Reviewer #2

Comment 1: Perhaps in some chapters, authors could systematize the references and present them in tabular form, including the research focus for each of them. For example, they could be realized such a summary in the Discussion chapter for chapters 5.1 to 5.6 or similar. This is a suggestion for eventually improvement, not a specific request for correction. The authors are under no obligation to accept this suggestion.

Response: Thank you for the valuable suggestions. As per your valuable comment, the authors have added a summary table in section 5.

S.No.	Authors	Title	Results	Method
1	Dong et al., (2020)	Design of a sustainable maritime multi-modal distribution network – Case study from automotive logistics	The model proposes a route that makes the most efficient use of both waterways and roadways.	Mixed integer programming
2	Pérez Lespier et al., (2019)	A model for the evaluation of environmental impact indicators for a sustainable maritime transportation systems	This study creates an instrument for making decisions in complex environments by quantifying and ranking favoured environmental impact indicators within a multi-criteria decision-making framework (MTS).	Fuzzy AHP & FTOPSIS
3	Jarašūnienė & Čižiūnienė, (2021)	Ensuring Sustainable Freight Carriage through Interoperability between Maritime and Rail Transport	The model's viability analysis provided further evidence that the absence of interoperability between maritime and rail transport in international freight carriage is an important issue, and that the developed model could be used to boost the attractiveness of such interoperability.	Theoretical Assessment
4	Garg & Kashav, (2019)	Evaluating value creating factors in greening the transportation of Global Maritime Supply Chains of containerized freight	Greater Economy of Scale, More Reliability and Predictability, Consolidation, Optimization and Integration are the top three value creating factors.	FAHP
5	Halim et al., (2018)	Decarbonization Pathways for International Maritime Transport: A Model-Based Policy Impact Assessment	By utilising all currently available technologies, it may be feasible to achieve nearly complete decarbonization by 2035. Along with this, the price difference between conventional fuels and more environmentally friendly fuel choices must be bridged with financial incentives.	International Transport Forum's International freight model (IFM) and the "ASIF" (Activity, Structure, Intensity, Emission Factor) method

6	Zis & Psaraftis, (2022)	Impacts of short-term measures to decarbonize maritime transport on perishable cargoes	In contrast to a speed restriction, a power limit or a goal-based measure would benefit liner shipping companies using more efficient vessels.	An extension of a nested modal split model
7	Ampah et al., (2021)	Reviewing two decades of cleaner alternative marine fuels: Towards IMO's decarbonization of the maritime transport sector	USA has been a driving force in the development of this area, which is expanding at a rate of 15.8 percent per year. In terms of alternative transportation fuels, liquefied natural gas (LNG) has received the most attention.	R-studio
8	Chang & Danao, (2017)	Green Shipping Practices of Shipping Firms	Industrial institutionalised norms are the most influential element in shipping companies adopting GSP, followed by the firm's own environmental strategy and finally, the environmental demand of customers.	Structural Equation Modelling
9	Tan et al., (2022)	Adoption of biofuels for marine shipping decarbonization: A long-term price and scalability assessment	With the help of modern conversion technologies and abundant domestic feedstock in the United States, significant quantities of biofuels can be produced to reach a critical mass and have an effect as alternative marine fuels.	Linear programming model
10	Prussi et al., (2021)	Potential and limiting factors in the use of alternative fuels in the European maritime sector	The paper demonstrates how, even though cost and GHG reduction are key drivers of fuel uptake, other factors like technological sophistication, safety laws, operator expertise, etc. are not adequately analysed for some solutions. (e.g., ammonia, hydrogen).	Fleets and Fuels" (FF20) modeling
11	Gore et al., (2022)	Cost assessment of alternative fuels for maritime transportation in Ireland	Even though renewable hydrogen is the best choice for meeting future decarbonization goals, it will not be competitive with LNG and methanol until its fuel price is reduced by another 60% or the proposed carbon tax rate is increased by another 275%.	Net Present Value
12	Moshiul et al., (2023)	Alternative Fuel Selection Framework toward Decarbonizing	Technological factors, technology status, expenses, ecological impact, and	Factor analysis & TOPSIS

		Maritime Deep-Sea Shipping	wellbeing-safety considerations are the most significant criteria for determining the most suitable choices for shipping firm-level players.	

Comment 2: In line 19 of the text, delete the space after the word "sustainability".

Response: The authors highly appreciate the reviewer's efforts in carefully reviewing the paper. Authors deleted the space after the word "sustainability".

Comment 3: In line 22 of the text, keep the same form in the text - initial capital letter (Logistics).

Response: Thanks. In the revised paper, authors have capitalized the L of logistics to keep the same form.

Comment 4: Keep the same form in the text for term "maritime" (line 14, 35, 37...)

Response: Thanks, and we have now revised. Authors have made sure to keep the same form for "maritime".

Comment 5: Check the sentence (from 208 to 210 line of text)

Response: Thank You. Based on your comment, authors have checked and rephrased the sentences from 208 to 210 line of text .

"By taking into consideration the recurrences of the author's keywords or the recurrences of subjective keywords in the published works, word frequency calculation is used in bibliometric analysis to determine the study trend in one domain."

Comment 6: Check the sentence (from 211 to 212 line of text).

Response: Thank you. To shed light on your comment, authors have rephrased the sentence. Numerous software, such as CiteSpace, Gephi, BibExcel, etc., are available to accomplish the aforementioned purpose.

Comment 7: If Figure 1 is taken from another source, please cite it.

Response: Thanks. The source of Figure 1 has not been mentioned because it has not been taken from anywhere. The accompanying website offers some assistance.

https://www.marineinsight.com/shipping-news/roadmap-to-guide-shipping-through-its-sustainability-journey/

Comment 8: In line 313 of the text, delete the space after the word “Analysis”.

Response: Thanks for the suggestion. The authors removed the space after the word "Analysis".

Comment 9: cij not define in the formula?

Response: Thanks for this valuable suggestion. The authors updated Cij to C in the revised version.

Comment 10: In line 389 of the text, insert the space after the number “2050”.

Response: Thanks. Authors added a space after the number “2050”.

Comment 11: Keep the same form in the text for Kra Canal (line 399, 401).

Response: Thanks, and we have now revised. The authors have made sure to retain the same form for “Kra Canal”.

Comment 12: In line 411 of the text, insert the space after the number “2025”.

Response: Authors appreciate the reviewer's efforts in carefully reviewing the paper. Authors have added a space after the number "2025".

Comment 13: Check the sentence (from 415 to 417 line of text).

Response: Thanks. To reflect the reviewers comment, authors have updated the sentence.

In this context, Metzger and Schinas (2019) introduced a unique method of sorting out criterion for adopting green techniques in shipping industry.

Comment 14: Keep the same form in the text for term “ports” (line 422, 423).

Response: Thanks. Authors have made sure to retain the same form for “ports”.

Comment 15: In line 486 of the text, insert the space after the word “transport”.

Response: Thanks. Authors have added a space after the word “transport” in the revised version.

Comment 16: Check the sentence (from 496 to 498 line of text).

Response: Authors thank esteemed reviewer for this suggestion. Following your advice, in the revised paper, we have updated the sentence.

The present manuscript focuses on all three dimensions of sustainability in maritime freight transport; Alternative fuels, repositioning of empty containers, electric propellers etc.

Comment 17: In line 500 of the text, insert the space after the word “sustainability”.

Response: Thanks for the suggestion. The authors have added a space after the word “sustainability”.

Comment 18: Check the sentences (from 536 to 541 line of text).

Response: The authors thank the esteemed reviewer. Following your advice, in the revised paper, authors have updated the sentence.

If something becomes a hindrance for this popular industry with global trade, then other industries related to it may also be affected unknowingly. As well as social, economic and environmental impacts such as; The imposition of a CO_2 levy on ships in-creases the cost of maritime transport. Thereby, carriers shift from sea freight transport to road freight transport, which emits comparatively more emissions. Overall, the purpose for which we introduced the CO_2 levy has yet to be achieved.

Comment 19: Check the sentences (from 567 to 569 line of text).

Response: Thanks, to reflect your comment, the authors have updated the sentence.

This bibliometric analysis reveals that some specific aspects of maritime freight transport have been extensively studied such as; Seaborne trade facilitation, environmental impact, alternative fuels, and technologies etc.