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Corrigendum to
"High-resolution mapping of vehicle emissions in China in 2008" published in Atmos. Chem. Phys., 14, 9787–9805, 2014

B. Zheng[1], **H. Huo**[2], **Q. Zhang**[3], **Z. L. Yao**[4], **X. T. Wang**[1], **X. F. Yang**[1], **H. Liu**[1], **and K. B. He**[1]

[1]State Key Joint Laboratory of Environment Simulation and Pollution Control, School of Environment, Tsinghua University, Beijing 100084, China
[2]Institute of Energy, Environment and Economy, Tsinghua University, Beijing 100084, China
[3]Ministry of Education Key Laboratory for Earth System Modeling, Center for Earth System Science, Tsinghua University, Beijing 100084, China
[4]School of Food and Chemical Engineering, Beijing Technology and Business University, Beijing 100048, China

Correspondence to: Q. Zhang (qiangzhang@tsinghua.edu.cn) and K. B. He (hekb@tsinghua.edu.cn)

In the abovementioned paper, the authors would like to add the following paragraph after the fourth paragraph in Sect. 1.

In the United States National Emission Inventory (US-NEI), spatially resolved vehicle emission inventory was developed with the integration of two methods discussed above, by using spatially disaggregated vehicle activities at state and county level and emission factors derived from the MOVEs model. To support USNEI, the US EPA has established the National Mobile Inventory Model County Database for 2002 to quantify county-level vehicle activities (EPA, 2005), which is allocated from the state totals by road type and vehicle type using various proxies from statistics (EPA, 2004). Gurney et al. (2009) further improved the USNEI approach with more detailed data at county level and developed high-resolution CO_2 emissions for on-road vehicles, which proves to be more accurate than using state-level data (Mendoza et al., 2013). The above studies provided new insights for developing high-resolution vehicle emission inventories in other regions; however, it is difficult to apply these approaches in China due to lack of underlying data at county level.

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