



OCEAN ECONOMY RISK

\$191 Billion in Trade Disrupted. Every Year.

The ocean economy is the backbone of global trade — and one of the most systematically underpriced risk environments in finance.

80%

of global trade
transported by sea

\$14B

annual losses from
trade disruption

86%

of major ports face
3+ climate hazards

Source: WEF Ocean Economy Imperative, January 2026



Ocean Risk Is Already Embedded in Your Portfolio.

The WEF Ocean Economy Imperative (January 2026) identifies a critical gap: most investors underestimate ocean exposure due to narrow definitions of what constitutes maritime activity.

Supply chains

Any business relying on goods transported by sea carries implicit ocean risk — regardless of sector.

Coastal infrastructure

An estimated \$4 trillion in coastal assets are at risk over the next 15 years under a business-as-usual scenario.

Trade logistics

Climate-related port downtime puts \$67–\$81 billion of global trade at risk annually — a figure rising as hazards intensify.



Critical Risks in Shipping Remain Underpriced.

Annual value of trade disrupted (EVTD)	\$191.5B
Actual economic losses (delays, rerouting)	~\$14B
Trade at risk from port downtime alone	\$67–\$81B
Broader activity exposed to losses annually	>\$120B

⚠️ Port Vulnerability

86% of major ports globally are exposed to more than three types of climatic and geophysical hazards — including tropical cyclones, flooding, earthquakes and extreme marine conditions.



Physical Risk Is Only Half the Story.

On top of physical climate risk, the shipping sector now faces a compounding layer of regulatory transition risk — already in force and escalating.

FuelEU Maritime

IN FORCE — 2025

GHG intensity targets with €2,400/tonne penalty. Escalates every 5 years through 2050.

EU ETS (shipping)

IN FORCE — 100% from 2026

Tank-to-wake CO₂ cost stacking with FuelEU — different accounting basis creates compounding exposure.

IMO Net-Zero Framework

PENDING — 2028

Global scope — 60,000 vessels vs. 12,000 under FuelEU. \$100–\$480/tonne levy on well-to-wake emissions.



Risk Is Embedded. But It Is Not Yet Quantified.

The WEF report identifies that ocean risk is already priced into the global economy — often implicitly and inefficiently. The same applies in shipping finance.

Physical risk

PARTIALLY PRICED

Climate hazards to ports and trade routes — disrupting \$67–\$81B of trade annually. Partially priced through insurance and freight volatility.

Transition risk

SYSTEMATICALLY UNPRICED

Forward regulatory liabilities under FuelEU, EU ETS and IMO — creating NPV cash flow exposure that reduces vessel values and breaches LTV covenants.



The Quantification Layer Shipping Finance Is Missing.

If maritime decarbonization finance and climate transition risk quantification are on your radar — we'd love to connect.

We are building at the intersection of maritime decarbonization and forward regulatory liability quantification and we are looking for industry experts and advisors to exchange ideas with.

Data sourced from: WEF Ocean Economy Imperative, January 2026, in collaboration with McKinsey & Company

General enquiries

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