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ALBORITHM | SHIPPING & GLOBAL TRADE COMPASS

Navigating Maritime Commerce, Supply Chains & Geopolitics.

ISSUE #001 | 10 OCT 2026 | WEEK 41

RESEARCH CUT-OFF | 16:00 IST

HEADLINE INTELLIGENCE

HORMUZ ATTACKS RISE AS GLOBAL TRADE HOLDS FIRM

Merchant ships remain exposed to escalating security risk. The IMO has recorded **100 confirmed Middle East incidents** as of 9 October. Yet the WTO lifted its 2026 merchandise trade forecast to **3.9% growth**. Trade remains resilient, while crews, routing and insurance carry the risk. [S1][S2]



SAGARMANTHAN | 8 OCT | PIB 217972

SHIPPING | GLOBAL TRADE PULSE

IMO INCIDENTS 9 OCT TOTAL	100
WTO GOODS 2026 GROWTH	+3.9%
DREWRY WCI 8 OCT / 40FT	$4,351
WTO SERVICES 2026 FORECAST	+3.3%

THE WEEK IN SIX SIGNALS

HORMUZ
100 registered IMO incidents. [S1]

GLOBAL GOODS
WTO 2026 forecast: +3.9%. [S2]

FREIGHT
WCI $4,351/40ft on 8 Oct. [S3]

CREWS
12 injured on ON PEACE. [S1]

BLACK SEA
Vessel attacks widen route risk. [S4]

INDIA
GEM NO. 2: 22 crew safe. [S17]

Cut-off 10 Oct 2026, 16:00 IST. Cover image: Press Information Bureau, 8 Oct 2026. Statistics retain their original observation dates.

01 | Executive Intelligence Brief

GULF SECURITY

IMO confirmed 100 Middle East incidents by 9 October; ON PEACE suffered crew injuries. [S1]

TRADE RESILIENCE

WTO raised 2026 goods growth to 3.9%, from 1.9% in March. [S2]

FREIGHT SIGNAL

Drewry WCI eased to $4,351/40ft on 8 October despite conflict risk. [S3]

CREW SAFETY

ON PEACE: 12 injured. GEM NO. 2: all 22 Indian seafarers reported safe. [S1][S17]

INDIAN DIPLOMACY

India and Liberia called for an end to attacks on merchant ships. [S5]

PORT PARTNERSHIPS

India discussed ports, skills and green corridors with Gulf and European partners. [S7]

Five-minute read

Trade growth does not establish safe shipping. Separate vessel attacks, insurance, freight prices and schedules before declaring normalization.

MARITIME SECURITY PULSE

Dated observations; defined units

IMO INCIDENTS	CUMULATIVE | 9 OCT	100
ON PEACE	INJURED | 5 OCT	12
GULF ATTACKS	28 SEP - 5 OCT	12
INDIA / LIBERIA	JOINT STATEMENT | 8 OCT	YES
SAREX 2026	FOREIGN OBSERVERS	32
COAST GUARD	VESSELS IN EXERCISE	15

TRADE & FREIGHT OUTLOOK

Published forecasts and spot index

WTO GOODS 2026	VOLUME GROWTH	+3.9%
WTO GOODS 2027	VOLUME GROWTH	+4.1%
WTO SERVICES	2026 FORECAST	+3.3%
DREWRY WCI	8 OCT | 40FT	$4,351
SHANGHAI-LA	8 OCT | 40FT	$7,624
SHANGHAI-RTM	8 OCT | 40FT	$3,337

02 | Headline Analysis | resilience under attack

By 9 October the IMO had recorded **100 confirmed Middle East maritime incidents**. Its cumulative register includes damage to ON PEACE and twelve injured seafarers. This is evidence of direct crew exposure, not proof of a complete route closure. [S1]

The WTO nevertheless projects **3.9% merchandise trade volume growth in 2026**. AI-related capital investment and rerouting helped sustain trade. These are demand and adaptation signals, not evidence that sailing conditions have become safer. [S2]

WHAT WOULD CHANGE THE READING?

Fewer attacks, stable vessel movements, restored insurer appetite and falling war-risk premiums sustained across successive weeks.

02 | TRACE THE TRANSMISSION MECHANISM

Incidents affect voyage decisions and maritime operating economics through more than one channel. The carrier, flag state, insurer and cargo owner can react at different speeds; declining spot freight does not necessarily mean declining delivered cost. [S3]



ALTERNATIVE CASE

Diplomatic progress permits more stable transits. Confirm it using vessel movements and insurer pricing, not announcements alone.

CONFIRMED SECURITY

100 IMO incidents; 12 ON PEACE injuries. [S1]

GOODS TRADE

WTO 2026 forecast: +3.9%. [S2]

KEY TEST

Can supply chains adapt without new crew casualties?

03 | Shipping & Trade Dashboard

INDICATOR	READING	DATE / CHANGE	INTERPRETATION
IMO INCIDENTS	100 confirmed	9 Oct total	Middle East cumulative register. [S1]
ON PEACE	12 injured	5 Oct	Strait of Hormuz ship attack. [S1]
WTO GOODS 2026	+3.9%	8 Oct outlook	Merchandise volume forecast. [S2]
WTO GOODS 2027	+4.1%	8 Oct outlook	Conditional forecast. [S2]
WTO SERVICES	+3.3%	2026 forecast	Travel and transport exposed. [S2]
DREWRY WCI	$4,351	-2% w/w	8 Oct, USD per 40ft. [S3]
SHANGHAI-LA	$7,624	-3% w/w	Route-specific freight. [S3]
SHANGHAI-RTM	$3,337	-2% w/w	Asia-Europe lane. [S3]

MARKET MATRIX | DIVERGENCE IS NOT CONTRADICTION

ROUTE SECURITY
Attack registers measure safety, not trade volume.

GOODS GROWTH
AI capital spending supported export demand.

CONTAINER RATES
Spot rates may fall despite higher risk premiums.

SERVICES DRAG
Transport and travel face fuel-related cost pressure.

Data discipline: distinguish cumulative counts, published forecasts, spot-rate observations and year-on-year growth. See sources [S1]-[S3].

04 | Global Shipping & Geopolitics

Merchant-ship violence is a systemic trading risk

The IMO listed **100 confirmed Middle East incidents** by 9 October, including the ON PEACE attack with twelve injured seafarers. India and Liberia jointly urged an end to attacks on commercial ships in the Gulf and Black Sea. [S1][S4][S5]



SAREX-2026 | INDIAN COAST GUARD | PARADIP | 8 OCT

Photo: Press Information Bureau, ID 217968. Documentary search-and-rescue exercise, not a photograph of the Hormuz attack.

Search-and-rescue capacity is part of trade resilience

India’s SAREX-2026 exercise used **15 Coast Guard vessels** and involved **32 international observers** from 30 countries. Training cannot remove geopolitical danger; it strengthens the maritime response when civilian safety is compromised. [S8]

THREAT REPORT › VESSEL DECISION › CREW EXPOSURE › INSURANCE › DELIVERY

GULF SECURITY

Actual attacks constrain route decisions. [S1]

CREW PROTECTION

India and Liberia seek safety coordination. [S5]

BLACK SEA

Violence threatens grain and bulk routes. [S4]

INDIA POLICY

Ports, skills and green corridors in focus. [S7]

05 | India Shipping & Trade Radar

India is exposed to the Gulf and Suez through cargo availability, bunker costs, insurance and shipping contracts. These costs and operational decisions can change at different speeds. [S5]

MARITIME DIPLOMACY | PORT PARTNERSHIPS

At Sagarmanthan, India discussed Saudi participation in port projects, a possible green corridor with Belgium and inland-waterway connectivity for Bhutan. These are prospective initiatives, not completed investments. [S7]

GLOBAL SHIPPING RISK | THE OPERATING CHAIN

SECURITY › ROUTING › INSURANCE › PORT COST › DELIVERY

SAFER TRADE REQUIRES OPERATING CAPACITY

Crew training, emergency response and reliable alternative routing are complements to diplomatic and naval efforts.

06 | Rules, Policy & Release Calendar

REGIME / RELEASE	STATUS	EXPOSURE	NEXT VALIDATION
IMO INCIDENTS	100 to 9 Oct [S1]	Marine risk	Next verified register
INDIA-LIBERIA	8 Oct statement [S5]	Crew policy	Follow-up measures
SAGARMANTHAN	8 Oct bilaterals [S7]	Ports / skills	Signed milestones
SAREX-2026	Mass rescue drill [S8]	SAR capacity	Lessons learned
WTO OUTLOOK	2026 goods +3.9% [S2]	Trade demand	Next forecast

07 | Research & Data Brief

The WTO's upgraded goods outlook signals demand resilience, not safer navigation. Its **3.9% goods forecast** and **3.3% services forecast** describe different trade systems. Goods benefited from AI investment and rerouting; travel and transport face higher fuel and regional-security costs. [S2]

INDEX DEFINITION

Drewry WCI covers major east-west container trades, not tanker insurance. [S3]

SECURITY DEFINITION

IMO incident counts are cumulative verified cases with reporting lags. [S1]

GOODS FORECAST

WTO 2027 merchandise growth is projected at 4.1%. [S2]

FORECAST RISK

A new energy shock or weaker AI capex could reduce trade. [S2]

CAPACITY SIGNAL

Blank sailings and rerouting alter usable liner space.

CREW & PORTS

Safety and rescue readiness support continuity. [S8]

EVIDENCE LADDER

Date every statistic; identify its unit. Official data lead, with freight assessments and carrier observations shown separately.

READ THE SIX FACTORS TOGETHER

IMO INCIDENTS	WTO GOODS	DREWRY WCI
100	+3.9%	$4,351

SERVICES	SHANGHAI-LA	SHANGHAI-RTM
+3.3%	$7,624	$3,337

08 | Company Research Lab | Port & Carrier Exposure

Operators and ports have unequal exposure to the same trade environment. WTO goods demand has held up, but route reliability and security costs remain adverse. Compare contracted rates, fleet networks, cargo mix and insurance before inferring profitability. [S1][S2]

INDIAN PORT INVESTMENT | VERIFY EXECUTION

India discussed Vadhavan and Galathea Bay port participation with Saudi counterparts. A discussion is not committed funding or an operating berth. Look for signed, financed contracts and phased milestones. [S7]

CATALYST

Ports, shipbuilding and skills partnerships may expand the opportunity set. [S7]

RISK

Gulf instability can raise crew, hull and terminal costs. [S1]

COMMERCIAL BASE

WCI is $4,351/40ft; lane rates vary markedly. [S3]

FALSIFICATION

Persistent cancellations or weak cash conversion challenge resilience.

THE CARRIER EARNINGS TRANSMISSION

CARGO VOLUME › NETWORK CHOICE › COST RECOVERY › MARGINS › CASH

ANALYST CONTROL

Prioritize orders, port calls, contract realizations, service reliability and operating cash conversion over announcement headlines.

ORDER EVIDENCE

Signed and financed orders outweigh MOUs.

EXECUTION EVIDENCE

Verify milestones, ship calls and drafts.

09 | Global-to-India Transmission

The same maritime shock creates different Indian winners and losers. Oil importers face delivered-price and insurance increases; exporters face missed shipping windows; ports can gain throughput yet lose margin if operating costs rise.

INDIAN CREW EXPOSURE

The 9 October attack on GEM NO. 2 off Sharjah highlighted direct seafarer risk. All 22 Indian crew were reported safe. [S17]

GULF RISK › CARGO ACCESS › DELIVERY COST › INDIAN PRICES › MARGINS

10 | Signals, Risks & Monitoring Radar

RED | SHIP ATTACKS
100 IMO Middle East cases to 9 Oct. [S1]

RED | CREW EXPOSURE
ON PEACE injuries show human costs. [S1]

AMBER | GULF ROUTING
Carrier, insurer and flag rules vary.

AMBER | BLACK SEA
Security threatens grain and bulk trade. [S4]

AMBER | INSURANCE
Premium changes can precede contracts.

GREEN | GOODS TRADE
WTO 2026 forecast revised to 3.9%. [S2]

GREEN | SAR CAPACITY
India ran SAREX with foreign observers. [S8]

GREEN | PORT DIALOGUE
Partnership negotiations continue. [S7]

Linchpin assumption: demand remains adaptable only while localized maritime disruptions do not become a broader capacity and insurance shock.

10 | Scenario Matrix | route-risk persistence

ADAPTIVE TRADE

MONITORING WEIGHT
45%

Carriers keep trade moving through route adjustments and managed security exposure.

SIGNPOSTS / INVALIDATION

Stable insured sailings and port calls; invalidated by new crew casualties.

SUPPLY SHOCK

MONITORING WEIGHT
35%

Attacks worsen, insurers narrow cover and vessel routing becomes less reliable.

SIGNPOSTS / INVALIDATION

Escalating attacks and cancellations; invalidated by sustained safe transits.

SAFER ROUTES

MONITORING WEIGHT
20%

Diplomacy and naval action improve practical conditions for merchant shipping.

SIGNPOSTS / INVALIDATION

Fewer incidents, more capacity and cheaper cover; invalidated by new strikes.

WHAT TO MONITOR | 4 INDEPENDENT INDICATORS

VESSEL MOVEMENTS

Ship departures and service continuity.

WAR-RISK COVER

Premium renewals and exclusions.

SPOT FREIGHT

Routes, contracts and seasonal demand.

WTO REVISIONS

Goods and services forecasts.

Weights represent editorial monitoring allocation, not statistical probabilities or investment advice.

11 | Continuity, Revisions & Forward Intelligence

OFFICIAL ISSUE 001 | BASELINE CONTROL

Pre-launch Shipping drafts were TEST editions. No older Shipping issue is counted as official or used as a prior-week numerical comparison. Keep observed data, forecasts and analytical scenarios distinct.

WHAT CHANGED THIS WEEK

SECURITY RECORD

IMO cumulative incidents reached 100 by 9 October. [S1]

TRADE FORECAST

WTO lifted 2026 goods growth to 3.9%. [S2]

FREIGHT ASSESSMENT

Drewry WCI fell to $4,351/40ft. [S3]

DIPLOMATIC RESPONSE

India and Liberia called for crew protection. [S5]

WEEK AHEAD | EVIDENCE TRACKER

CADENCE	EVIDENCE	WHY IT MATTERS
DAILY	IMO / UKMTO notices	Evidence of new attacks
WEEKLY	Drewry rates / schedules	Capacity and freight repricing
NEXT RELEASE	WTO trade updates	Revised growth expectations
ONGOING	Maritime policy follow-up	Signed actions and commitments

12 | ALBORITHM BOTTOM LINE

Trade can remain strong while merchant ships and crews remain unsafe. Verify vessel movements, cover availability and crew incidents before assuming normalization.

Sources, Credits & Watch / Listen

[S1] IMO maritime incident register, 9 Oct
[S2] WTO Global Trade Outlook, 8 Oct
[S3] Drewry WCI, per 40ft, 8 Oct
[S4] Reuters Black Sea report, 8 Oct
[S5] India-Liberia shipping statement, 8 Oct
[S6] UNCTAD Review of Maritime Transport
[S7] PIB Sagarmanthan talks, 8 Oct
[S8] PIB Coast Guard SAREX, 8 Oct
[S9] UNCTAD Trade & Development, 2026
[S10] Reuters Gulf tanker incidents
[S11] WTO 2027 goods forecast
[S12] IMO ON PEACE crew report, 5 Oct
[S13] WTO services outlook, 8 Oct
[S14] Drewry regional spot rates, 8 Oct
[S15] Reuters tanker attacks, 7 Oct
[S16] Liberian government statement, 8 Oct
[S17] Akashvani: GEM NO. 2 crew, 10 Oct
[S18] PIB maritime policy, 7 Oct
[S19] PIB photo ID 217972, 8 Oct
[S20] PIB photo ID 217968, 8 Oct
[S21] PIB editorial-use policy
[S22] ALBORITHM scenarios / method

Photo credits: PIB, 8 Oct 2026, IDs 217972 and 217968. Research cut-off: 10 Oct 2026, 16:00 IST. One approved Watch & Listen module follows.

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