Reviewer #3

Comment 1: The research article is more like a research review. If it is a research paper, the research method and depth are not enough.

Response: Thanks. As per your comment, we make it clear that this is a research paper. We have conducted a biblimetric analysis on the basis of Scopus database.

Comment 2: It is suggested to display the existing research results and methods in a summary table.

Response: Thanks for this valuable suggestion. 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	International Transport Forum's International freight model (IFM) and the "ASIF" (Activity,

			difference between conventional fuels and more environmentally friendly fuel choices must be bridged with financial incentives.	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	Net Present Value

			tax rate is increased by another 275%.	
12	Moshiul et al., (2023)	Alternative Fuel Selection Framework toward Decarbonizing Maritime Deep-Sea Shipping	Technological factors, technology status, expenses, ecological impact, and wellbeing-safety considerations are the most significant criteria for determining the most suitable choices for shipping firm-level players.	Factor analysis & TOPSIS

Comment 3: It is suggested to increase the depth of research and reflect innovation.

Response: Many thanks for this insightful suggestion. As per given suggestion, the conclusion section contribution has been modified to increase the depth of research and reflect innovation:

The findings of our study demonstrated that research in maritime freight transportation has been on the rise, with scholars from a range of institutions, disciplines, and jurisdictions publishing their findings in prestigious journals with peer review. According to analysis of the scientific output by nation, research from China appeared as having greater influence in terms of citations. However, because cost-effectiveness and biofuels are becoming a growing trend in the United States and the United Kingdom, research activity has increased dramatically in those countries. According to the identified trends, we can say that in view of increasing pollution, researchers can focus their research on topics such as decarbonization, sustainability or overall green shipping. And research can be done on cost analysis, or digitization of maritime freight, in relation to maritime freight and port sustainability.