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Emissions of NO, NO₂ and PM from inland shipping

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Supplement table caption

Table S1: Overview of the calculated EI_{NO_x} and $EI_{PM_{10}}$ in $g\ kg^{-1}$ burnt fuel from the identified and investigated motor ship types; G=cargo, T=tanker, PT=push tow, S1=police, S2=maintenance, S3=motor yacht, GS=sea motor ship and GJ=JOWI class at different operation parameters, L=loaded, U=unloaded, A=upstream and D=downswing. n.d. not detectable.

motor ship type	operation condition	EI_{NO_x} [g/kg] (as NO ₂)	EI_{NO_x} [g/kg] uncertainty	$EI_{PM_{10}}$ [g/kg]	$EI_{PM_{10}}$ [g/kg] uncertainty
G	L, A	87	48	n.d.	n.d.
G	L, A	82	12	n.d.	n.d.
G	L, A	56	10	n.d.	n.d.
G	L, A	38	6	n.d.	n.d.
G	L, A	57	14	n.d.	n.d.
G	L, A	34	4	n.d.	n.d.
G	L, A	65	11	3.8	0.8
G	L, A	42	5	1.0	0.4
G	L, A	33	6	1.5	0.6
G	L, A	45	11	n.d.	n.d.
G	L, A	94	11	n.d.	n.d.
G	L, A	52	5	0.6	0.6
G	L, A	31	2	0.2	0.2
G	L, A	62	7	1.2	0.9
G	L, A	49	4	n.d.	n.d.
G	L, A	68	5	1.1	0.5
G	L, A	49	4	0.7	0.5
G	L, A	27	2	n.d.	n.d.
G	L, A	79	32	n.d.	n.d.
G	L, A	68	6	n.d.	n.d.
G	L, A	48	3	0.7	0.2
G	L, A	55	7	n.d.	n.d.
G	L, A	73	7	n.d.	n.d.
G	L, A	61	6	0.9	0.6
G	L, A	42	4	0.7	0.6
G	L, A	57	8	n.d.	n.d.
G	L, A	31	3	1.0	0.5
G	L, A	72	8	1.9	0.9
G	L, A	46	5	1.7	0.5
G	L, A	59	5	1.2	0.5
G	L, A	41	3	1.2	0.3
G	L, A	117	12	n.d.	n.d.
G	L, A	41	3	8.1	0.5
G	L, A	56	10	2.1	1.1
G	L, A	34	5	n.d.	n.d.
G	L, A	49	4	0.6	0.3
G	L, A	39	4	0.4	0.6
G	L, A	59	5	n.d.	n.d.
G	L, A	53	4	1.7	0.4

G	L, A	75	12	n.d.	n.d.
G	L, A	91	15	3.8	1.3
G	L, A	63	19	n.d.	n.d.
G	L, A	44	6	1.5	0.8
G	L, A	35	3	0.3	0.3
G	L, A	55	6	2.0	0.7
G	L, A	35	10	n.d.	n.d.
G	L, A	128	11	n.d.	n.d.
G	L, D	132	26	n.d.	n.d.
G	L, D	97	23	2.0	0.9
G	L, D	41	39	n.d.	n.d.
G	L, D	40	12	n.d.	n.d.
G	L, D	48	8	n.d.	n.d.
G	L, D	53	60	n.d.	n.d.
G	L, D	34	10	n.d.	n.d.
G	L, D	44	9	n.d.	n.d.
G	L, D	75	17	n.d.	n.d.
G	L, D	40	9	n.d.	n.d.
G	L, D	32	15	n.d.	n.d.
G	L, D	100	29	n.d.	n.d.
G	L, D	84	63	n.d.	n.d.
G	L, D	67	63	n.d.	n.d.
G	L, D	46	14	n.d.	n.d.
G	L, D	55	6	2.0	0.7
G	L, D	49	5	1.8	0.6
G	U, A	78	12	n.d.	n.d.
G	U, A	38	4	n.d.	n.d.
G	U, A	56	4	0.4	0.3
G	U, A	67	14	n.d.	n.d.
G	U, A	59	6	0.6	0.5
G	U, A	132	20	2.3	1.1
G	U, A	61	7	3.2	0.7
G	U, A	96	20	n.d.	n.d.
G	U, A	97	39	n.d.	n.d.
G	U, A	77	11	2.6	1.0
G	U, D	111	103	n.d.	n.d.
G	U, D	27	42	n.d.	n.d.
G	U, D	34	15	n.d.	n.d.
G	U, D	88	53	n.d.	n.d.
G	U, D	75	8	n.d.	n.d.
G	U, D	23	3	n.d.	n.d.
G	U, D	42	16	n.d.	n.d.
G	U, D	85	22	n.d.	n.d.
G	U, D	87	19	n.d.	n.d.
G	U, D	20	12	n.d.	n.d.
G	U, D	90	34	n.d.	n.d.
G	U, D	62	7	n.d.	n.d.
G	U, D	54	11	n.d.	n.d.
G	U, D	85	30	n.d.	n.d.
G	U, D	56	18	n.d.	n.d.
G	U, D	90	6	0.6	0.3
G	U, D	48	8	n.d.	n.d.
G	U, D	32	5	n.d.	n.d.
G	U, D	161	85	n.d.	n.d.
G	U, D	68	26	n.d.	n.d.
G	U, D	46	19	n.d.	n.d.

G	U, D	84	7	1.1	0.4
T	L, A	42	8	n.d.	n.d.
T	L, A	35	12	n.d.	n.d.
T	L, A	62	8	n.d.	n.d.
T	L, A	33	3	0.8	0.2
T	L, A	57	8	n.d.	n.d.
T	L, A	55	7	n.d.	n.d.
T	L, A	86	54	n.d.	n.d.
T	L, A	28	2	n.d.	n.d.
T	L, A	112	91	n.d.	n.d.
T	L, A	32	2	n.d.	n.d.
T	L, A	80	34	n.d.	n.d.
T	L, A	57	5	3.4	0.6
T	L, A	65	15	n.d.	n.d.
T	L, A	60	4	0.5	0.3
T	L, D	69	81	n.d.	n.d.
T	L, D	86	24	n.d.	n.d.
T	L, D	44	3	0.6	0.4
T	U, A	97	43	n.d.	n.d.
T	U, A	77	9	2.3	0.4
T	U, D	50	6	0.6	0.3
T	U, D	42	22	n.d.	n.d.
T	U, D	95	48	5.3	3.1
T	U, D	67	64	n.d.	n.d.
T	U, D	57	7	1.2	0.9
T	U, D	87	32	n.d.	n.d.
T	U, D	39	4	n.d.	n.d.
T	U, D	39	8	n.d.	n.d.
T	U, D	60	13	n.d.	n.d.
T	U, D	58	13	n.d.	n.d.
T	U, D	54	30	n.d.	n.d.
PT	L, A	57	37	n.d.	n.d.
PT	L, A	95	16	n.d.	n.d.
PT	L, A	29	2	0.4	0.2
PT	L, A	34	2	1.9	0.2
PT	L, A	56	4	n.d.	n.d.
PT	L, A	46	5	n.d.	n.d.
PT	L, D	42	4	1.2	0.8
PT	L, D	61	11	n.d.	n.d.
PT	U, D	60	19	3.0	2.2
S1	U, D	76	15	n.d.	n.d.
S2	A	51	5	2.6	0.6
S3	D	111	39	n.d.	n.d.
GS	L, A	48	13	n.d.	n.d.
GJ	L, A	42	4	0.7	0.6