

Interactive
Comment

***Interactive comment on* “Extension of an assessment model of ship traffic exhaust emissions for particulate matter and carbon monoxide” by J.-P. Jalkanen et al.**

Anonymous Referee #1

Received and published: 9 September 2011

This paper describes an “upgrade” (STEAM2) of a previously published model STEAM by the same authors. Although it is apparent that for example the treatment of auxiliary engines is substantially better in STEAM2, the paper seems to loose itself in many detailed calculations. But more complex is also less transparent and not by definition better. The main criticism of this reviewer is that section 3.4 and 4 do not tackle this issue. Clearly the authors have good data for the Baltic sea. I would like to see a simple comparison table of Baltic sea emissions of NO_x, SO₂, PM, EC (if available) for EMEP total (can be effortlessly downloaded from www.CEIP.at); STEAM and the new STEAM 2. Are there significant variations and do these go beyond the uncertainty bounds resulting from the lack of exact fuel S contents? And if so why? are such changes

C8709

Full Screen / Esc

Printer-friendly Version

Interactive Discussion

Discussion Paper



explainable by the improvements of the STEAM2 model? In my mind these are the final and real interesting comparisons the paper should come to in the end to make it interesting for ACPD. Otherwise it is not about Atmospheric chemistry and physics but about model development for shipping alone – than I would recommend a more technical modeling journal. There is no argument that AIS data allow better allocation of the ship routes and subsequent emissions but that is in a way independent of the STEAM2 model. If the authors like they could split the Baltic in sections to highlight the geographical resolution compared to the previous model but for comparison reasons it is necessary to give also the value of the total Baltic Sea.

various detailed comments

Abstract L3 & p22132 L2; “a few meters” – I assume this should be a few tens of meters.. just the uncertainty of exactly where the responder is on such a large ship will cause such an inaccuracy. Not that this matters for the usefulness of the method.

Introduction first 2 sentences (“ top to down” etc.) is a confusing paragraph. Basically any calculation using activity data will be a bottom-up method but the scale on which it is accurate may differ widely. It may not tell you anything about the location of the emissions. These emissions are than e.g. down-scaled through a distribution over a ship route map but we have little idea if this distribution is realistic or biased. In general the introduction should be reorganized, the points presented are valid but the order in which they appear is jumping from one to another and back again. It starts with methods, than jumps to scarcity of PM data, not mentioning other pollutants which appear only a page later.

p22132 L21-22 – OK but is this multi-engine set-up known for each ship?

p 22133 L5 the citation in this sentence is a bit strange, probably the sentence needs to be adjusted. Hulskotte 2010 and Cooper 2003 exactly do determine the port emissions. So, the sentence could be something like: Although in-port emissions have been determined before (H 2010; C 2003), these have been neglected in many previous etc.

[Full Screen / Esc](#)[Printer-friendly Version](#)[Interactive Discussion](#)[Discussion Paper](#)

etc.

L12-16. Yes this is correct but.. is it (one of) the main uncertainty? If we not even have accurate PM emissions should the distinction between BC and EC be the major cause of concern? Do you expect variations in engine load where in absolute terms BC will increase and EC will decrease? Both are strongly correlated – so given all the uncertainties I wonder if this is a crucial distinction at present or should be a “next step” Also you don’t seem to do much with the EC / BC issue in your final model outcome but simply call it EC – is this correct?.

p22134 L17 : So, does HIS provide the previously mentioned multi-engine setups?

p22136 L 12: Indeed using the avg speed is not very accurate but can you indicate if that was the case for e.g. 1% of the cases (no impact) or 50% of the cases (very relevant) or? w/o this information it is impossible for tehreader to judge whether this really influenced the previous model.

p22144 & Fig. 3. Especially the relationship between EC and OC emission is not so easy to follow and check. The scale in fig 3. is good for looking at the SO4 but the line suggests that OC is decreasing with S content of the fuel while EC is increasing? Is that correct? if so any idea why?– maybe Fig3 should have a 2nd Y axis to show the OC and EC properly? Moreover, it is clear that you have to make a choice but in the literature quite some variation can be found in OC contents EC to S content – so somewhere the range has to be discussed. These 3 digits behind the decimal point suggest a very high accuracy and it is doubted if that is entirely correct. Furthermore the exact S% is often not known..it is know that is less than x % but exactly how much can vary from ship to ship and this is unknown. This should come back in the discussion on p 22148 section 3.3. – it is good and correct that you compare with studies with exact known S% but it should be made explicit that in the next step (real world) you will not know this and replace it again by average values.. what ranges does that create? relevant; irrelevant?

Full Screen / Esc

Printer-friendly Version

Interactive Discussion

Discussion Paper



Interactive
Comment

Full Screen / Esc

Printer-friendly Version

Interactive Discussion

Discussion Paper

C8712

