

Interactive comment on “Contributions of vehicular carbonaceous aerosols to PM_{2.5} in a roadside environment in Hong Kong” by X. H. Hilda Huang et al.

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2 Experimental 2.1 Sampling equipment and method

Reviewer note to the authors The PM2.5 sampler and other instruments in the Mong Kok roadside air quality monitoring station are located on a platform circa 3 meters above the road level of an area with extremely high population density (130,000 person per km⁻²) described as the busiest district in the world (Guinness World Records).

3 Results and discussions 3.1 Organic and elemental carbon concentrations Line 5
The authors state that the annual averages OC and EC concentrations at MK AQMS

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during the study period were 7.82 and $4.36 \mu\text{gCm}^{-3}$, respectively. The ratio OC/EC $7.82/4.36 = 1.70$, while the ratio EC/OC = 0.55. Could the stated values of OC and EC be reversed?

4 Conclusions

3 The authors state that “higher OC concentrations were recorded during winter months as a result of the contributions of regional air pollutant transport”.

Considering that the OC concentrations (Fig 2) peaked in December, January and February, —while EC concentrations remained relatively constant—, could it also indicate a decrease in photochemical activity during the winter months?

P 77, line 7

In addition to the stated higher resolution measurements of particle-phase tracer compounds to provide a more accurate estimation of SOA contributions in the urban areas of Hong Kong, the authors should consider the role of single-ring aromatics on SOA formation in their future studies.

Interactive comment on *Atmos. Chem. Phys. Discuss.*, 14, 57, 2014.

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