙德爾隨後轉向偏西方向移動，並逐漸減弱。最後於十月二十五日晚上在越南中部以東海域減弱為一個低壓區。

根據報章報導，沙德爾吹襲菲律賓期間，當地出現洪水及山泥傾瀉，超過 6000 人需要撤離。

香港天文台在十月二十二日下午 5 時 40 分發出一號戒備信號，當時沙德爾集結在香港之東南偏南約 600 公里，天文台總部亦錄得最低瞬時海平面氣壓 1009.1 百帕斯卡。隨著沙德爾移近華南沿岸，天文台在十月二十三日上午 12 時 20 分發出三號強風信號，當時沙德爾位於香港之東南偏南約 570 公里。在沙德爾及東北季候風的共同影響下，十月二十二日晚及十月二十三日本港普遍吹清勁北至東北風，離岸及高地間中吹強風。十月二十三日高地風力更間中達烈風程度。沙德爾於十月二十三日下午 8 時左右最接近香港，在本港以南約 490 公里掠過。隨著沙德爾遠離香港及減弱，它對香港的直接威脅減低，天文台在十月二十四日上午 9 時 10 分取消所有熱帶氣旋警告信號。但在東北季候風的影響下，本港離岸仍間中吹強風，高地間中吹烈風，天文台隨即發出強烈季候風信號，直至翌日下午 1 時正取消。

沙德爾影響香港期間，尖鼻咀錄得最高潮位(海圖基準面以上) 2.90 米，大埔滘則錄得最大風暴潮(天文潮高度以上)0.67 米。

沙德爾吹襲香港期間並沒有造成嚴重破壞。受沙德爾相關的雲帶及乾燥的東北季候風影響，十月二十三日及二十四日本港雲量較多，天氣稍涼及乾燥。

2.3 Typhoon Saudel (2017) 19 – 25 October 2020

Saudel was the fifth tropical cyclone affecting Hong Kong in 2020.

Saudel formed as a tropical depression over the western North Pacific about 920 km east of Manila on the morning of 19 October. Saudel moved generally west-northwestwards and intensified gradually. It moved across Luzon on the night of 20 October and entered the central part of the South China Sea in the next morning. Saudel turned to move northwestwards during the day. It intensified into a typhoon on 22 October and reached its peak intensity the next day with an estimated sustained wind of 140 km/h near its centre. Affected by the dry northeast monsoon, Saudel then turned to track westwards and weakened gradually. It finally degenerated into an area of low pressure over the seas east of central Vietnam on the night of 25 October.

According to press reports, over 6000 people were evacuated because of flooding and landslips in the Philippines during the passage of Saudel.

In Hong Kong, the Standby Signal No.1 was issued at 5:40 p.m. on 22 October when Saudel was about 600 km south-southeast of the territory. The lowest instantaneous mean sea-level pressure of 1009.1 hPa was recorded at the Observatory headquarters at that time. As Saudel edged closer towards the south China coast, the Strong Wind Signal No. 3 was issued at 12:20 a.m. on 23 October when Saudel was about 570 km south-southeast of Hong Kong. Under the combined effect of Saudel and the northeast monsoon, local winds were generally fresh north to northeasterlies and occasionally reached strong force offshore and on high ground at the night of 22 October and on 23 October. Gale force winds also affected high ground at times on 23 October. Saudel came closest to the territory at around 8 p.m. on 23 October as it skirted past about 490 km south of Hong Kong. As Saudel departed from Hong Kong and weakened, its direct threat to Hong Kong diminished and all tropical cyclone warning signals were cancelled at 9:10 a.m. on 24 October. Under the influence of the northeast monsoon, strong winds still affected offshore at times with occasional gale force winds on high ground. The Observatory issued the Strong Monsoon Signal immediately afterwards and the signal lasted till 1:00 p.m. the following day.

During the passage of Saudel, a maximum sea level (above chart datum) of 2.90 m was recorded at Tsim Bei Tsui and a maximum storm surge (above astronomical tide) of 0.67 m was recorded at Tai Po Kau.

Saudel did not cause significant damage in Hong Kong. Affected by the cloud bands associated with Saudel and a dry northeast monsoon, local weather turned cloudier, slightly cooler and remained dry on 23 – 24 October.

表 2.3.1 在沙德爾影響下，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 2.3.1 Maximum gust peak speeds and maximum hourly mean winds with associated wind directions recorded at various stations when the tropical cyclone warning signals for Saudel were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2020.htm https://www.hko.gov.hk/en/informtc/station2020.htm)		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)	東北偏北	NNE	47	22/10	23:15	東北偏東	ENE	17	24/10	03:00					
中環碼頭	Central Pier	東北	NE	50	22/10	21:17	東北	NE	24	23/10	09:00					
長洲	Cheung Chau	東北偏北	NNE	59	22/10	19:54	北	N	39	22/10	20:00					
長洲泳灘	Cheung Chau Beach	東北	NE	55	23/10	06:55	東北偏北	NNE	30	22/10	20:00					
青洲	Green Island	東北偏北	NNE	76	22/10	20:56	東北偏北	NNE	53	22/10	21:00					
香港國際機場	Hong Kong International Airport	東北	NE	46	23/10	00:45	東北偏北	NNE	25	23/10	01:00					
							東北偏北	NNE	25	23/10	08:00					
							東北偏北	NNE	25	23/10	09:00					
啟德	Kai Tak	北	N	45	22/10	18:40	北	N	15	22/10	19:00					
京士柏	King's Park	東北偏北	NNE	55	22/10	20:34	北	N	21	23/10	07:00					
							北	N	21	23/10	08:00					
							北	N	21	23/10	10:00					
南丫島	Lamma Island	北	N	46	22/10	20:26	北	N	20	23/10	00:00					
流浮山	Lau Fau Shan	北	N	58	23/10	10:29	北	N	33	23/10	11:00					
昂坪	Ngong Ping	東北偏東	ENE	77	22/10	20:43	東北偏東	ENE	53	22/10	21:00					
北角	North Point	東北偏北	NNE	50	22/10	19:36	東北偏北	NNE	22	22/10	21:00					
坪洲	Peng Chau	東北偏北	NNE	57	22/10	18:38	東北偏北	NNE	33	22/10	20:00					
平洲	Ping Chau	東北偏北	NNE	35	22/10	19:20	北	N	8	22/10	20:00					
西貢	Sai Kung	東北偏北	NNE	56	22/10	19:15	東北偏北	NNE	36	22/10	18:00					
沙洲	Sha Chau	北	N	60	22/10	18:02	北	N	43	22/10	19:00					
沙螺灣	Sha Lo Wan	東北偏東	ENE	41	22/10	23:12	東北偏東	ENE	18	23/10	00:00					
沙田	Sha Tin	東北偏北	NNE	46	22/10	22:03	東北	NE	19	22/10	21:00					
九龍天星碼頭	Star Ferry (Kowloon)	東南	SE	33	22/10	19:30	東	E	9	24/10	02:00					
打鼓嶺	Ta Kwu Ling	東北偏北	NNE	49	23/10	08:17	東北偏北	NNE	21	23/10	07:00					
							東北偏北	NNE	21	23/10	08:00					
大美督	Tai Mei Tuk	東北	NE	66	22/10	20:05	東北	NE	37	22/10	21:00					
大帽山	Tai Mo Shan	東北偏東	ENE	83	23/10	19:18	東北偏東	ENE	66	23/10	08:00					
大埔滘	Tai Po Kau	東北偏北	NNE	40	22/10	19:22	東北偏北	NNE	14	23/10	09:00					
塔門東	Tap Mun East	北	N	48	22/10	18:15	北	N	23	22/10	18:00					
大老山	Tate's Cairn	東北	NE	88	22/10	19:35	東北偏北	NNE	66	22/10	21:00					
將軍澳	Tseung Kwan O	東北偏北	NNE	46	22/10	21:12	東北偏北	NNE	14	22/10	21:00					
青衣島蜆殼油	Tsing Yi Shell Oil Depot	西北偏北	NNW	43	22/10	19:11	西北偏北	NNW	16	22/10	23:00					
屯門政府合署	Tuen Mun Government Offices	東北偏北	NNE	49	22/10	21:11	東北偏北	NNE	19	22/10	22:00					
												東北偏北	NNE	49	22/10	21:42
												東北偏北	NNE	49	23/10	00:24
橫瀾島	Waglan Island	北	N	58	22/10	18:50	北	N	48	22/10	20:00					
濕地公園	Wetland Park	東北	NE	38	23/10	08:19	東北偏北	NNE	14	23/10	09:00					
黃竹坑	Wong Chuk Hang	北	N	51	22/10	20:27	西北偏北	NNW	14	22/10	21:00					

石崗 - 沒有資料 Shek Kong - data not available

表 2.3.2 在沙德爾影響下，熱帶氣旋警告信號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 2.3.2 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 Saudel were in force

站 Station (https://www.hko.gov.hk/tc/informtc/station2020.htm https://www.hko.gov.hk/en/informtc/station2020.htm)		最初達到強風*時間		最後達到強風*時間	
		Start time when strong wind speed* was attained		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	22/10	18:25	22/10	20:00
流浮山	Lau Fau Shan	23/10	10:37	23/10	10:41

香港國際機場、啟德、西貢、沙田、打鼓嶺、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 Hong Kong International Airport, Kai Tak, 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 2.3.3 沙德爾影響香港期間，香港天文台總部及其他各站所錄得的日雨量

Table 2.3.3 Daily rainfall amounts recorded at the Hong Kong Observatory Headquarters and other stations during the passage of Saudel

站 Station			十月二十二日 22 Oct	十月二十三日 23 Oct	十月二十四日 24 Oct	總雨量(毫米) Total rainfall (mm)
香港天文台 Hong Kong Observatory (HKO)			0.0	0.0	微量 Trace	微量 Trace
香港國際機場 Hong Kong International Airport (HKA)			0.0	0.0	微量 Trace	微量 Trace
長洲 Cheung Chau (CCH)			0.0	0.0	0.0	0.0
H23	香港仔	Aberdeen	0.0	0.0	0.0	0.0
N05	粉嶺	Fanling	0.0	0.0	0.0	0.0
N13	糧船灣	High Island	0.0	0.0	0.0	0.0
K04	佐敦谷	Jordan Valley	0.0	0.0	0.0	0.0
N06	葵涌	Kwai Chung	0.0	0.0	0.0	0.0
H12	半山區	Mid Levels	0.0	0.0	0.0	0.0
N09	沙田	Sha Tin	0.0	0.0	0.0	0.0
H19	筲箕灣	Shau Kei Wan	0.0	0.0	0.0	0.0
SEK	石崗	Shek Kong	0.0	0.0	0.0	0.0
K06	蘇屋邨	So Uk Estate	0.0	0.0	0.0	0.0
R31	大美督	Tai Mei Tuk	0.0	0.0	0.0	0.0
R21	踏石角	Tap Shek Kok	0.0	0.0	[0.0]	[0.0]
N17	東涌	Tung Chung	0.0	0.0	0.0	0.0
TMR	屯門水庫	Tuen Mun Reservoir	0.0	0.0	0.0	0.0

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

表 2.3.4 沙德爾影響香港期間，香港各潮汐站所錄得的最高潮位及最大風暴潮

Table 2.3.4 Times and heights of the maximum sea level and the maximum storm surge recorded at tide stations in Hong Kong during the passage of Saudel

站 Station (https://www.hko.gov.hk/tc/informtc/station2020.htm https://www.hko.gov.hk/en/informtc/station2020.htm)		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	2.78	24/10	02:00	0.55	23/10	14:34
石壁	Shek Pik	2.83	24/10	01:55	0.60	23/10	14:40
大廟灣	Tai Miu Wan	2.78	24/10	02:08	0.60	24/10	08:15
大埔滘	Tai Po Kau	2.89	23/10	02:27	0.67	23/10	13:57
尖鼻咀	Tsim Bei Tsui	2.90	24/10	03:31	0.60	24/10	04:26

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

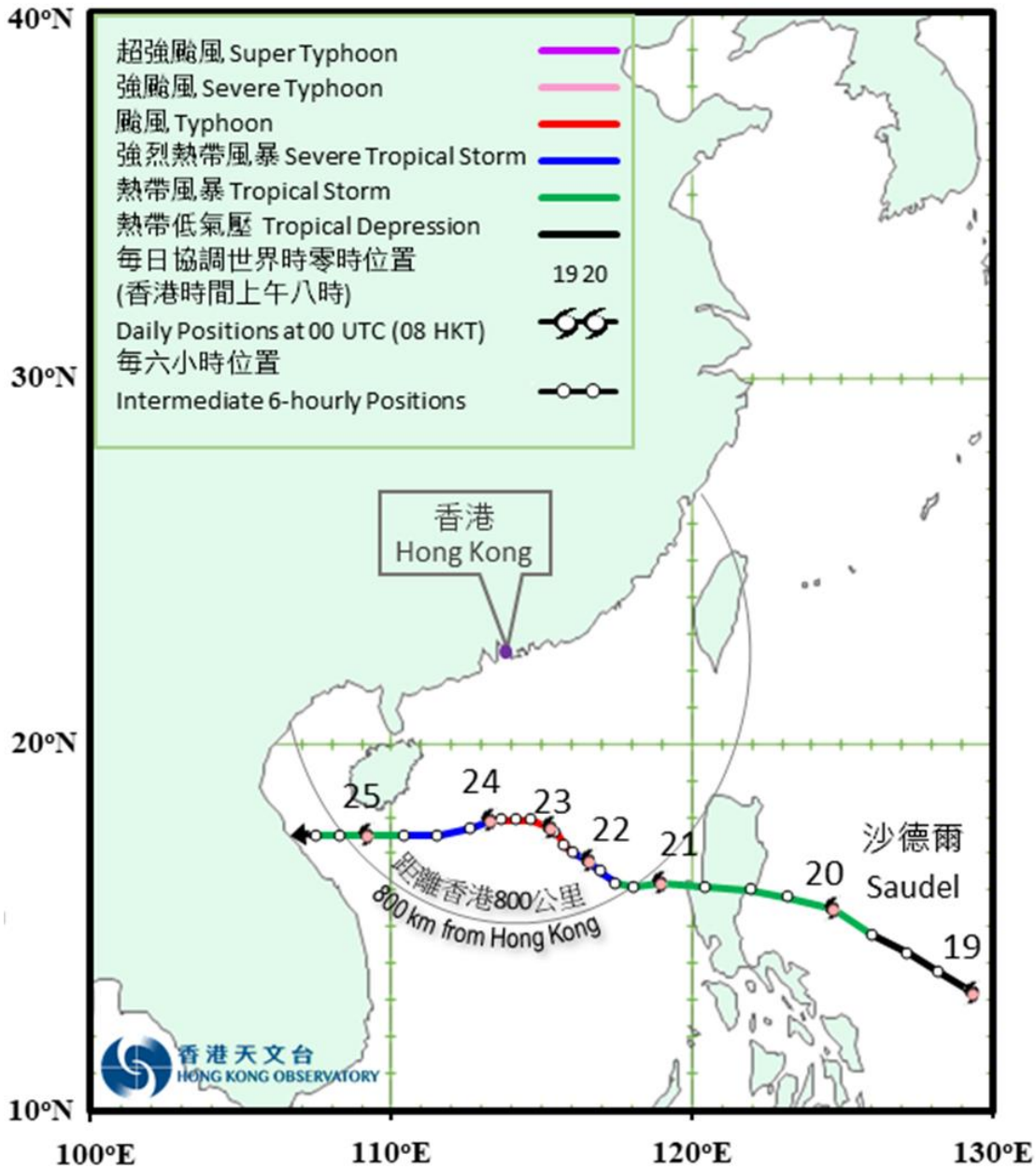


圖 2.3.1 二零二零年十月十九日至二十五日沙德爾的暫定路徑圖。

Figure 2.3.1 Provisional track of Saudel: 19 – 25 October 2020.

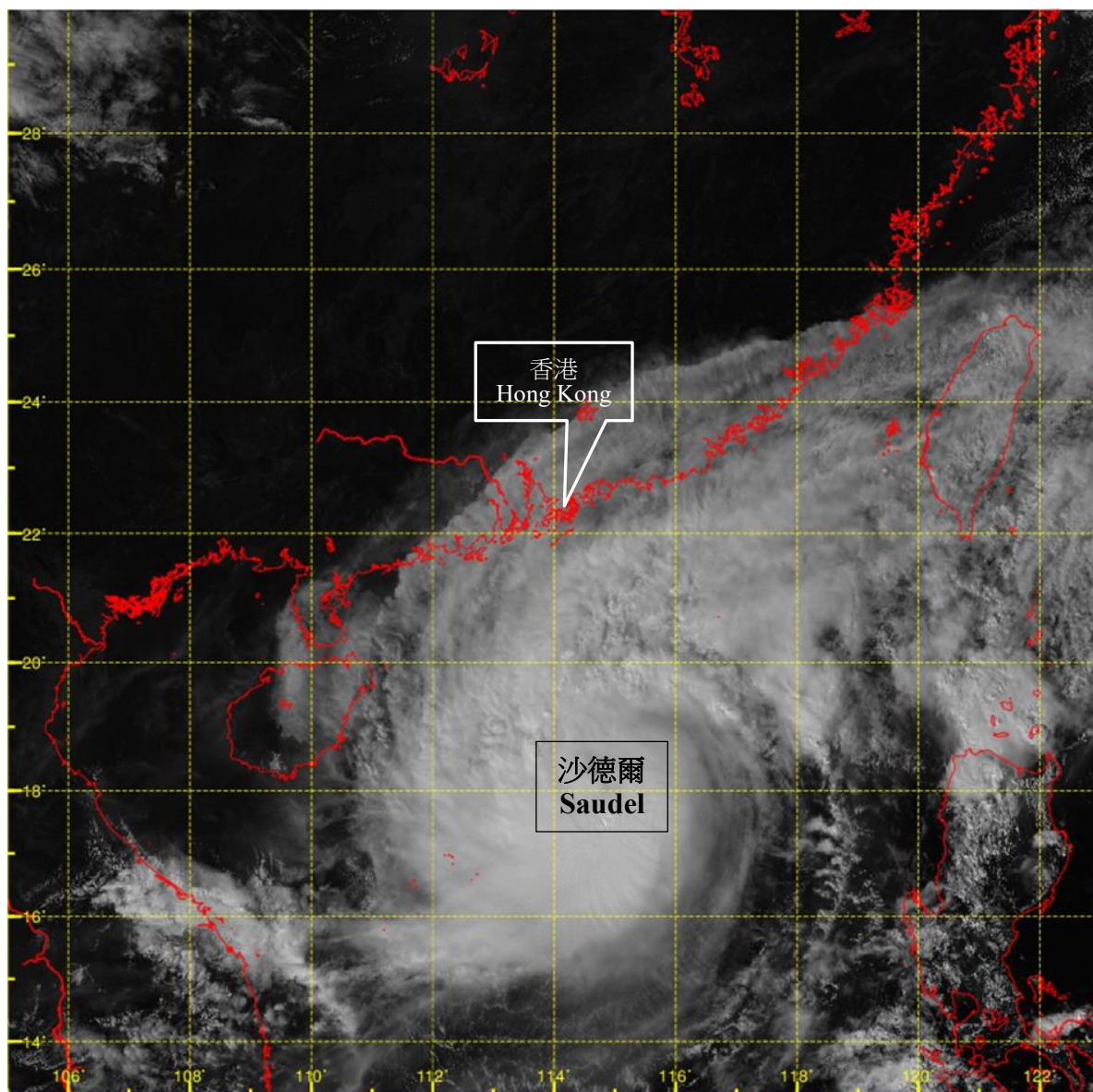


圖 2.3.2 二零二零年十月二十三日下午 2 時的可見光衛星圖片，當時沙德爾達到其最高強度，中心附近最高持續風速估計為每小時 140 公里。

Figure 2.3.2 Visible satellite imagery at around 2 p.m. on 23 October 2020, when Saudel was at peak intensity with an estimated maximum sustained wind of 140 km/h near its centre.

[此衛星圖像接收自日本氣象廳的向日葵 8 號衛星。]

[The satellite imagery was originally captured by Himawari-8 Satellite (H-8) of Japan Meteorological Agency (JMA).]

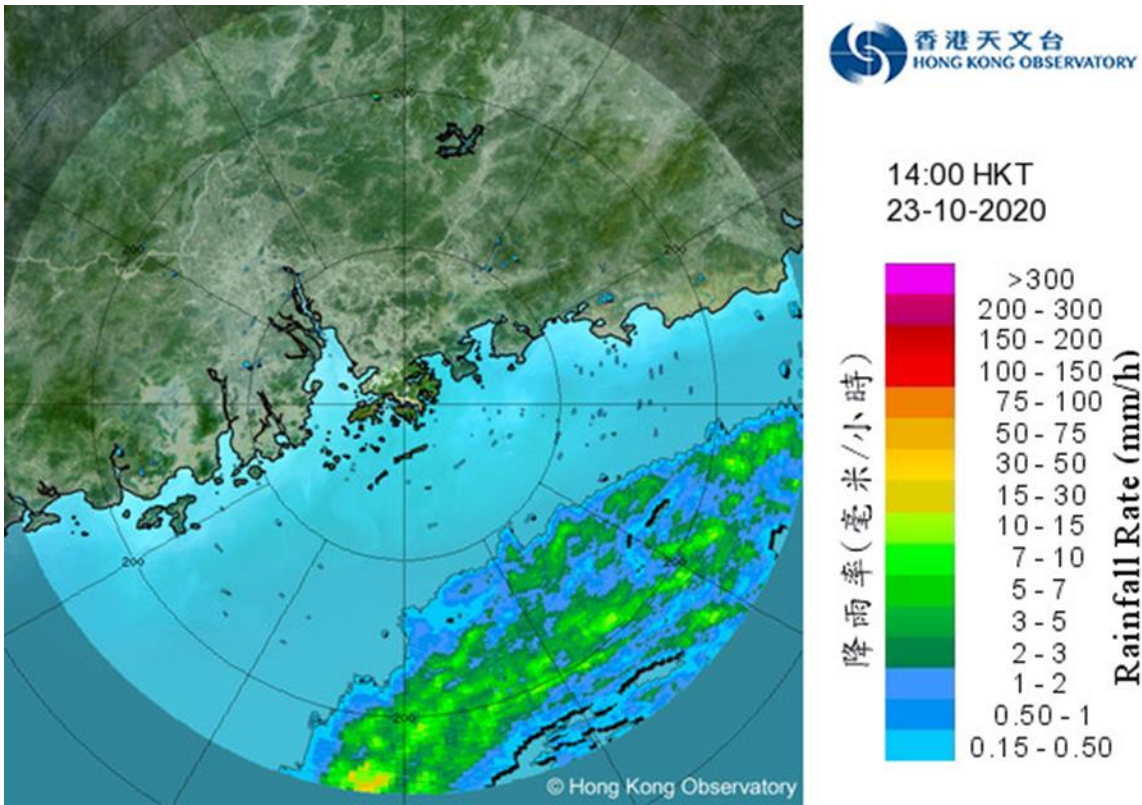
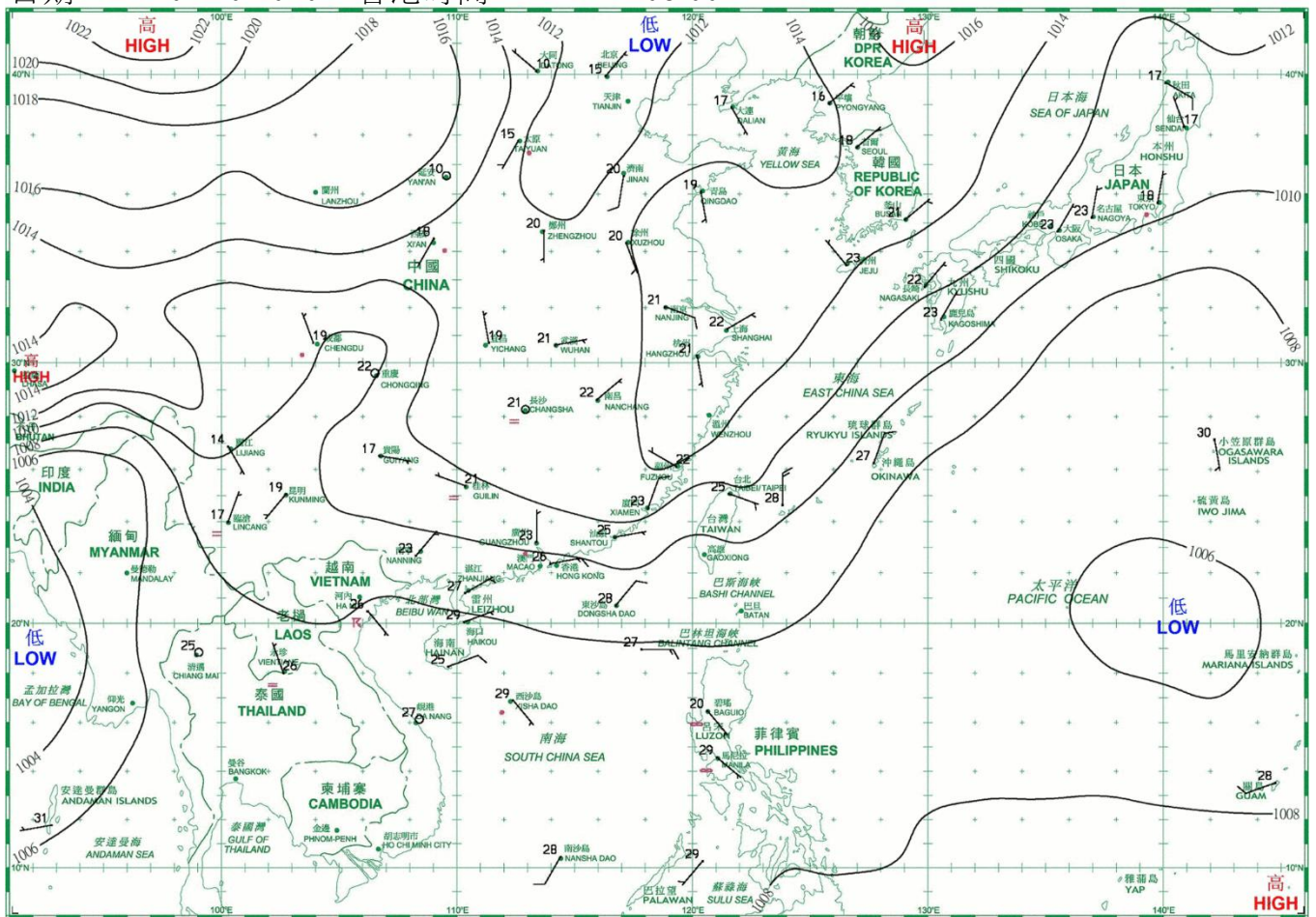


圖 2.3.3 二零二零年十月二十三日下午 2 時的雷達回波圖像，當時與沙德爾相關的雨帶正影響南海北部。

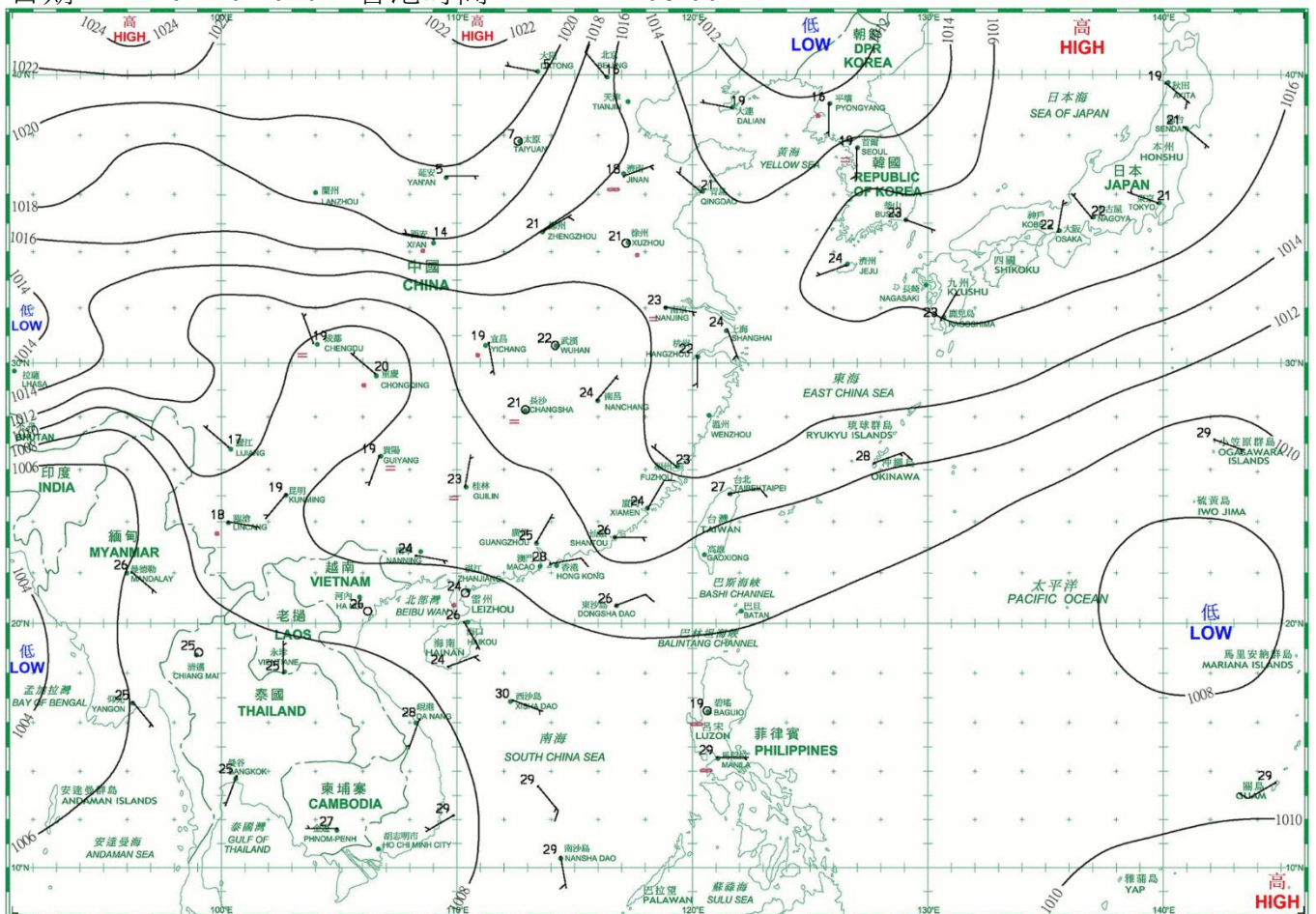
Figure 2.3.3 Radar echoes captured at 2 p.m. on 23 October 2020. The rainbands associated with Saudel were affecting the northern part of the South China Sea at the time.

3. 二零二零年十月每日天氣圖 Daily Weather Maps for October 2020

日期/Date: 01.10.2020 香港時間/HK Time: 08:00

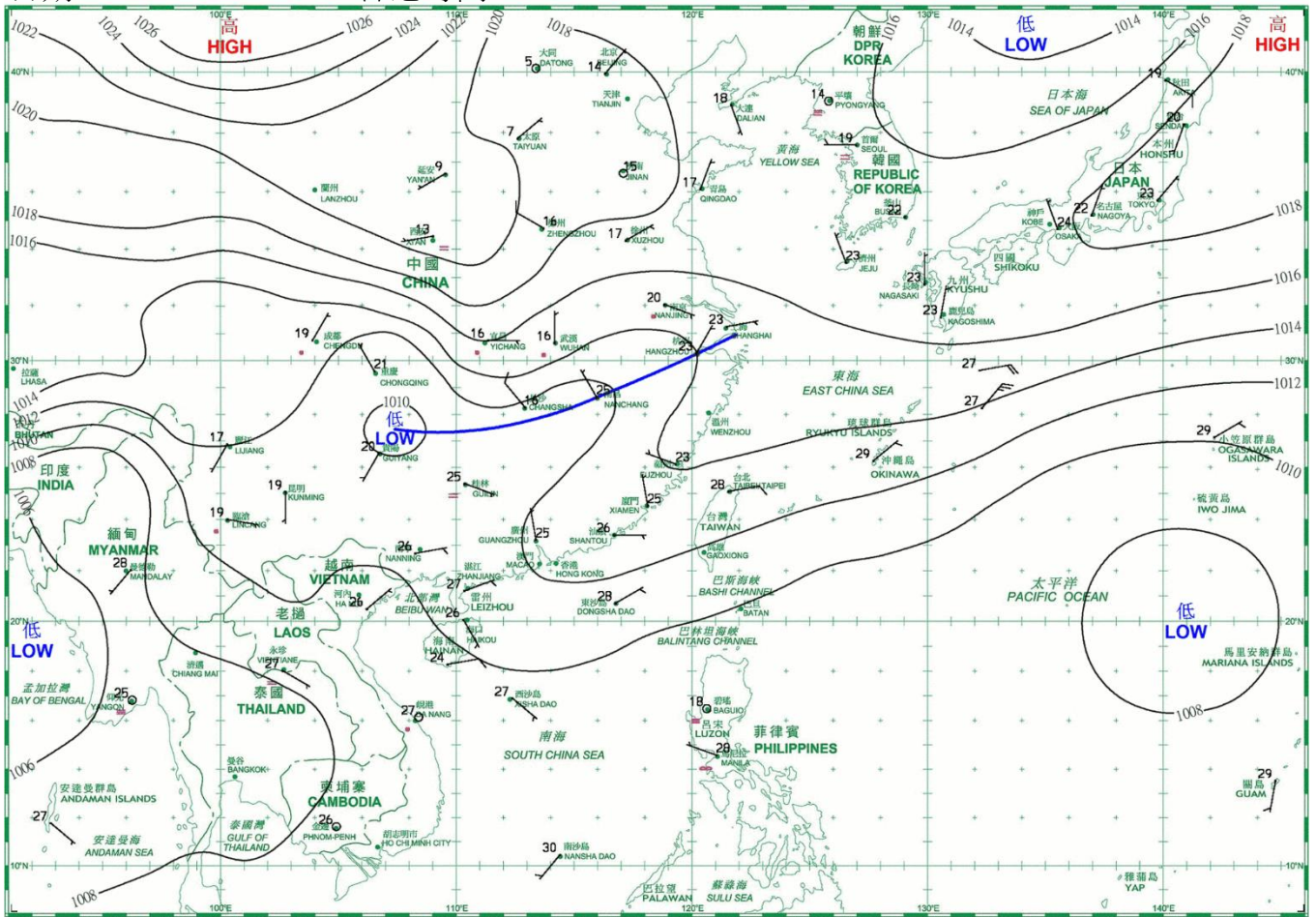


日期/Date: 02.10.2020 香港時間/HK Time: 08:00

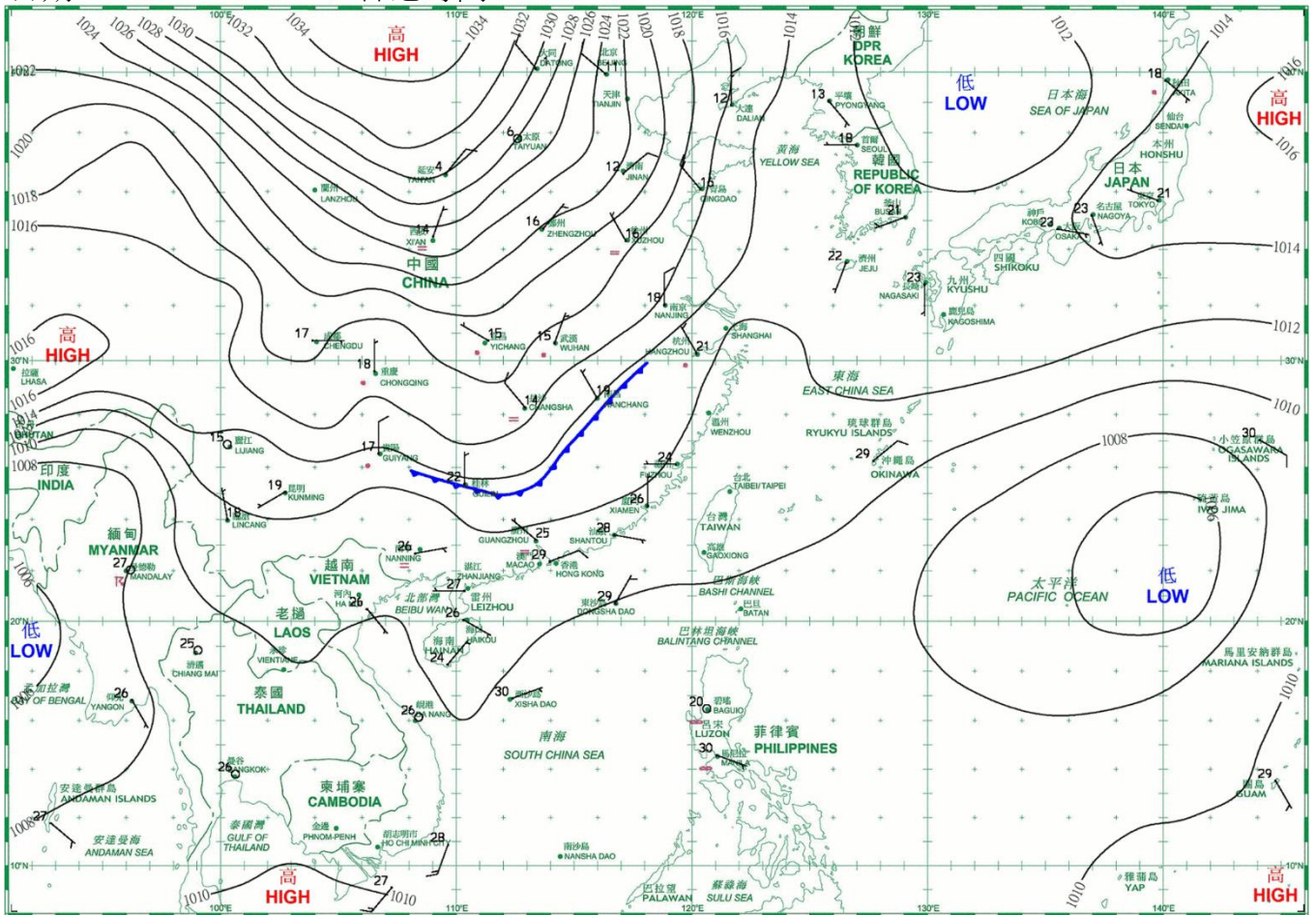


- 等壓線 Isobar(hPa)
- 暖鋒 Warm Front
- 靜止鋒 Stationary Front
- 消散中的冷鋒 Dissipating Cold Front
- 冷鋒 Cold Front
- 錮囚鋒 Occlusion
- 槽軸 (線) Axis of Trough
- 熱帶氣旋中心 Centre of Tropical Cyclone

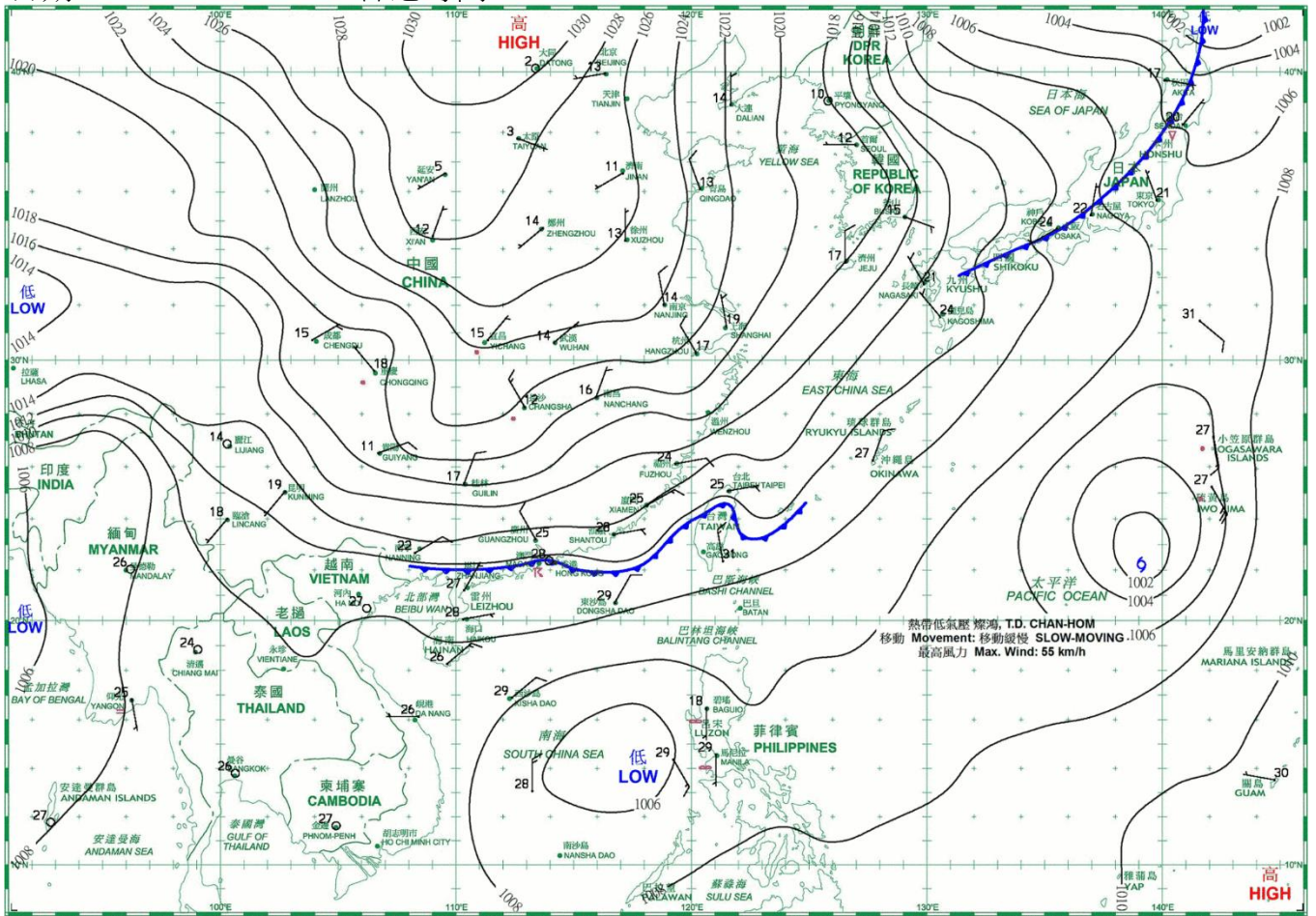
日期/Date: 03.10.2020 香港時間/HK Time: 08:00



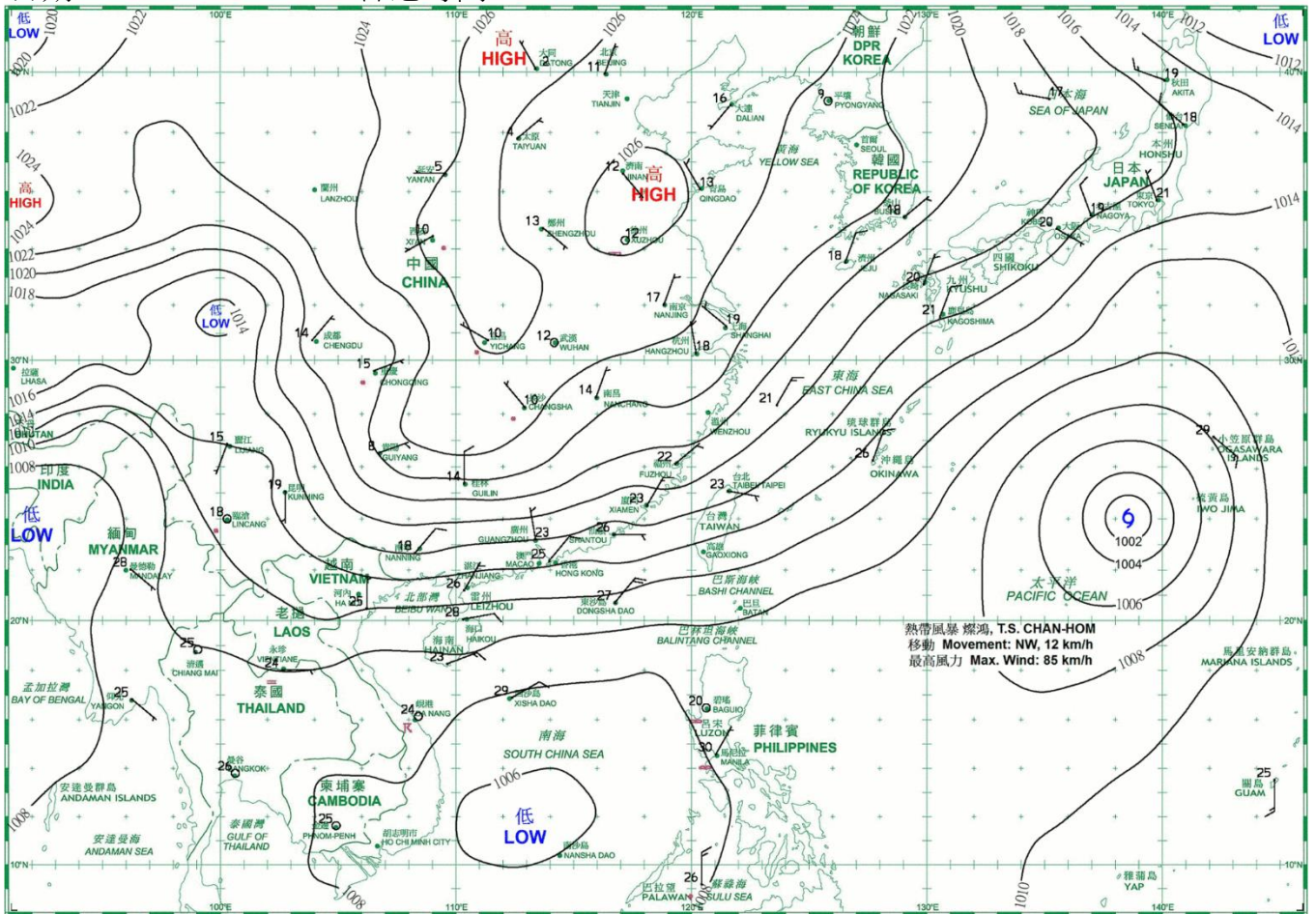
日期/Date: 04.10.2020 香港時間/HK Time: 08:00



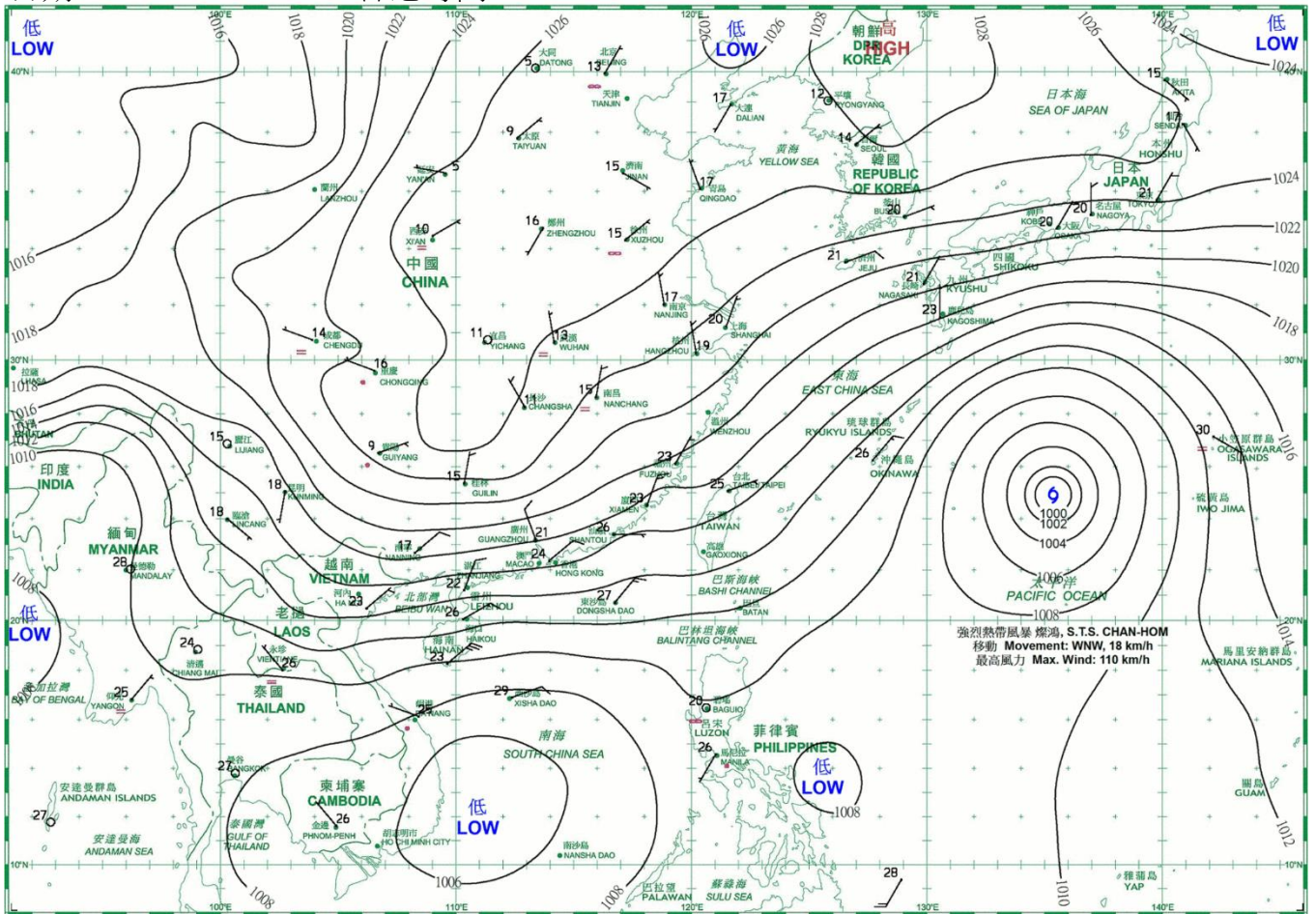
日期/Date: 05.10.2020 香港時間/HK Time: 08:00



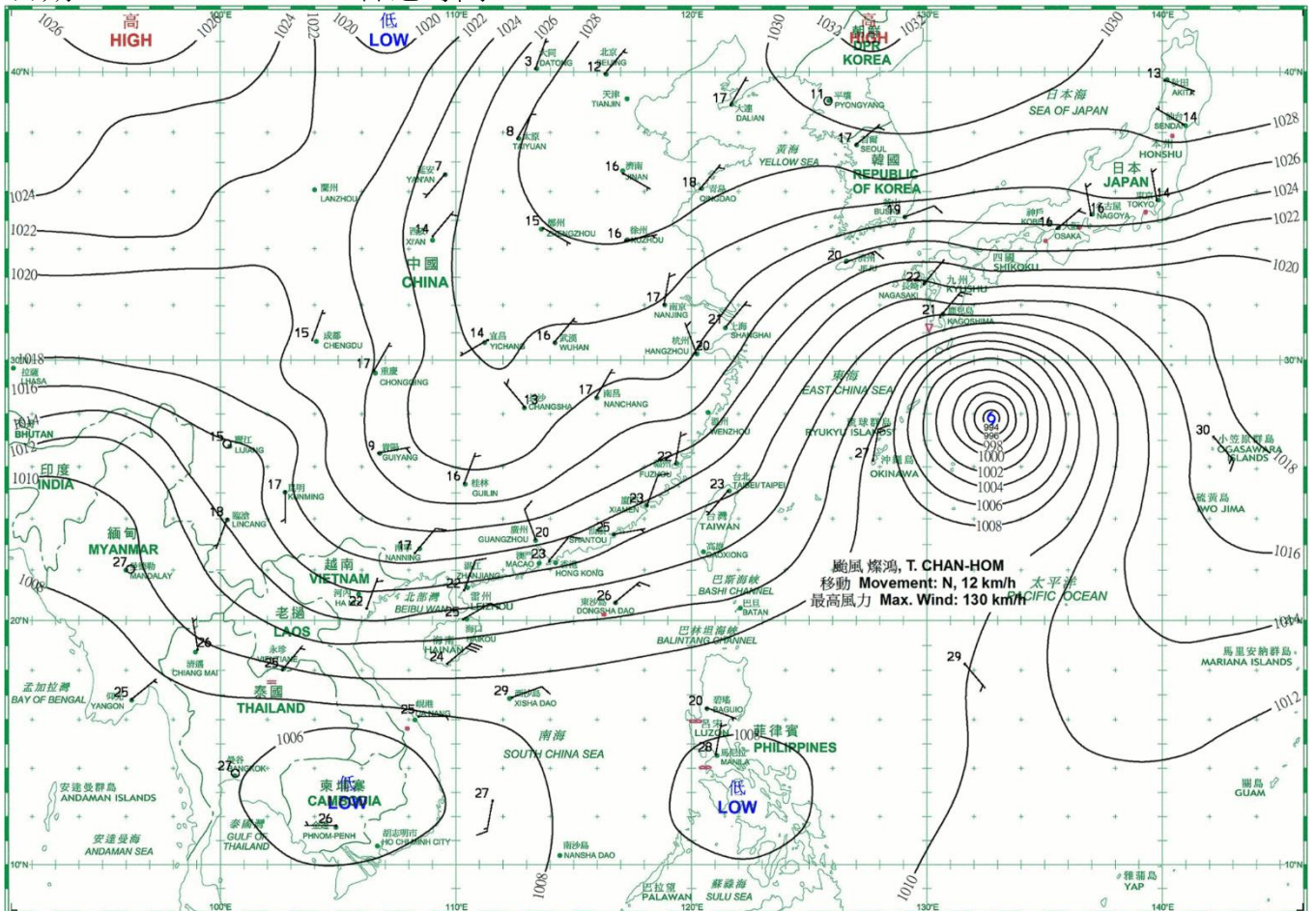
日期/Date: 06.10.2020 香港時間/HK Time: 08:00



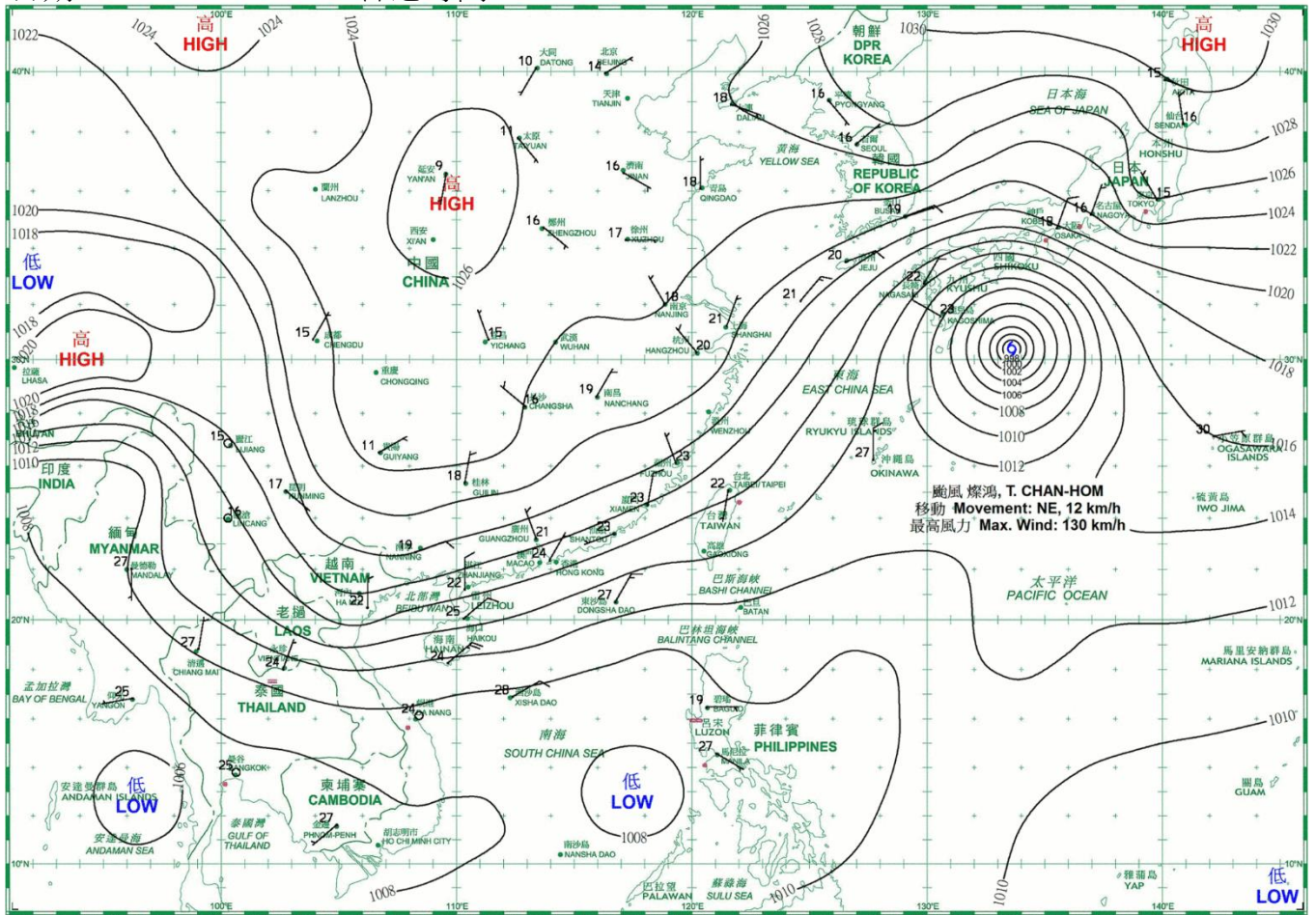
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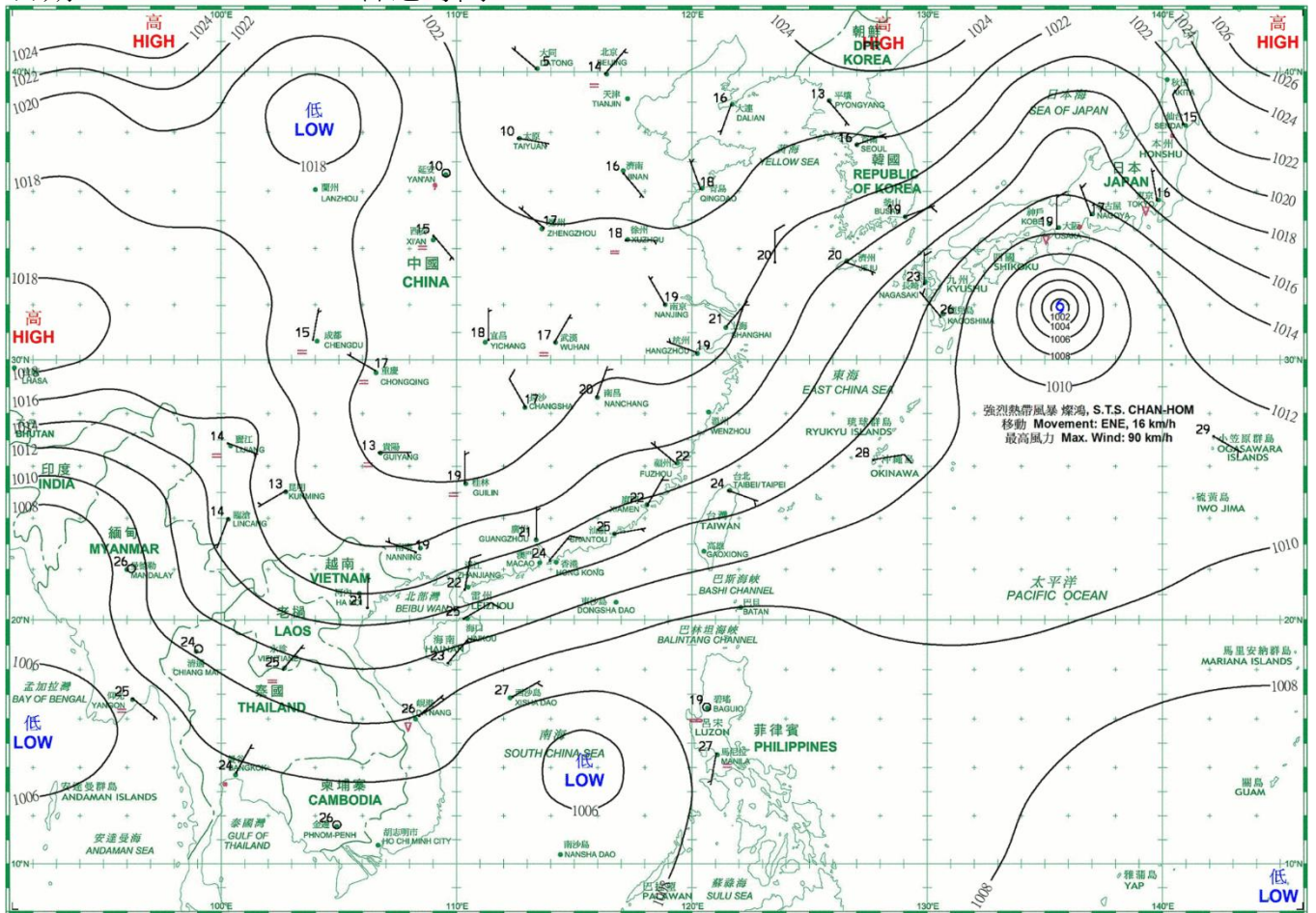
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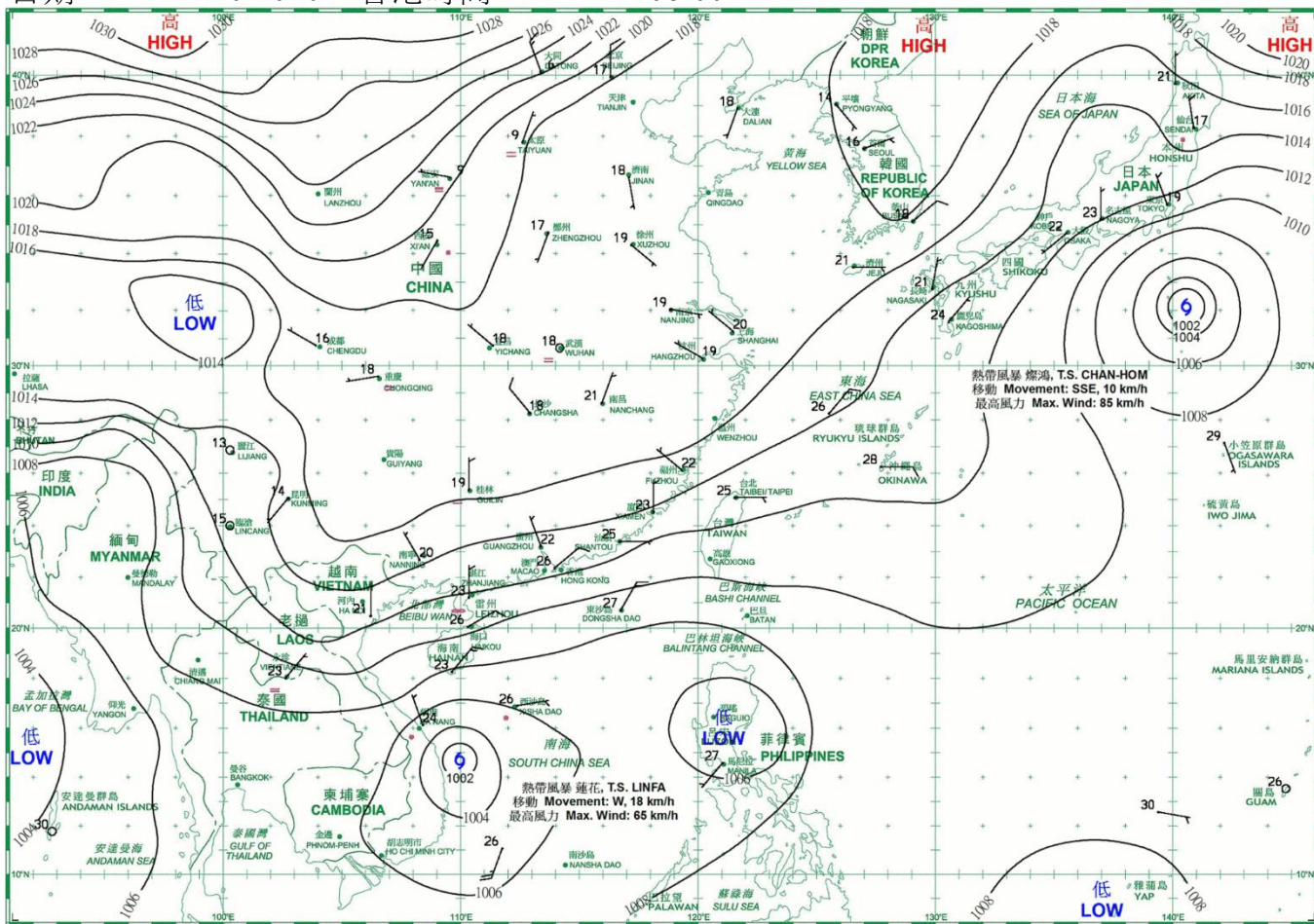
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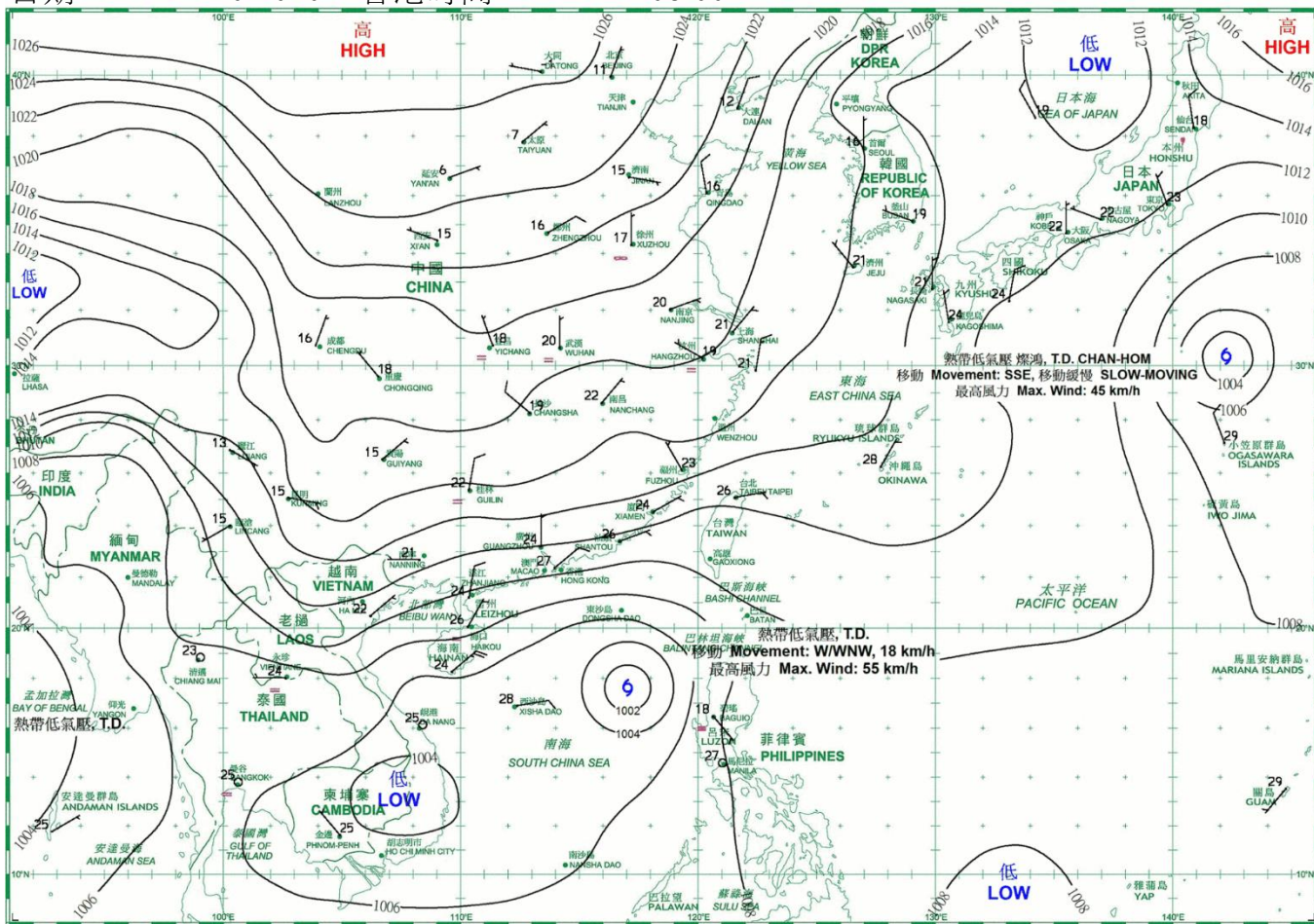
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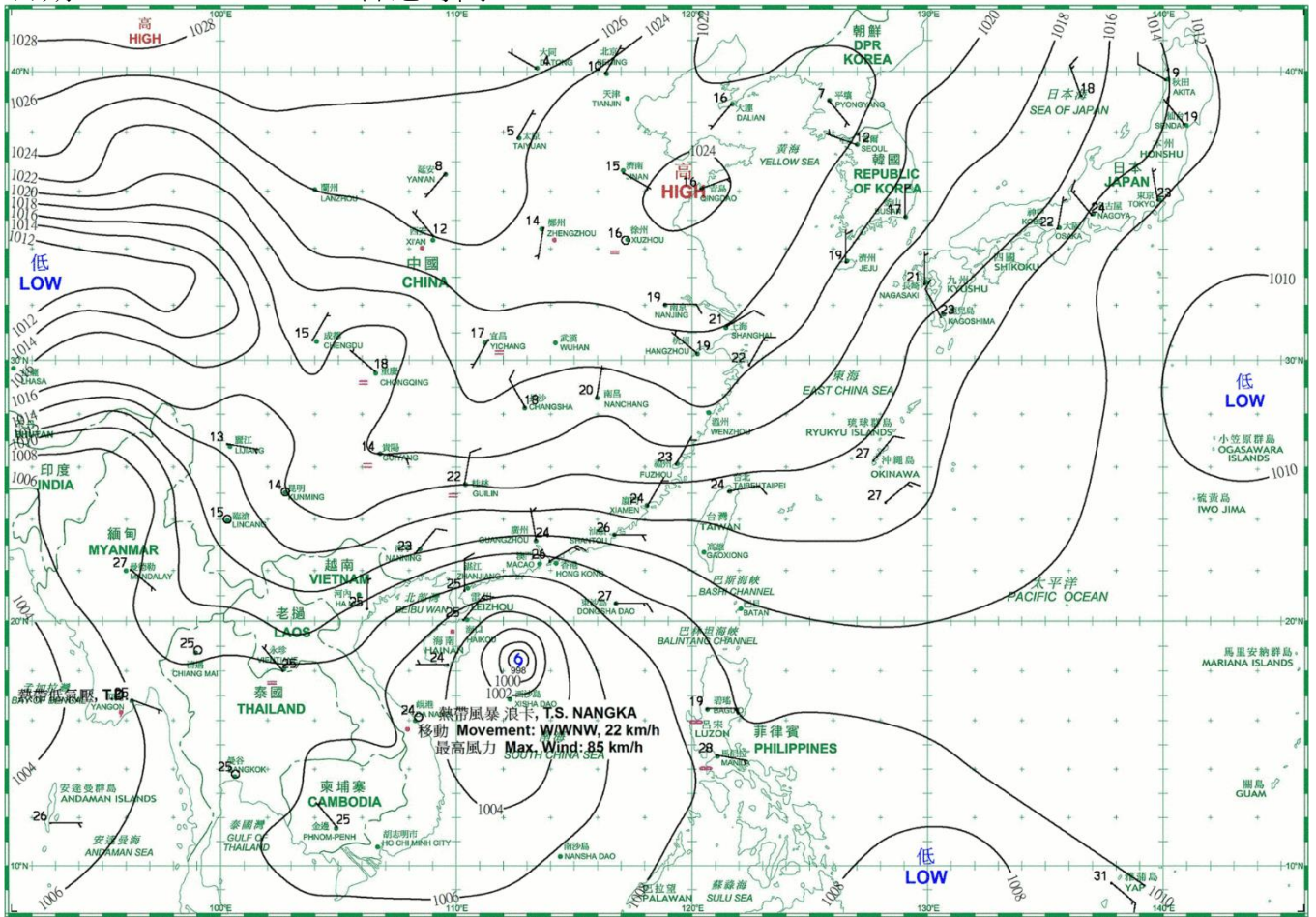
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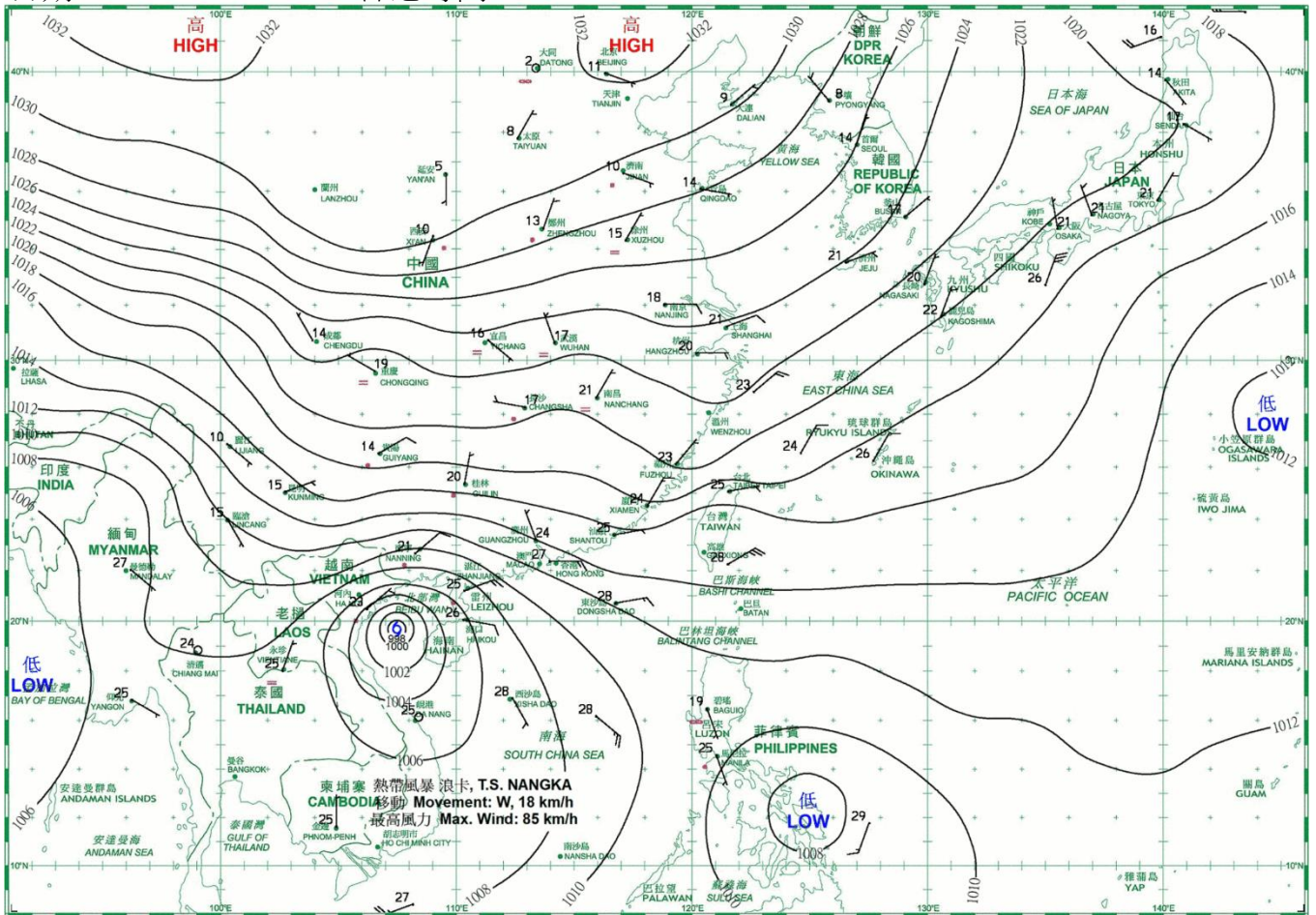
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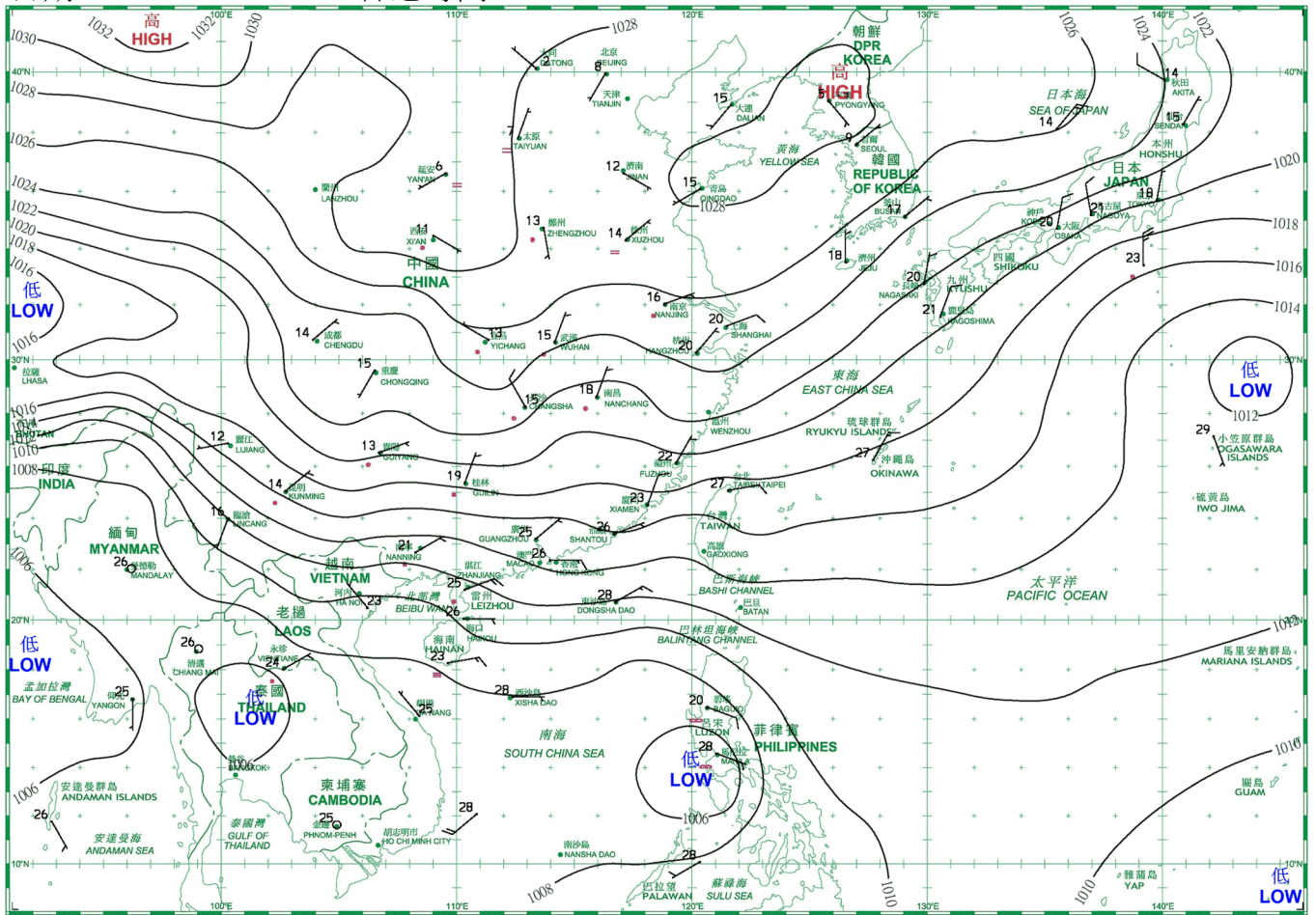
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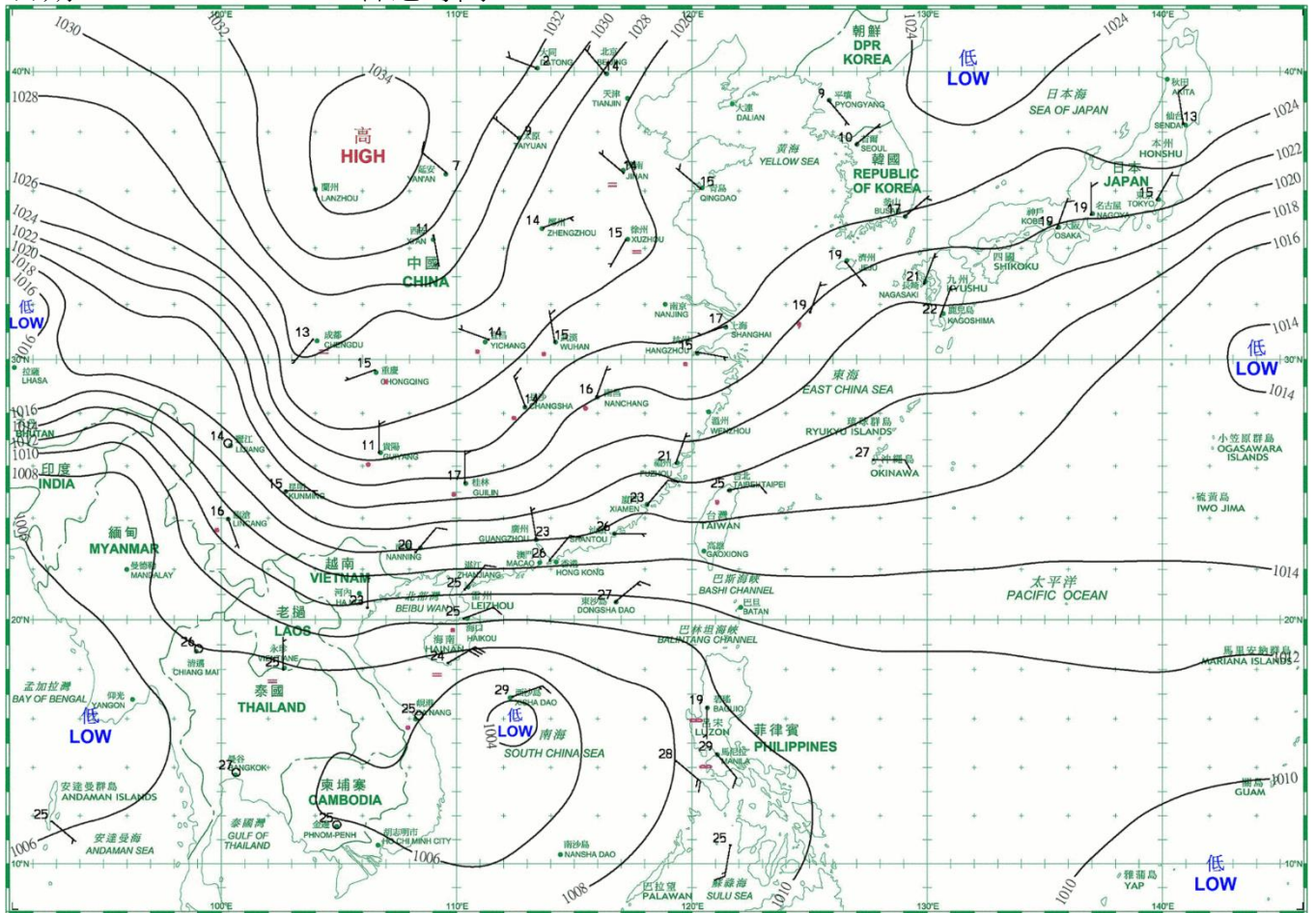
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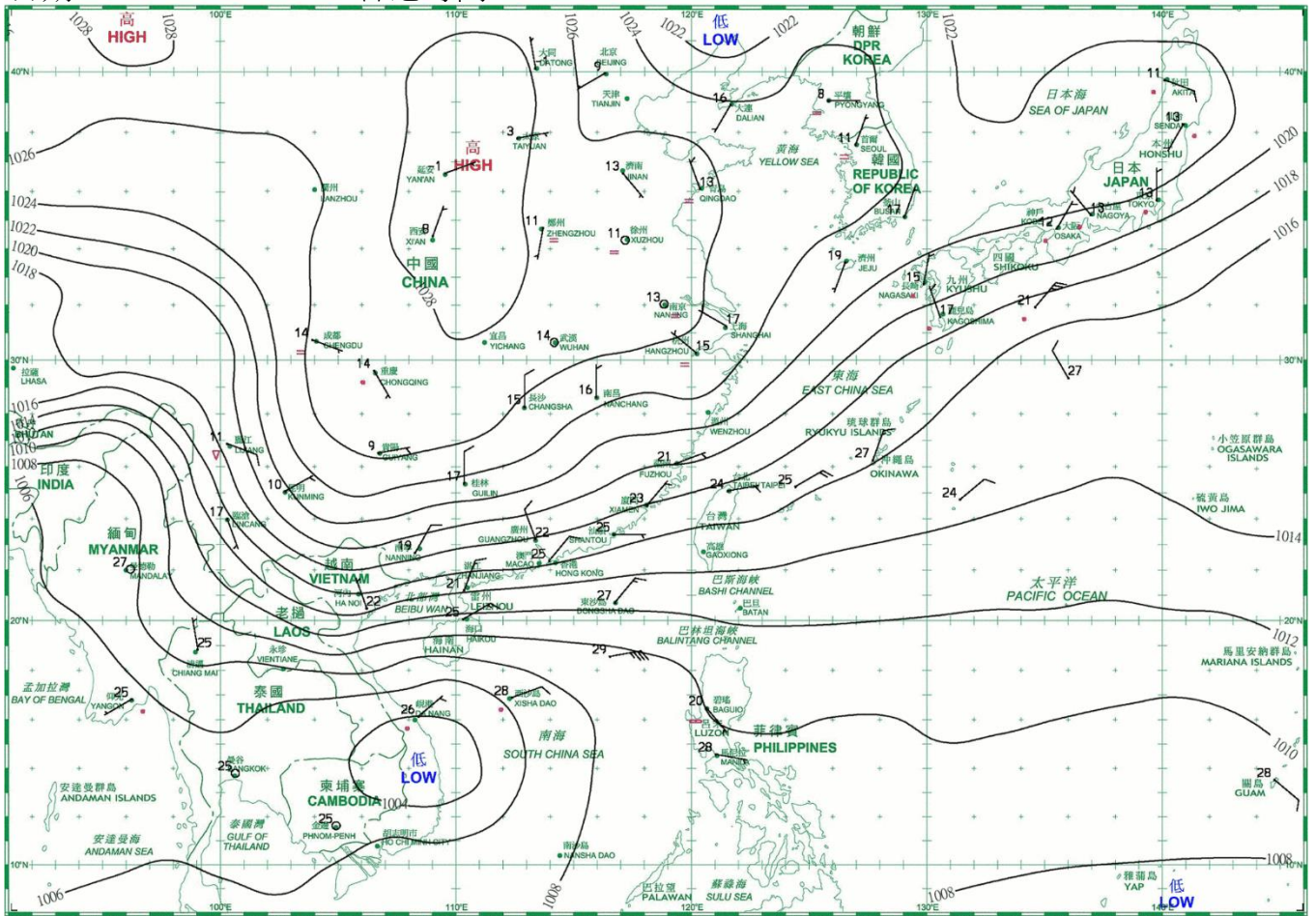
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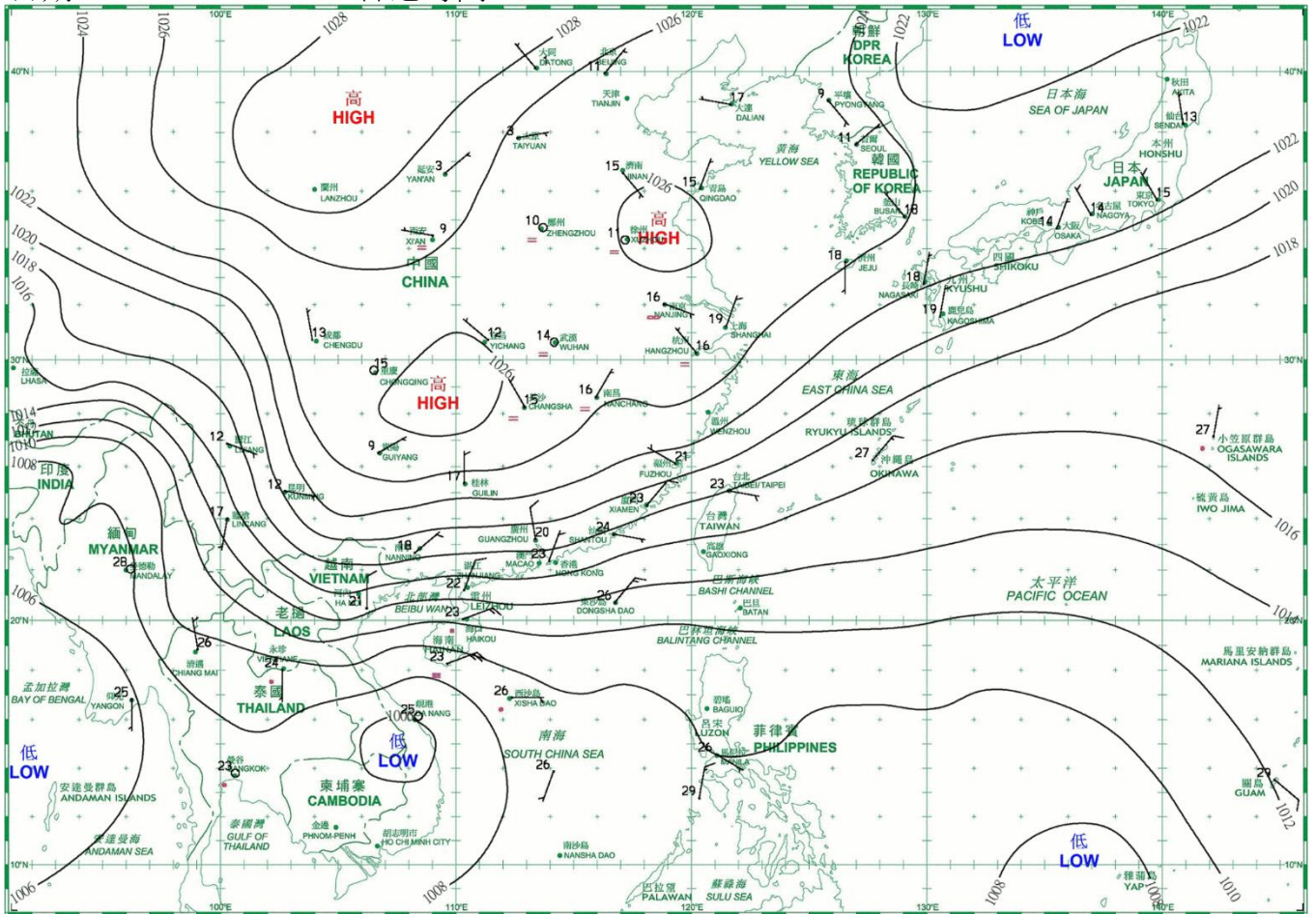
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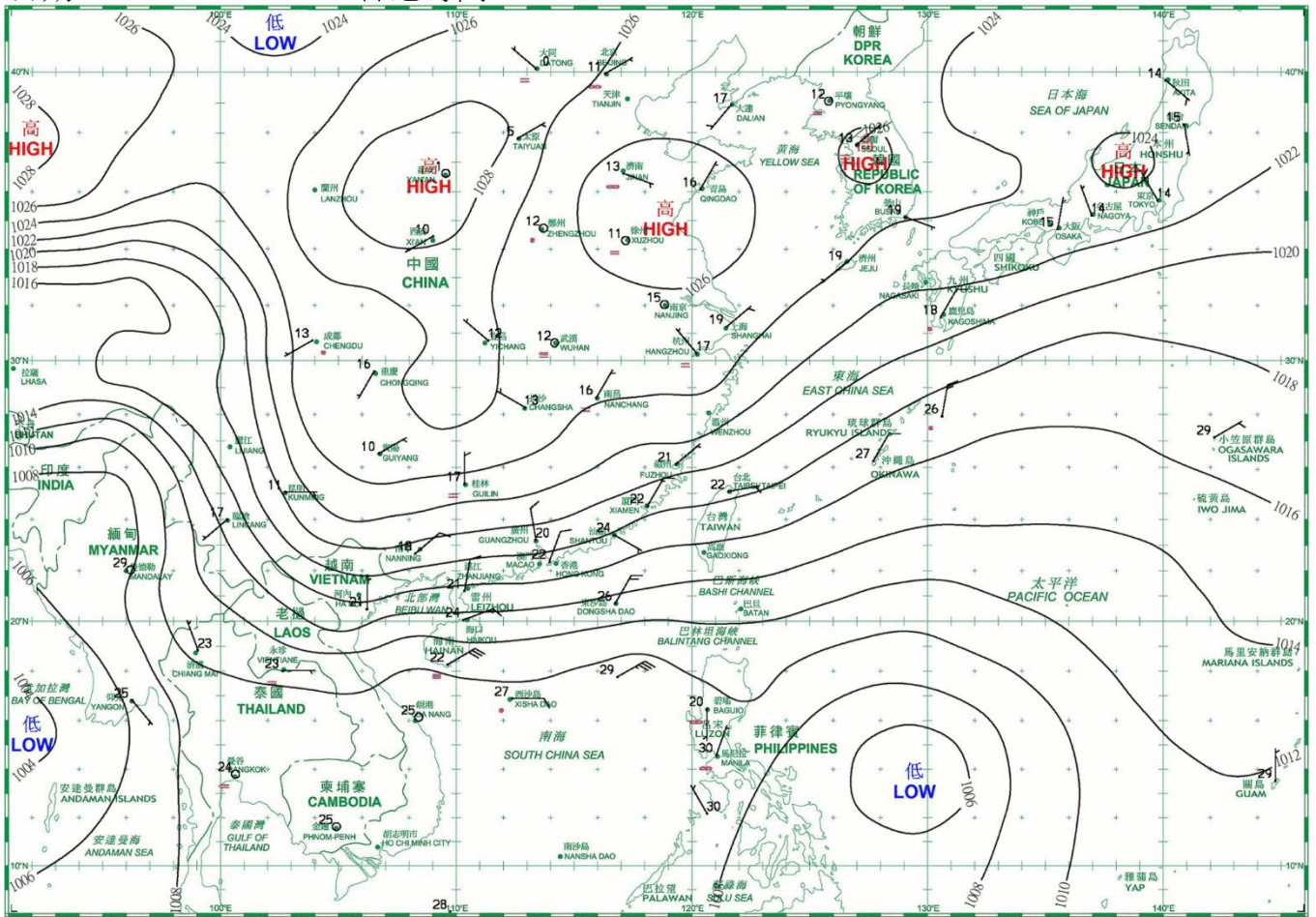
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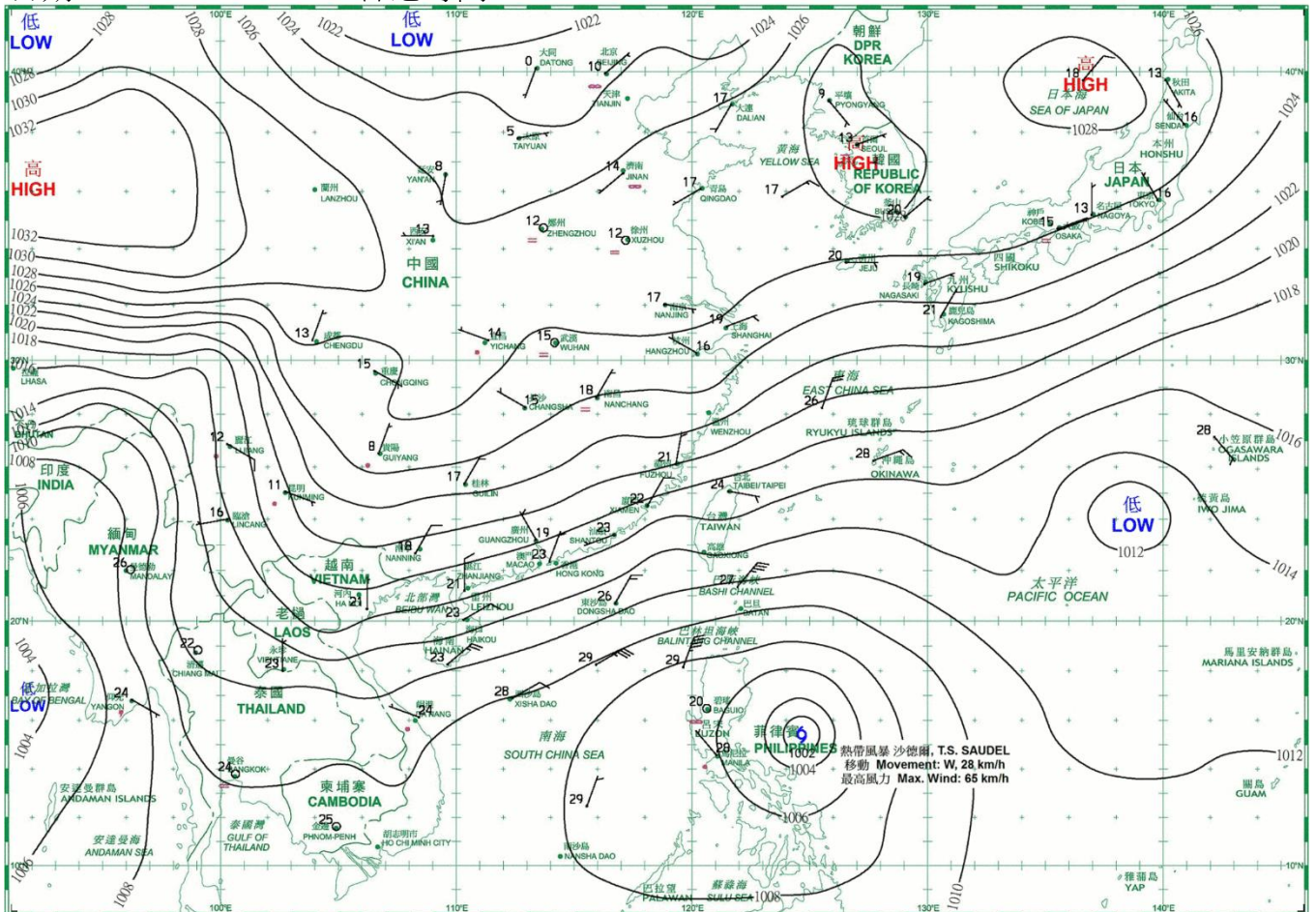
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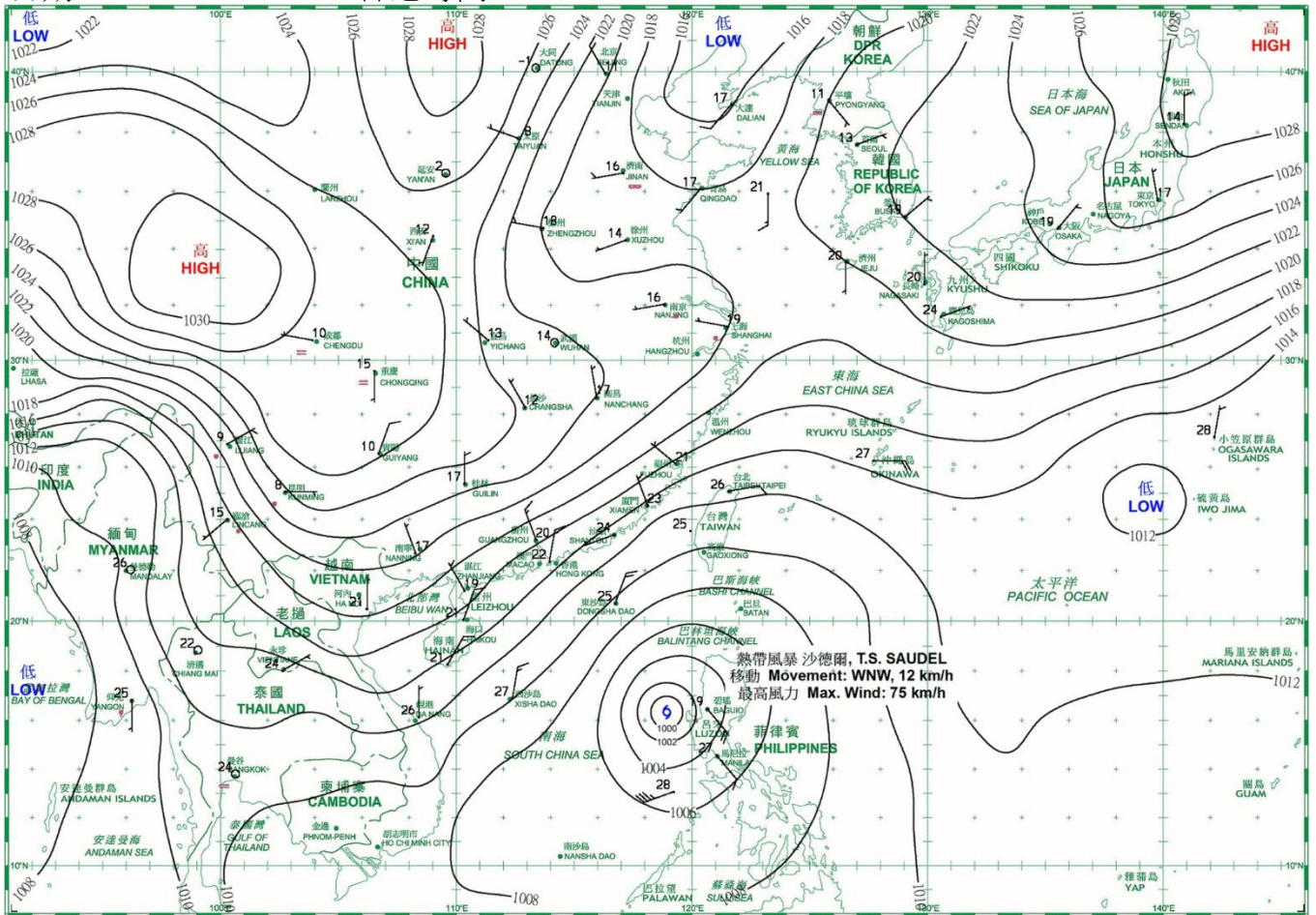
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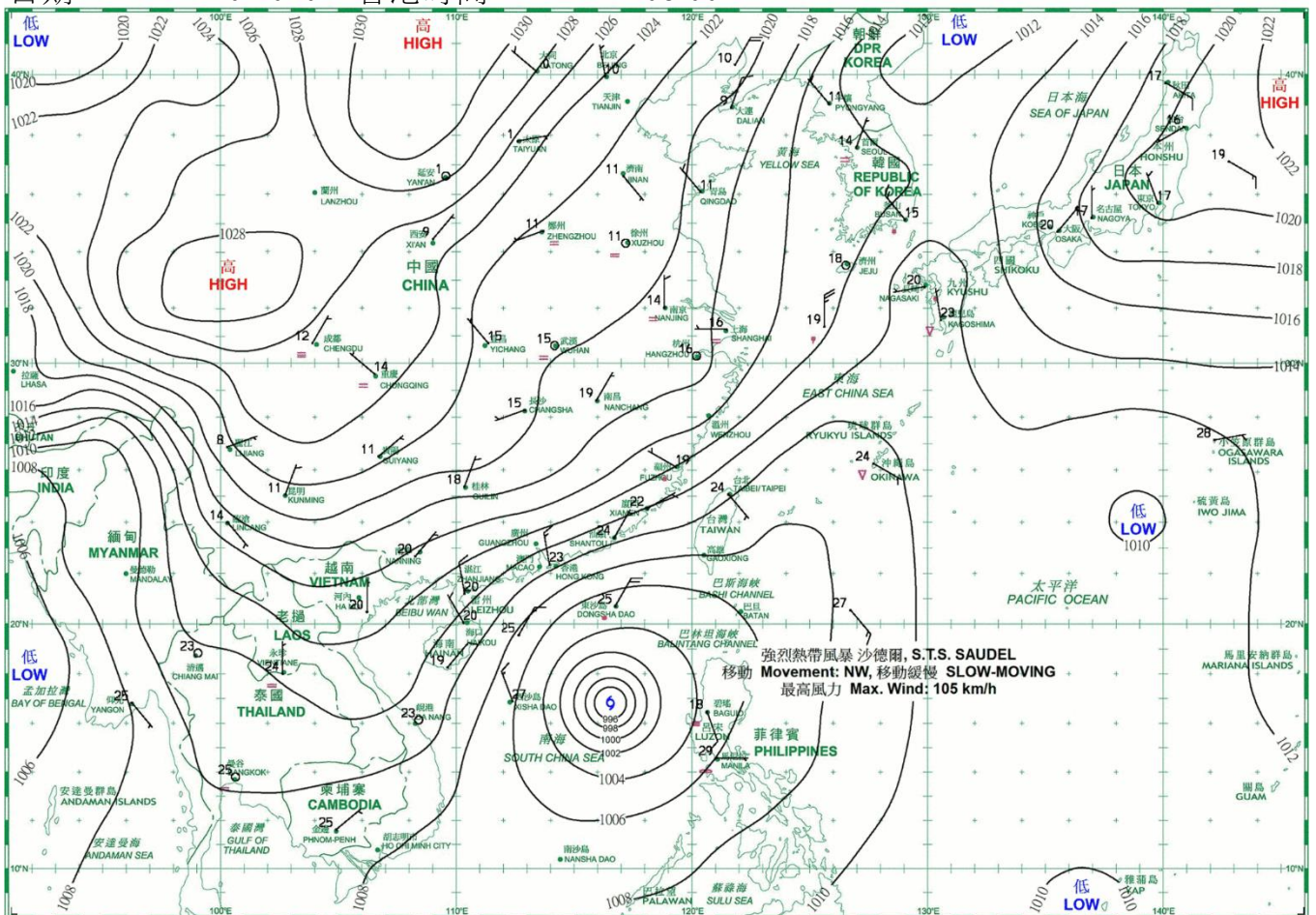
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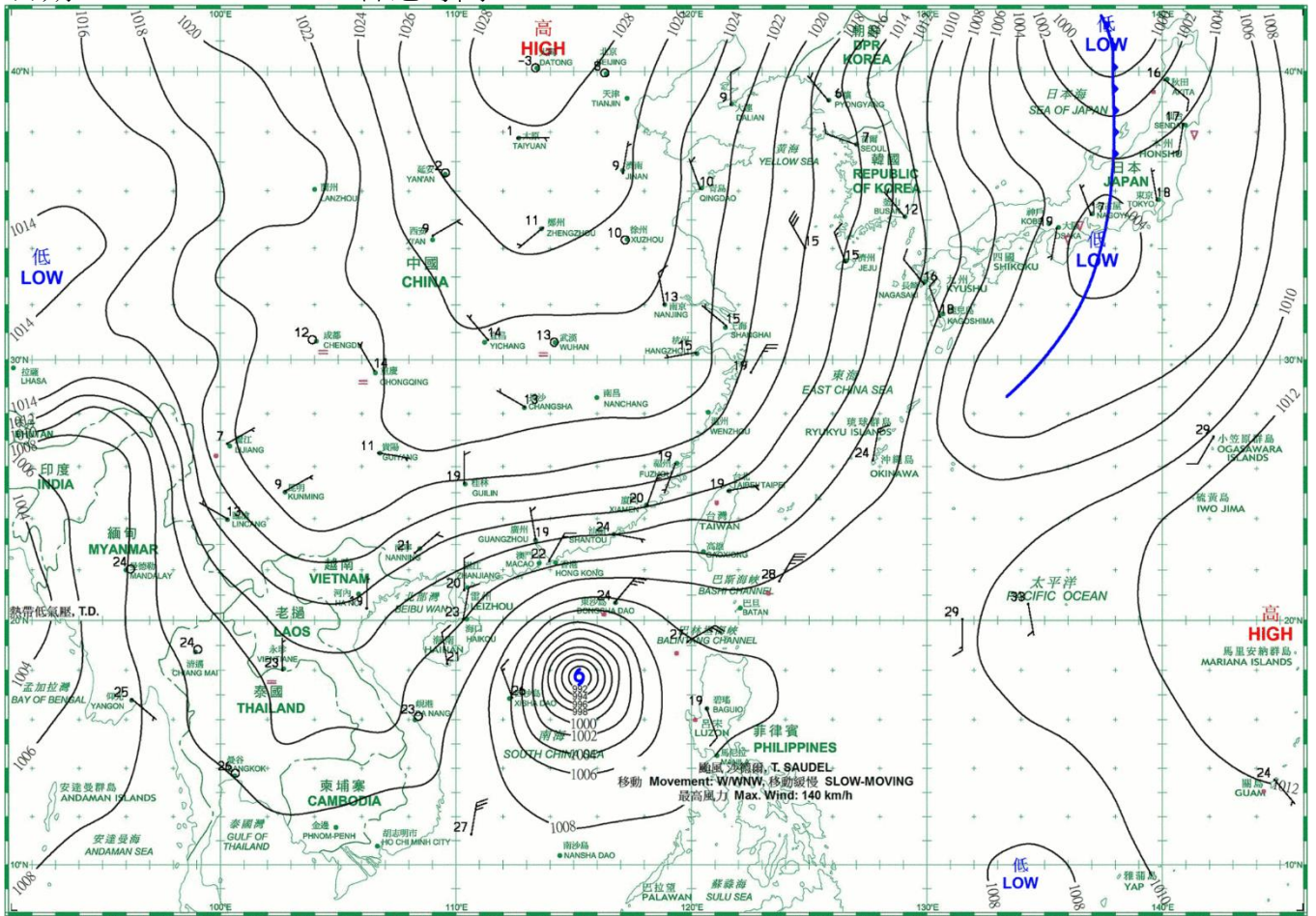
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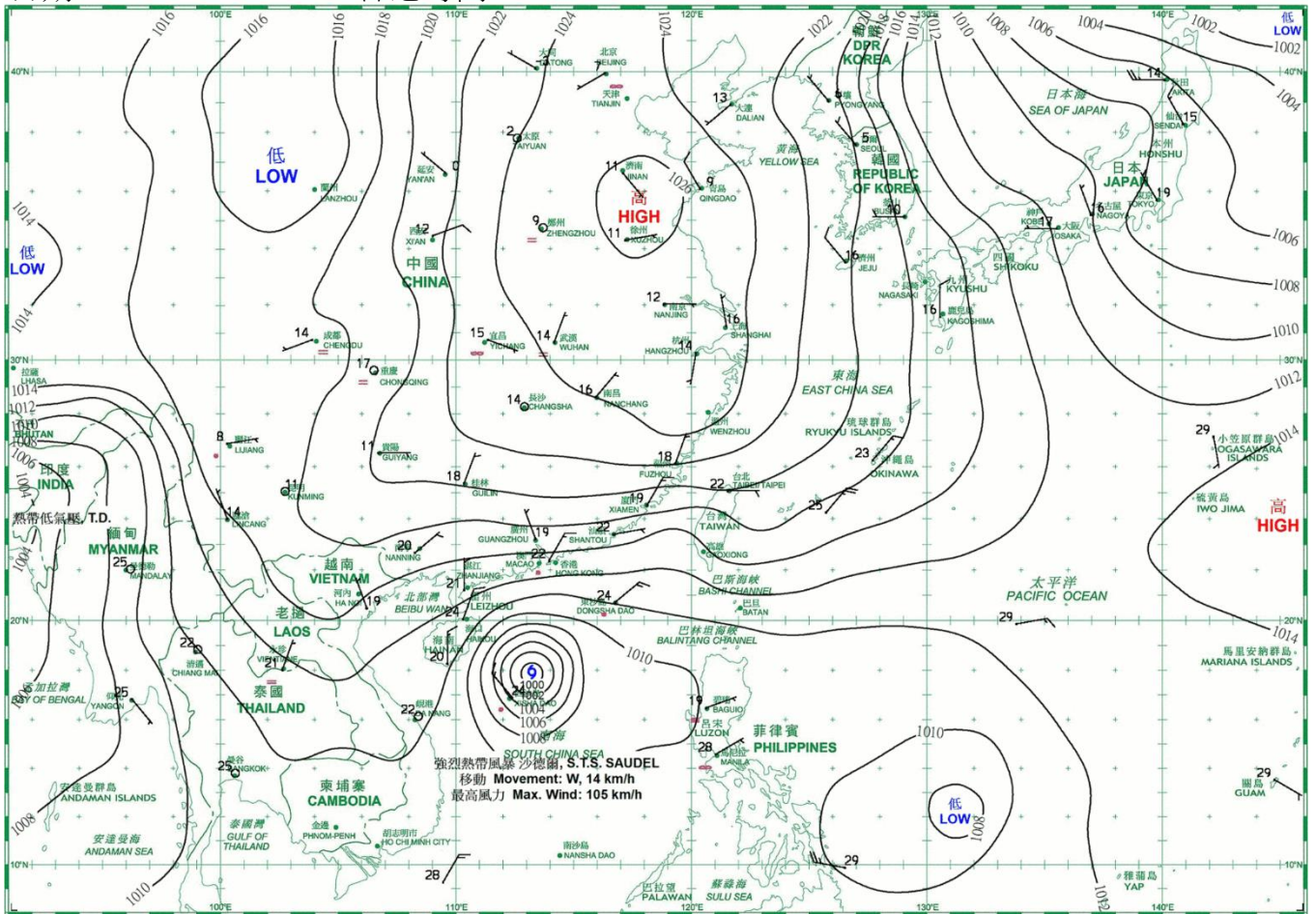
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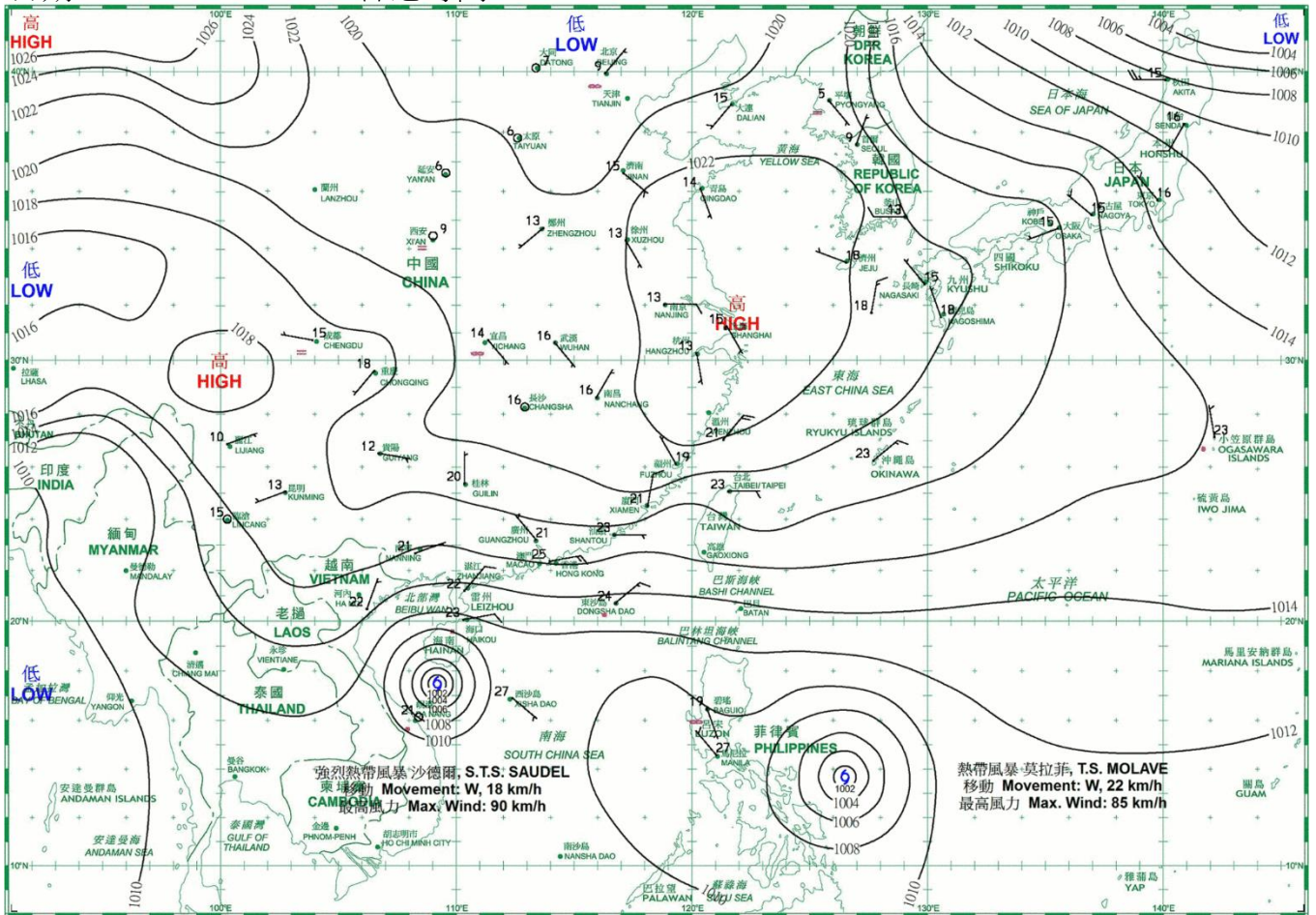
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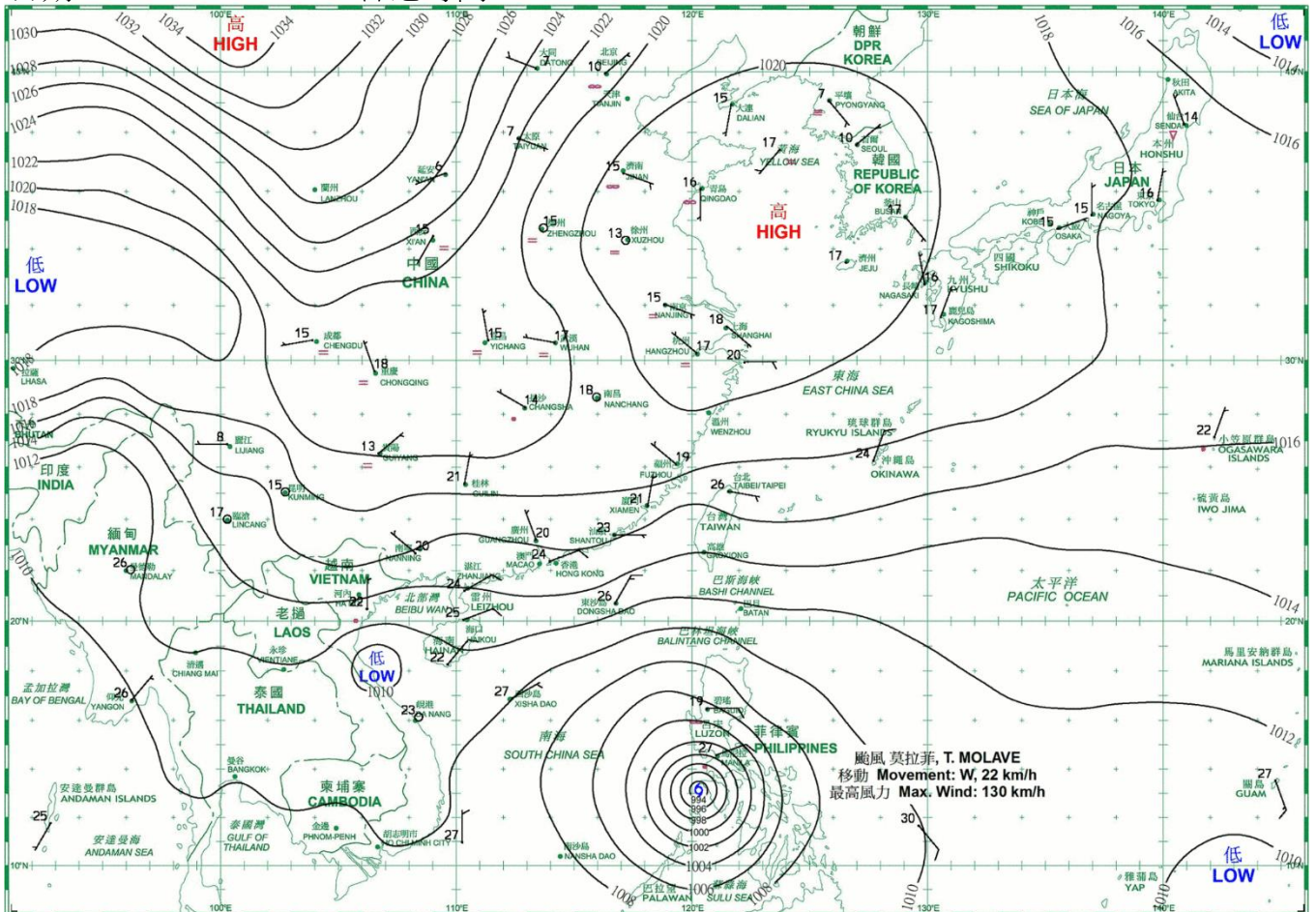
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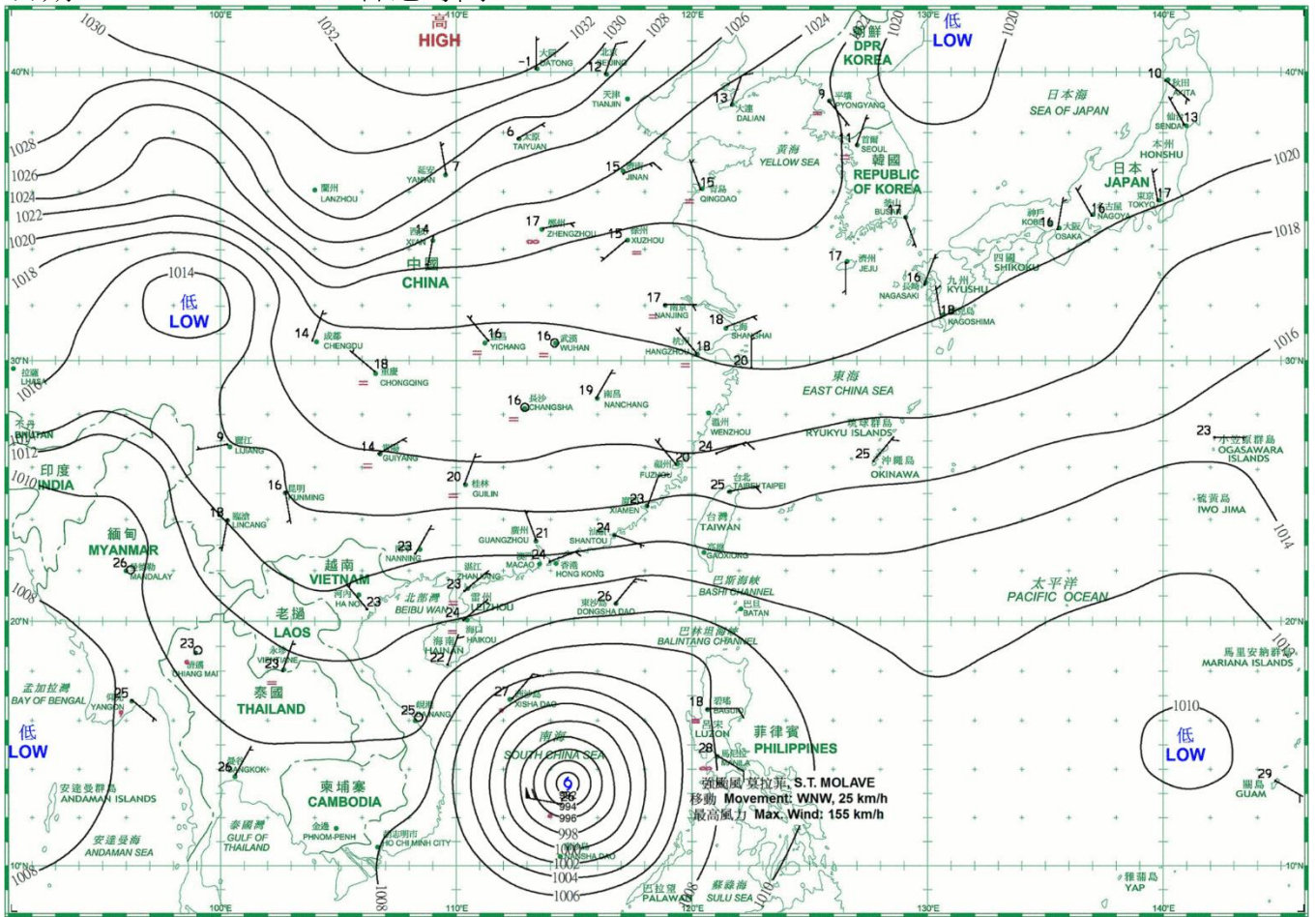
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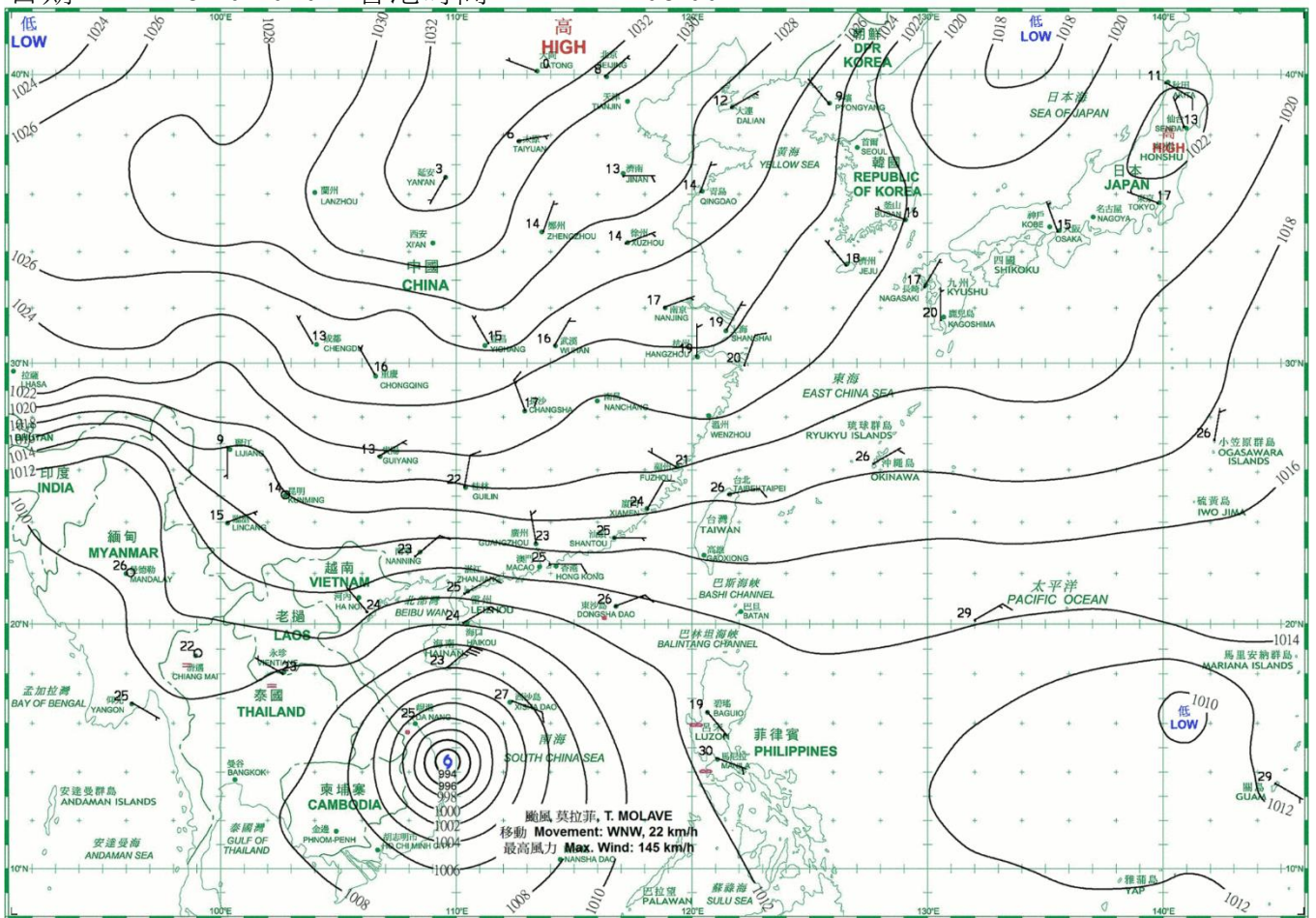
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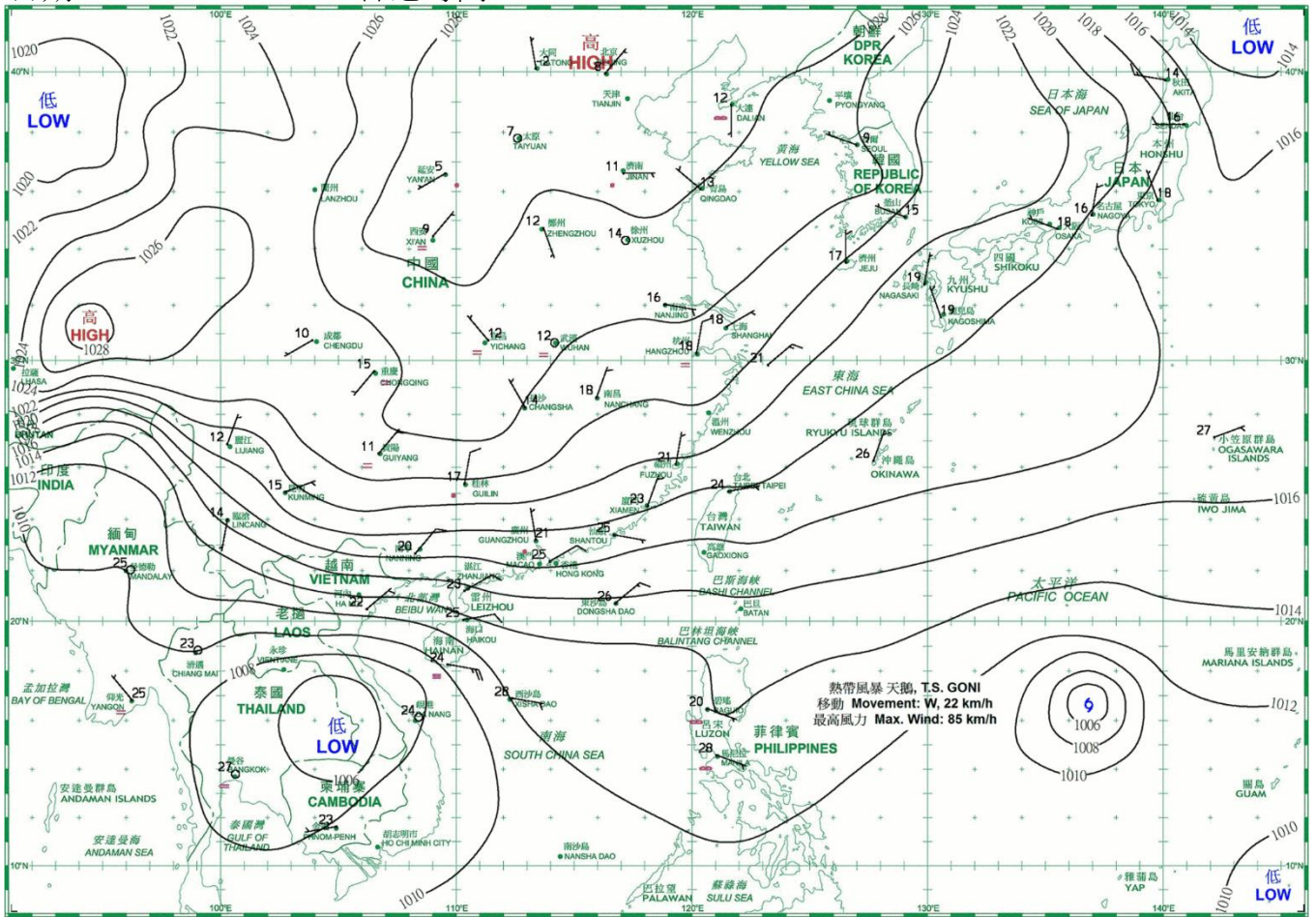
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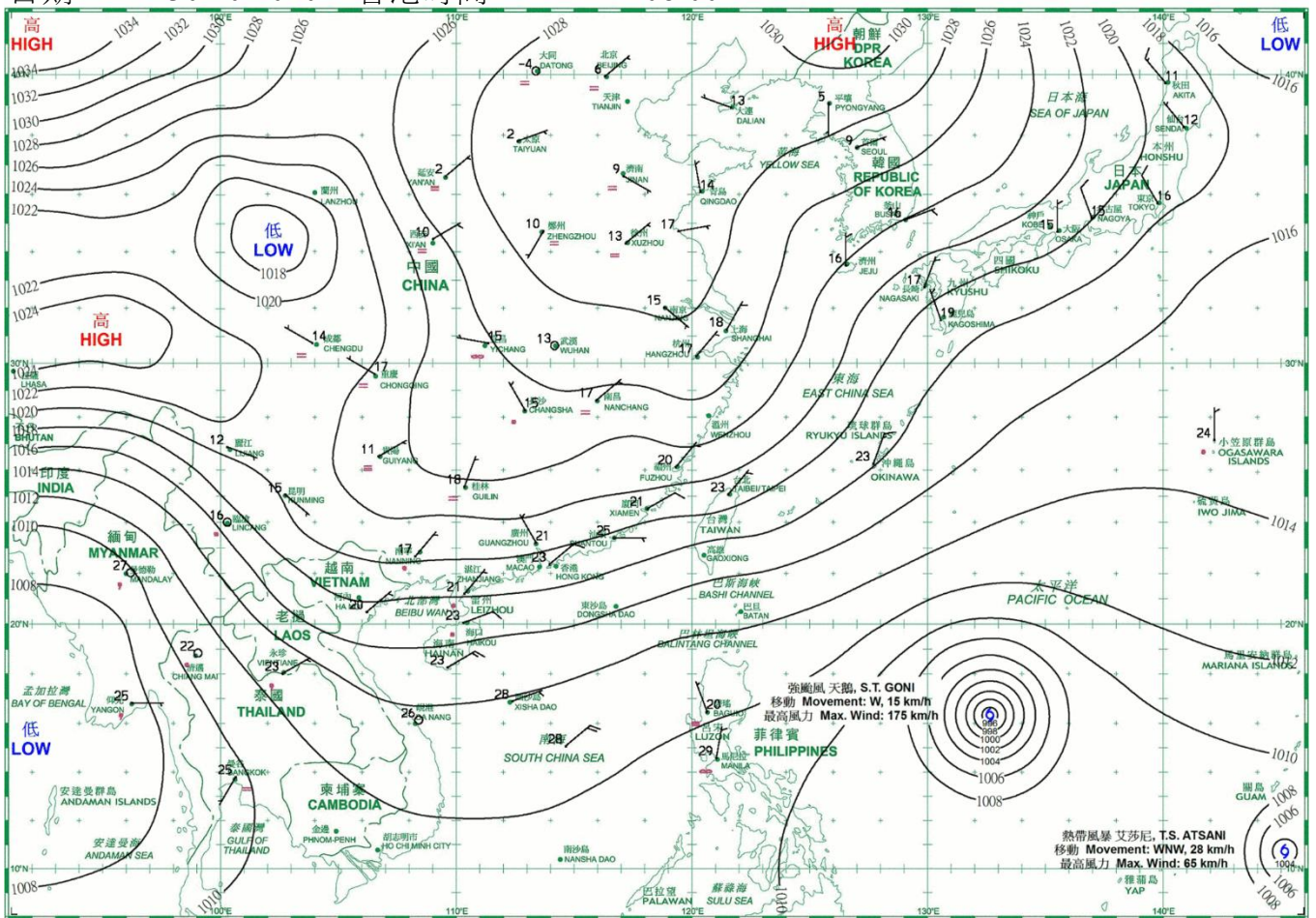
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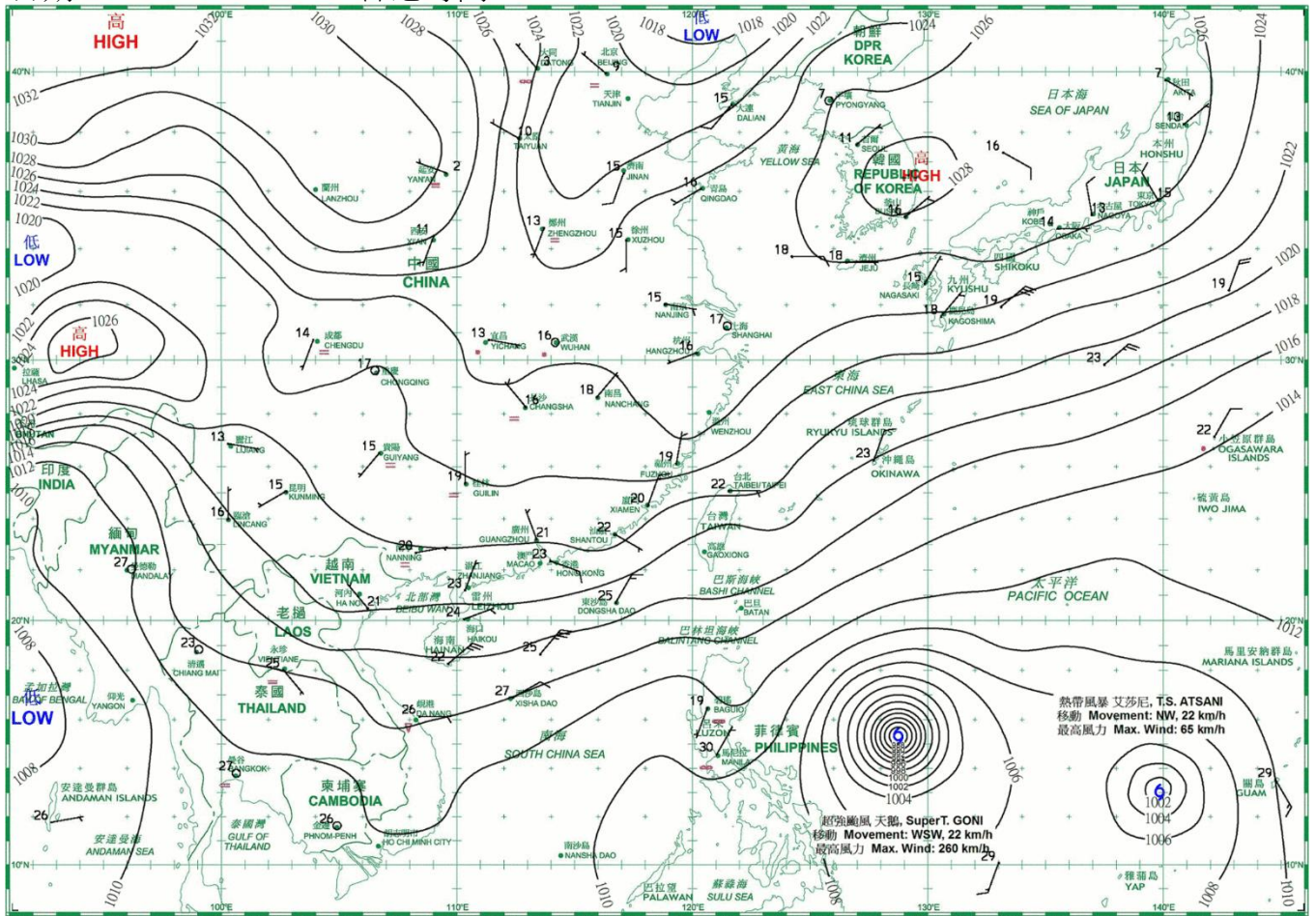
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日期/Date: 30.10.2020 香港時間/HK Time: 08:00



日期/Date: 31.10.2020 香港時間/HK Time: 08:00



4.1.1 二零二零年十月香港氣象觀測摘錄(一)

4.1.1 Extract of Meteorological Observations in Hong Kong (Part 1), October 2020

日期 Date	平均氣壓 Mean Pressure	氣 溫 Air Temperature			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
		最高 Maximum	平均 Mean	最低 Minimum				
十月 October	百帕斯卡 hPa	°C	°C	°C	°C	%	%	毫米 mm
1	1009.5	28.8	26.7	25.3	22.2	77	80	0.1
2	1010.8	30.4	27.6	26.2	22.7	75	52	-
3	1011.3	31.9	28.3	26.7	23.4	75	33	-
4	1009.9	31.4	28.4	26.8	24.0	78	34	-
5	1011.2	30.6	28.0	25.0	24.0	79	73	106.1
6	1013.8	27.4	25.9	24.9	21.7	78	83	2.7
7	1014.8	26.3	24.9	24.1	19.1	70	85	-
8	1015.2	28.8	25.2	23.1	18.5	67	71	-
9	1014.7	30.0	26.0	23.3	18.5	64	54	Tr
10	1012.8	29.7	26.1	23.3	19.9	69	40	Tr
11	1010.3	30.4	27.0	24.7	21.6	73	46	-
12	1008.7	30.9	28.0	25.6	22.4	72	68	0.6
13	1009.6	26.5	24.9	23.8	22.3	86	88	26.0
14	1012.5	26.4	25.5	24.3	21.9	80	88	1.2
15	1013.8	29.4	26.5	24.8	21.1	73	75	-
16	1013.6	31.4	27.0	25.1	21.3	71	74	Tr
17	1014.9	28.9	25.6	23.8	20.2	72	78	0.2
18	1015.7	28.5	24.9	22.2	19.7	73	53	0.7
19	1015.9	27.9	24.6	22.3	18.6	70	83	-
20	1015.0	29.0	25.0	22.1	18.5	68	64	-
21	1011.8	28.4	24.5	21.7	17.0	63	69	-
22	1009.4	28.3	24.7	22.8	16.4	60	74	-
23	1011.4	24.8	23.5	21.9	12.7	51	85	-
24	1013.9	26.3	23.8	22.3	14.1	55	87	Tr
25	1014.8	28.1	24.2	23.0	18.1	69	81	-
26	1013.5	28.1	24.6	22.8	20.0	76	38	-
27	1012.9	28.6	25.1	22.9	19.8	73	45	-
28	1014.9	26.7	24.4	22.6	20.2	78	82	4.7
29	1017.3	26.7	24.7	22.6	19.8	74	88	0.1
30	1018.3	27.0	24.4	23.2	20.3	78	88	Tr
31	1017.7	26.0	23.4	22.0	17.9	71	55	-
平均/總值 Mean/Total	1013.2	28.5	25.6	23.7	19.9	72	68	142.4
正常* Normal*	1014.1	27.8	25.5	23.7	20.2	73	58	100.9
觀測站 Station	天文台 Hong Kong Observatory							

天文台於十月十二日 15 時 53 分錄得本月最低氣壓 1006.7 百帕斯卡。

The minimum pressure recorded at the Hong Kong Observatory was 1006.7 hectopascals at 1553 HKT on 12 October.

天文台於十月三日 14 時 22 分錄得本月最高氣溫 31.9 °C。

The maximum air temperature recorded at the Hong Kong Observatory was 31.9 °C at 1422 HKT on 3 October.

天文台於十月二十一日 6 時 34 分錄得本月最低氣溫 21.7 °C。

The minimum air temperature recorded at the Hong Kong Observatory was 21.7 °C at 0634 HKT on 21 October.

天文台於十月五日 8 時 0 分錄得本月最高1分鐘平均降雨率 162 毫米/小時。

The maximum 1-minute mean rainfall rate recorded at the Hong Kong Observatory was 162 millimetres per hour at 0800 HKT on 5 October.

* 1981-2010 氣候平均值 (除特別列明外) (https://www.hko.gov.hk/tc/cis/normal/1981_2010/normal.s.htm)

* 1981-2010 Climatological normal, unless otherwise specified (https://www.hko.gov.hk/en/cis/normal/1981_2010/normal.s.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 二零二零年十月香港氣象觀測摘錄(二)

4.1.2 Extract of Meteorological Observations in Hong Kong (Part 2), October 2020

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
十月 October	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	5.0	15.69	3.9	070	46.2
2	0	9.4	20.76	4.2	070	35.4
3	0	9.7	22.05	4.4	070	20.8
4	0	9.1	18.92	4.5	070	12.0
5	0	5.7	14.92	3.6	080	32.5
6	0	0.6	7.11	3.2	010	33.4
7	0	0.2	8.26	4.0	360	32.0
8	0	7.0	17.60	4.6	360	30.8
9	0	10.6	21.79	3.8	010	23.7
10	0	9.8	18.28	3.7	010	24.1
11	0	10.7	21.53	4.8	070	30.4
12	0	10.3	20.74	5.1	060	44.7
13	0	0.4	4.75	1.1	060	72.1
14	0	0.1	4.52	2.5	070	66.4
15	0	7.1	16.23	4.1	070	50.8
16	0	9.1	21.31	5.6	070	41.4
17	0	4.8	12.98	3.6	080	40.0
18	0	9.3	20.56	4.6	070	32.3
19	0	6.1	15.77	4.8	360	27.6
20	0	9.5	20.14	5.1	360	24.5
21	0	10.7	20.54	5.9	350	41.5
22	0	5.6	15.50	6.4	360	45.7
23	0	2.2	8.47	4.4	360	38.0
24	0	3.5	12.94	3.8	070	43.0
25	0	6.0	15.93	3.5	070	44.9
26	0	10.1	19.27	4.1	070	33.1
27	0	10.2	20.14	4.3	070	43.0
28	0	-	6.40	1.7	060	41.5
29	0	0.9	8.94	2.3	070	34.1
30	1	1.9	8.13	3.3	070	31.3
31	0	5.3	13.23	2.8	080	34.3
平均/總值 Mean/Total	1	190.9	15.27	123.7	070	37.1
正常* Normal*	121.0 §	193.9	14.05	123.9	080	27.4
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 [^]			

橫瀾島於十月十三日 11 時 33 分錄得本月最高陣風 97 公里/小時，風向 060 度。

The maximum gust peak speed recorded at Waglan Island was 97 kilometres per hour from 060 degrees at 1133 HKT on 13 October.

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.

* 1981-2010 氣候平均值 (除特別列明外) (https://www.hko.gov.hk/tc/cis/normal/1981_2010/normal.s.htm)

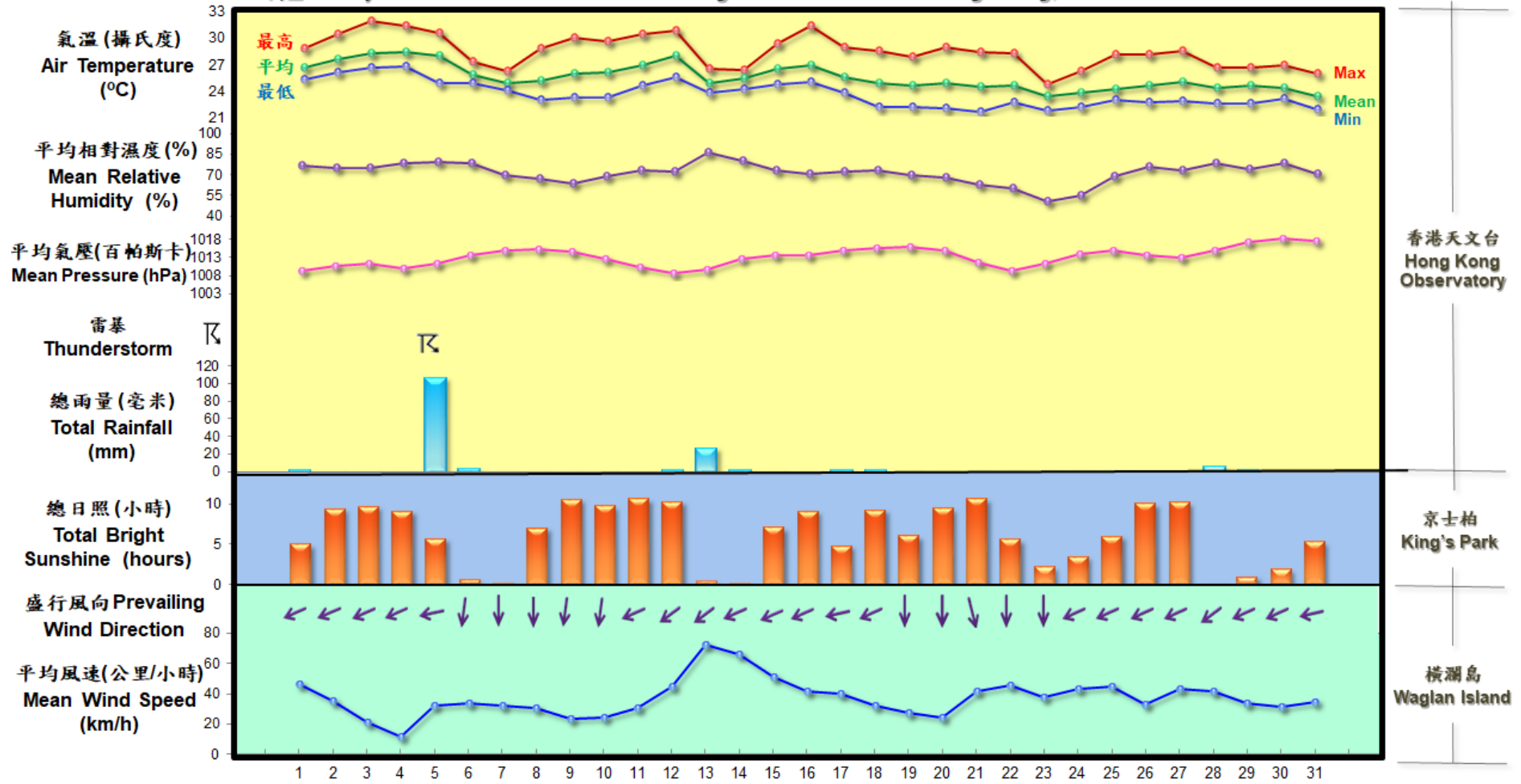
* 1981-2010 Climatological normal, unless otherwise specified (https://www.hko.gov.hk/en/cis/normal/1981_2010/normal.s.htm)

§ 1997-2019 平均值

§ 1997-2019 Mean value

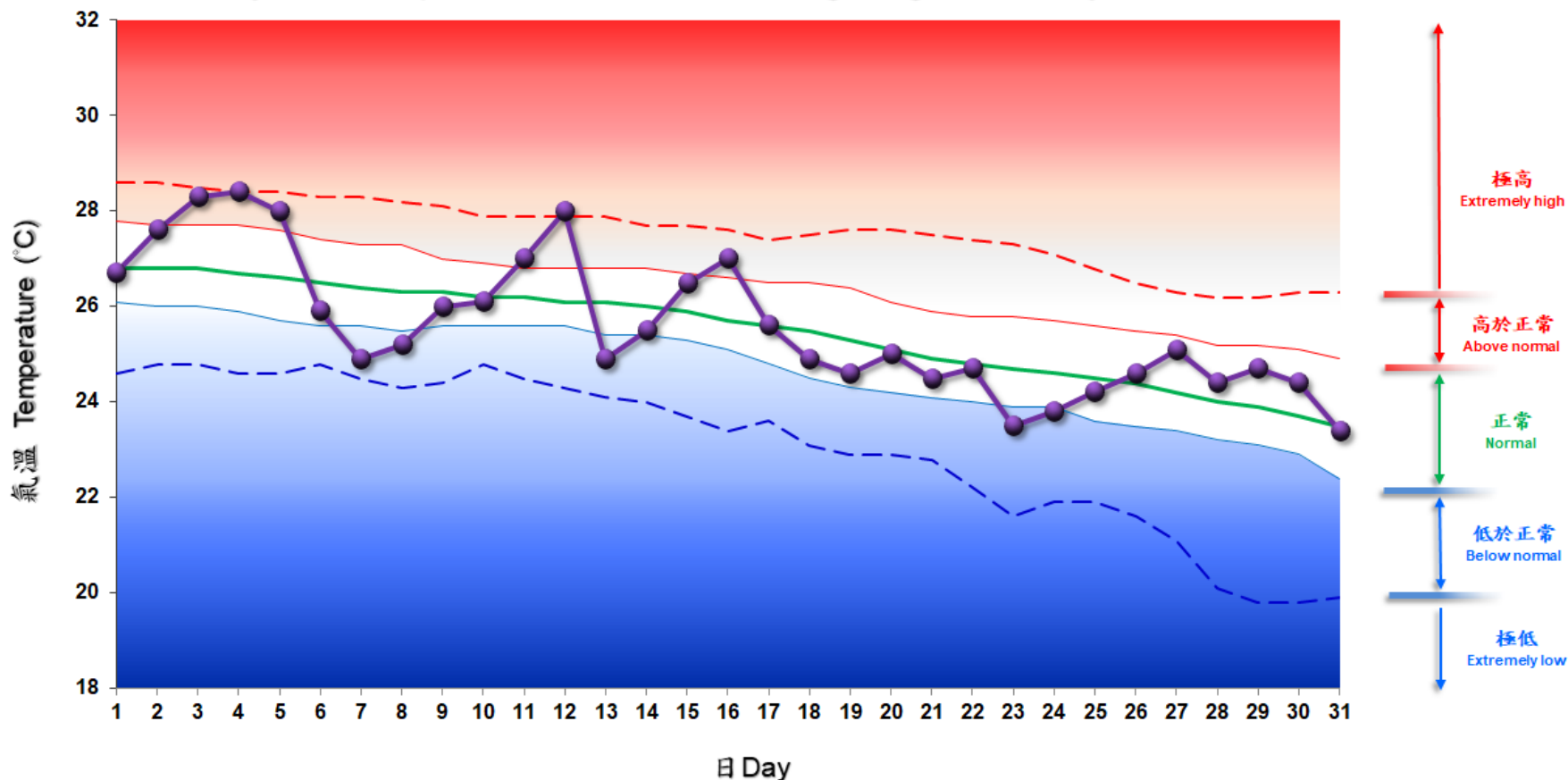
4.2 2020年10月部分香港氣象要素的每日記錄

4.2 Daily Values of Selected Meteorological Elements for Hong Kong, October 2020



4.3 2020年10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 October 2020



--- 第95百分位數 95th percentile
 — 第75百分位數 75th percentile
 — 5天移動平均 Running 5-day average
 — 第25百分位數 25th percentile
 --- 第5百分位數 5th percentile
 ● 日平均氣溫 Daily mean temperature

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1981至2010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 1981 to 2010

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