# Article information:

Resilience-Focused Analysis of the United States Maritime Transportation System Using Automatic Identification System Data - David L. Young, Brandan M. Scully, Katherine F. Chambers, 2022  
<https://journals.sagepub.com/doi/10.1177/03611981221082561>

# Article summary:

1. The U.S. maritime transportation system is critical to the national supply chain and its operators face pressure to ensure reliable and efficient port operations despite potential disruptions.

2. Marine Cadastre Automatic Identification System data was used to analyze a network of 62 interconnected ports within the U.S. maritime transportation system, identifying regions based on shared vessel traffic and critical ports using the PageRank algorithm.

3. Quantitatively identifying port network regions and critical ports can aid in discussions of regional robustness and investments to increase resilience in the face of disruptions.

# Article rating:

May be slightly imbalanced: The article presents the information in a generally reliable way, but there are minor points of consideration that could be explored further or claims that are not fully backed by appropriate evidence. Some perspectives may also be omitted, and you are encouraged to use the research topics section to explore the topic further.

# Article analysis:

The article "Resilience-Focused Analysis of the United States Maritime Transportation System Using Automatic Identification System Data" by David L. Young, Brandan M. Scully, and Katherine F. Chambers provides a quantitative analysis of the U.S. port network using Marine Cadastre Automatic Identification System data. The authors use community detection via label propagation to identify regions of the U.S. port network based on shared vessel traffic and examine the PageRank algorithm to identify critical ports for regional traffic flow.

Overall, the article presents a well-structured and informative analysis of the U.S. maritime transportation system's resilience in the face of potential disruptions. However, there are some potential biases and limitations that should be considered.

One potential bias is that the analysis relies solely on vessel traffic data from the Automatic Identification System (AIS). While AIS data can provide valuable insights into vessel movements and traffic patterns, it may not capture all aspects of port operations or vulnerabilities to disruption. For example, other factors such as weather events or cyber attacks could impact port operations but may not be reflected in AIS data.

Additionally, while the authors note that physical proximity drove many instances of community detection within the U.S. port network, they do not explore other potential drivers such as economic ties or political relationships between ports.

Furthermore, while the authors identify critical ports for regional traffic flow using PageRank scores, they do not discuss how these critical ports could be protected or made more resilient in the face of disruption.

Finally, while the article does present some potential risks to the U.S. maritime transportation system's resilience, such as disruptions caused by extreme weather events or cyber attacks, it does not explore counterarguments or alternative perspectives on these risks.

In conclusion, while this article provides valuable insights into the resilience of the U.S. maritime transportation system using AIS data analysis techniques, it is important to consider its potential biases and limitations when interpreting its findings. Further research could explore additional factors that contribute to port network resilience and strategies for protecting critical ports from disruption.

# Topics for further research:

* Economic ties between ports in the U.S. maritime transportation system
* Vulnerabilities to disruption in port operations beyond vessel traffic
* Strategies for protecting critical ports from disruption
* Alternative perspectives on risks to the U.S. maritime transportation system's resilience
* Cybersecurity risks to the U.S. maritime transportation system
* Extreme weather events and their impact on the U.S. port network

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