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Supplement of

Air quality in the middle and lower reaches of the Yangtze River channel: a cruise campaign

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1 Meteorology pattern over the cruise

The MLYP region is located in East Asia Monsoon Region (China type), of which has a clear seasonal shift of the prevailing wind between in winter and summer. As shown in Figure S3, West Pacific Subtropical High (WPSH) control the south China in winter, while a cold high pressure formed in the north region of China during the period. During the sampling periods, WPSH was constantly squeezed further to south and ocean. The YRC region is completely situated between high pressure ridge and trough, thus northwest winds are dominant, as verified by two cold fronts on 25 November and 2 December in 2015, respectively. Besides, a low-pressure system formed in central China from 28 to 30 November, which was characterized by relative low wind speed and even stagnant air-mass, of which made a great contribution to the formation of the haze pollution (Huang et al., 2014;Huang et al., 2012).

The detailed meteorological information, including T, RH, pressure, wind speed and wind direction were monitored by an automatic meteorological station (HydroMet^{TM}, Vaisala) placed on the front of the vessel. The true wind, *i.e.*, a vector wind with a speed referenced to the fixed earth and a direction referenced to true north, was established by the platform-relative wind to ship and vessel speed, which was calculated directly from Global Positioning System (GPS) records (Smith et al., 1999). T and RH showed greatly changes during the survey, range from 1.05-18.90 ℃ and 26.90-99.00%, respectively. The surface wind direction was relative constant and wind speed was low in the most time during YRC, and the mean speed of 3.10 ± 0.99 m/s were measured. There were two sharp reduction of T and RH on 25 November and 2 December. When the cold front arrived, wind speed increases from 2 m/s up to 10 m/s.

Table S1. Emission factors of 11 metals from different fuel combustion (mg/kg) measured in our lab (Wu et al., 2017).

	Light diesel oil	Marine heavy oil	93 octane petrol	97 octane petrol
As	7.91 ± 1.03	1.77 ± 0.51	2.55 ± 0.31	1.30 ± 0.17
Fe	7.87 ± 1.12	12.28 ± 2.85	18.30 ± 1.39	20.07 ± 0.48
Al	4.39 ± 1.26	1.25 ± 0.35	0.33 ± 0.00	0.21 ± 0.00
Mn	2.62 ± 0.45	2.47 ± 0.70	0.57 ± 0.24	0.41 ± 0.03
Pb	1.13 ± 0.15	12.39 ± 0.65	ND	ND
Cr	0.73 ± 0.08	0.22 ± 0.09	0.24 ± 0.05	0.16 ± 0.10
Zn	0.43 ± 0.05	5.46 ± 1.32	0.05 ± 0.02	0.09 ± 0.03
Cu	0.40 ± 0.16	0.10 ± 0.03	0.40 ± 0.00	0.27 ± 0.12
V	ND	0.48 ± 0.11	ND	ND
Cd	ND	ND	ND	ND
Ni	0.24 ± 0.02	0.39 ± 0.06	0.07 ± 0.01	0.21 ± 0.04
TMs	25.72 ± 4.32	36.81 ± 6.67	22.51 ± 2.02	22.72 ± 0.97

Table S2. The average and maximum contribution of SO_4^{2-}, NO_3^-, OC and $PM_{2.5}$ from ship plume estimated by a lower limit ratio.

Ship emission contribution	$PM_{2.5}$	$(OM/V)_{min} = 290$	$(NO_3^-/V)_{min} = 228$	$(SO_4^{2-}/V)_{min} = 127$
Average (μg m^{-3})	7.66	2.82	2.22	1.38
Maximum (μg m^{-3})	47.23	17.40	13.8	8.55

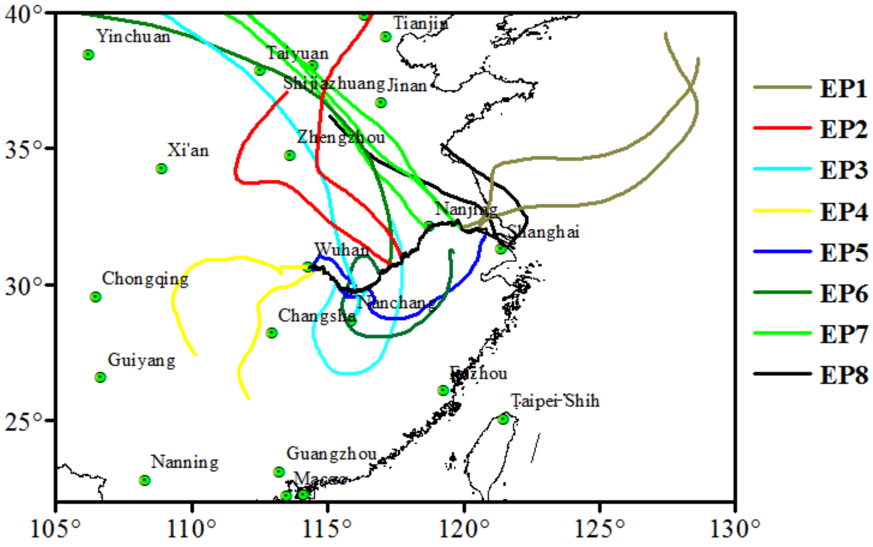

Figure S1. Ship route and 3-day back trajectories arriving at 500 m above sea level.

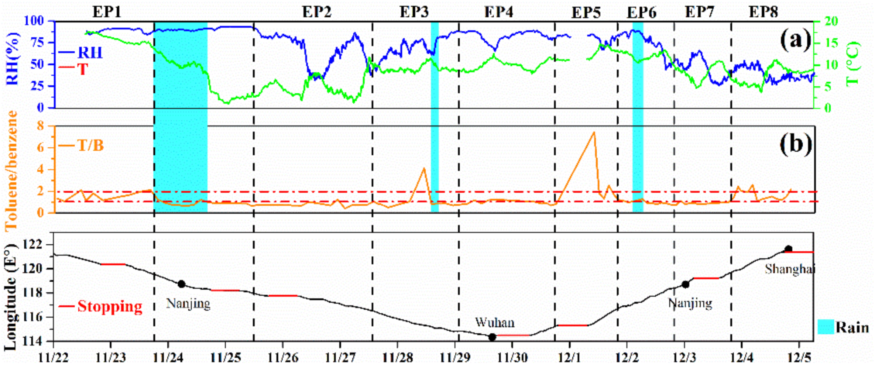

Figure S2. Time series of (a) meteorological parameters during YRC (T and RH); (b) ratio of Toluene to Benzene.

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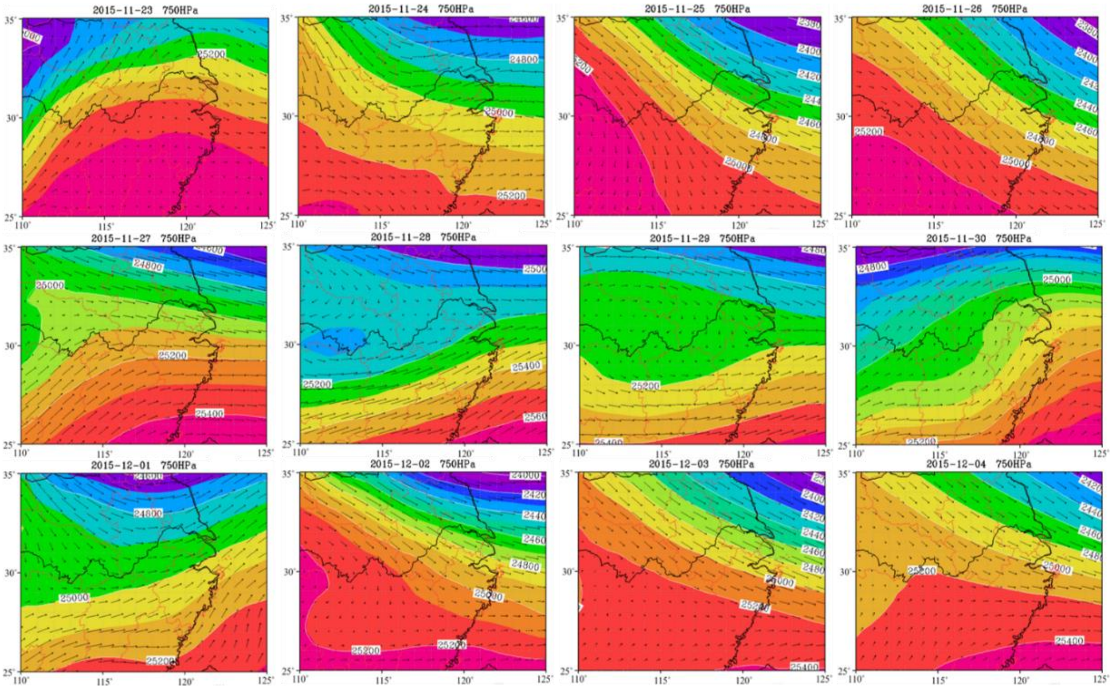

Figure S3. The average geopotential height field (white lines) and wind field (blank vector) for 750 hPa for each day during YRC.

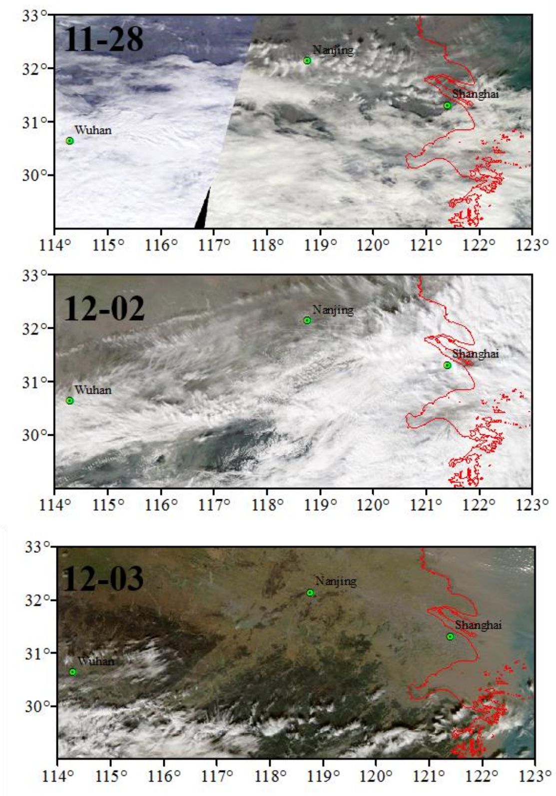

Figure S4. MODIS true-color imagery on 28 November, 2 and 3 December in 2015.

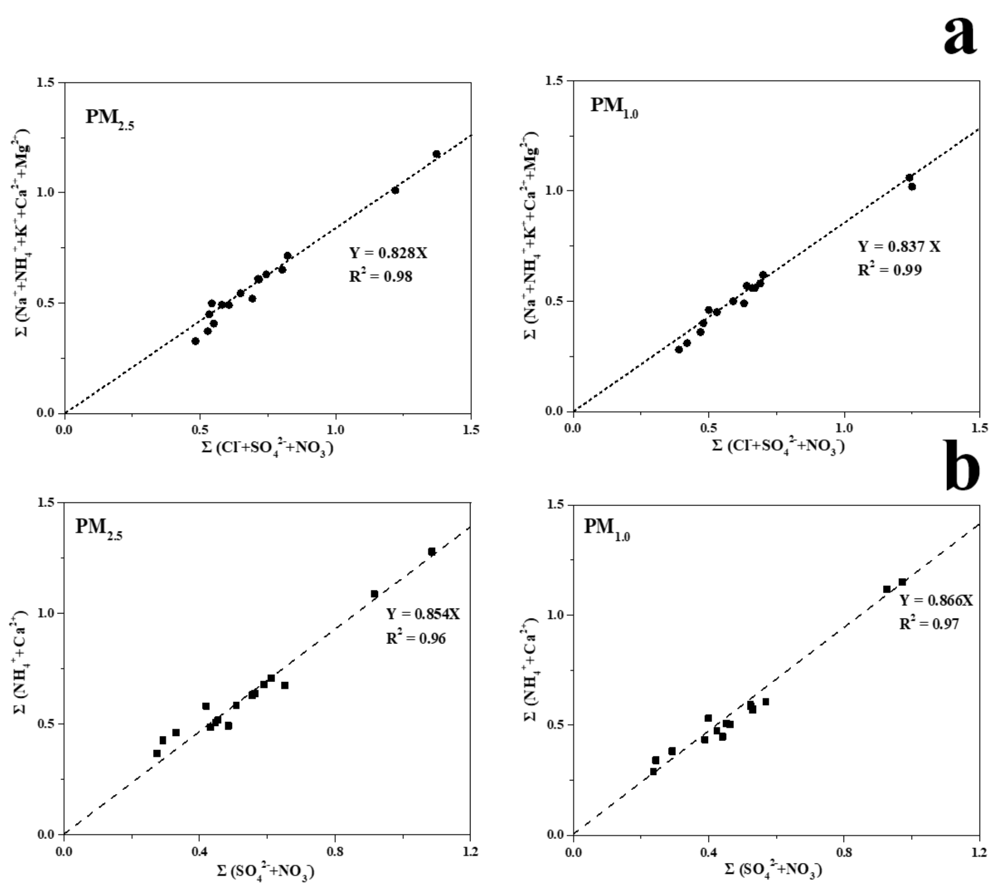

Figure S5. (a) The ion balance; (b) The correlation between the equivalent concentrations of $[SO_4^{2-} + NO_3^-]$ and $[NH_4^+ + Ca^{2+}]$ in the present study (μ eq m^{-3}).

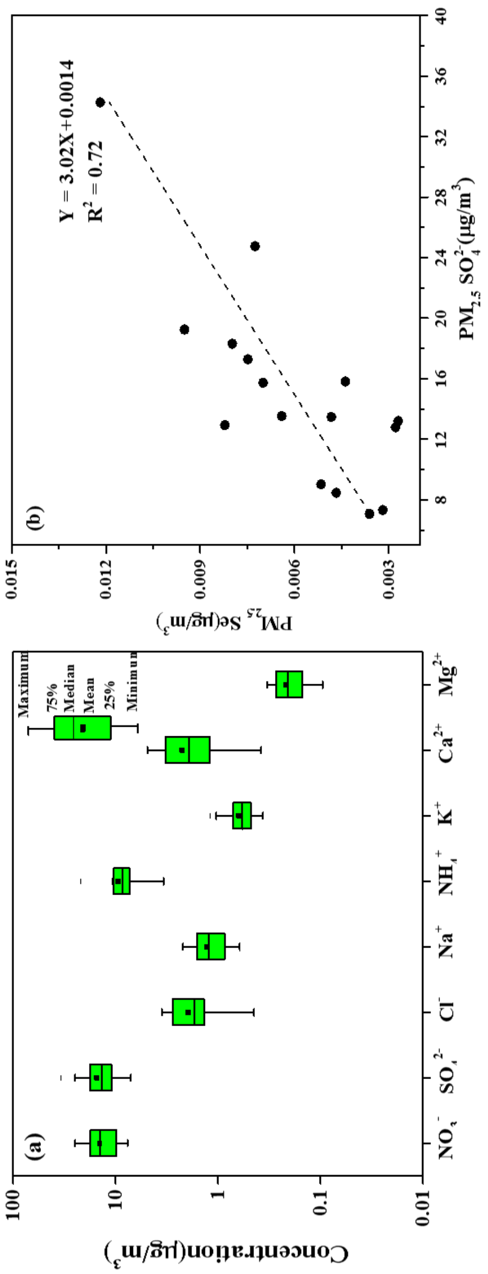

Figure S6. (a) average mass concentration of the main soluble ions along YRC; (b) the linear correlation between Se and SO_4^{2-} in $PM_{2.5}$.

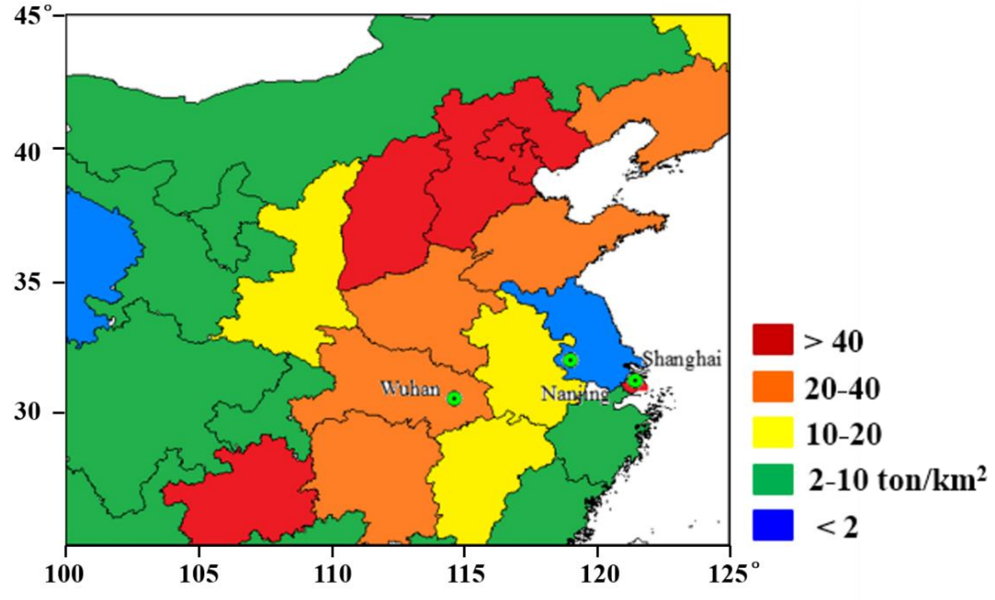

Figure S7. Residential coal consumption in China in 2015 (source: China energy statistical yearbook (NBSC, 2016)).

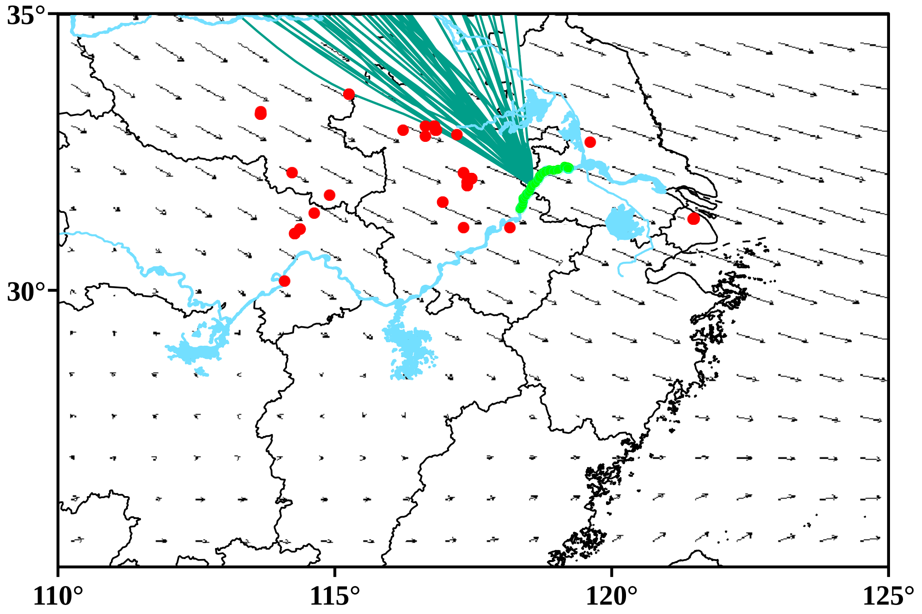

Figure S8. Mean wind vectors for sample #12 beginning at 18:00 LST and ending at 06:00 LST next day. Green line is the route for this sample. Red dots represent the FIRMS's fire points.

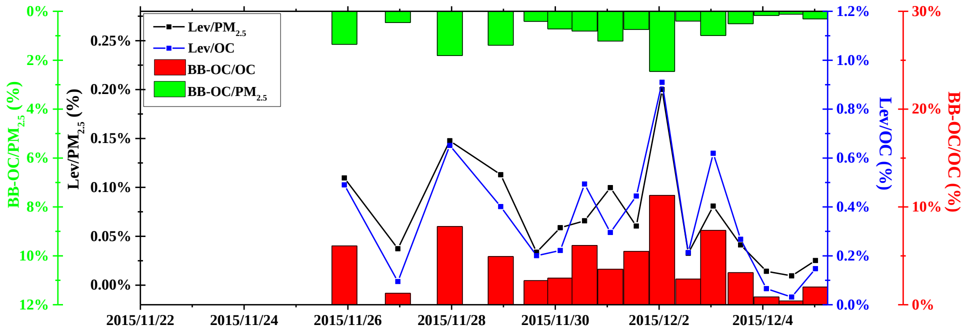

Figure S9. Time serious of Lev/OC and Lev/$PM_{2.5}$ ratios, and contribution of BB-OC to OC and $PM_{2.5}$ during YRC

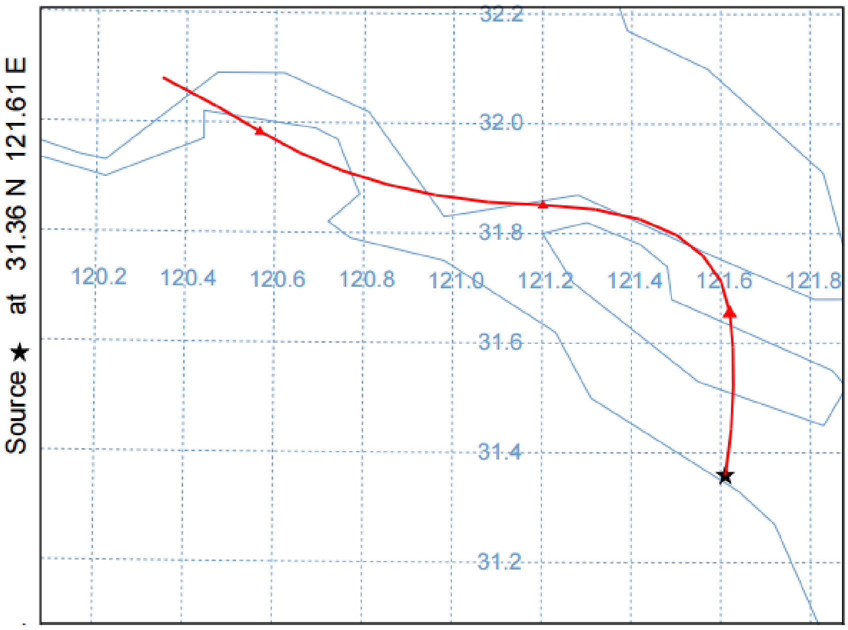

Figure S10. 18-hours back trajectories arriving at 500 m above sea level during the sample #16.

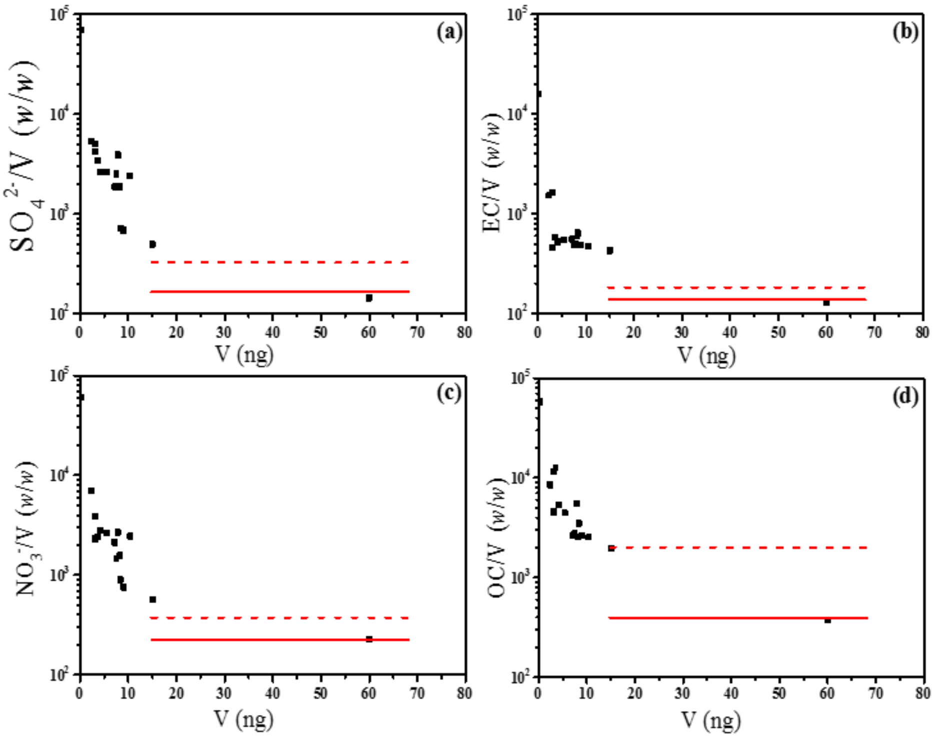

Figure S11. Scatter ration of (a) SO_4^{2-}/V, (b) NO_3^-/V, (c) EC/V and (d) OC/V along YRC. The red dashed line represented average ratio and solid line express the minimum ratio (average minus one standard deviation) for the sample with V > 15 ng/m^3.

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