Cities	Periods	Model	Results	References
Shenzhen	Jan–Nov 2015 (Four seasons)	ME-2	Secondary sulfate (21 %), secondary nitrate (8 %) and SOA (7 %), vehicle emissions (17 %), industrial emissions (11 %), biomass burning (9 %), coal burning (3 %), fugitive dust (6 %), ship emissions (3 %), and aged sea salt (1 %).	This study
Shenzhen	Jan–Dec 2009 (Four seasons)	PMF	Secondary sulfate (30.0 %), vehicular emissions (26.9 %), biomass burning (9.8), secondary nitrate (9.3 %), high chloride (3.8 %), heavy oil combustion (3.6 %), sea salt (2.6 %), dust (2.5 %), metallurgical industry (2.1 %).	X. F. Huang et al. (2014)
Guangzhou	Jan–Nov 2015 (Four seasons)	ME-2	Secondary sulfate (23 %), secondary nitrate (11 %), SOA (7 %), vehicle emissions (18 %), industrial emissions (11 %), biomass burning (8 %), coal burning (6 %), fugitive dust (3 %), ship emissions (2 %) and aged sea salt (1 %).	This study
Guangzhou	Jan–Dec 2014 (Four seasons)	PMF	Secondary sulfate and biomass burning (38 %), ship emissions (17 %), coal combustion (15 %), traffic emissions (10 %), secondary nitrate and chloride (12 %), soil dust (7 %).	Tao et al. (2017)
Guangzhou	Jan–Feb 2015 (Winter)	ME-2	Secondary sulfate (20 %), secondary nitrate (16 %), SOA (8 %), vehicle emissions (11 %), industrial emissions (13 %), biomass burning (6 %), coal burning (9 %), fugitive dust (2 %), ship emissions (1 %) and aged sea salt (1 %).	This study
Guangzhou	Jan 2013 (Winter)	ME-2	Secondary inorganic-rich aerosol (59.0 %), secondary organic-rich aerosol (18.1 %), traffic (8.6 %), coal burning (3.4 %), biomass burning (6.7 %), cooking (0.8 %), dust-related aerosol (3.4 %).	R. Huang et al. (2014)
Dongguan	Dec 2013–Nov 2014 (Four seasons)	PMF	Secondary sulfate (20 %), secondary nitrate (8 %), SOA (10 %), vehicle emissions (21 %), industrial emissions (7 %), biomass burning (11 %), coal burning (5 %), fugitive dust (8 %), ship emissions (6 %).	Zou et al. (2017)
Dongguan	Feb 2010–Dec 2012 (Four seasons)	PMF	Secondary sulfate (27 %), secondary nitrate (19 %), industrial emissions (15 %), biomass burning (9 %) and coal combustion (9 %); ship emissions and sea salt, vehicle exhaust, plastic burning and dust no more than 7 %.	Wang et al. (2015)